AGENDA

BERKELEY CITY COUNCIL MEETING

Tuesday, September 29, 2026
6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702

ADENA ISHII, MAYOR

COUNCILMEMBERS:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 269 0912**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

Live captioned broadcasts of Council meetings are available on B-TV (Channel 33) and via internet video stream. All Council meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call:

Land Acknowledgement Statement: *The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.*

Ceremonial Matters: *In addition to those items listed on the agenda, the Mayor may add additional ceremonial matters.*

City Manager Comments: *The City Manager may make announcements or provide information to the City Council in the form of an oral report. The Council will not take action on such items but may request the City Manager place a report on a future agenda for discussion.*

Public Comment on Non-Agenda Matters: *Up to ten persons will be selected to address matters not on the Council agenda. If five or fewer persons are identified to provide non-agenda comment, each person selected will be allotted two minutes each. If more than five persons are selected to address matters not on the Council agenda, each person selected will be allotted one minute each.*

In-person attendees wishing to address the Council on matters not on the Council agenda during the initial ten-minute period for such comment, must submit a speaker card to the City Clerk in person at the meeting location and prior to the moment that the Presiding Officer calls for public comment on non-agenda items. Remote attendees must raise their hand in the videoconference application when the Presiding Officer calls for non-agenda speakers. The first five raised hands on the videoconference application will be selected to speak and the first five cards drawn at the meeting will be selected to speak. The number of in-person and remote speakers selected may be adjusted by the Presiding Officer if fewer than five speakers from either format are identified.

The remainder of the speakers wishing to address the Council on non-agenda items will be heard at the end of the agenda.

Public Comment by Employee Unions (first regular meeting of the month): *This period of public comment is reserved for officially designated representatives of City of Berkeley employee unions, with five minutes allocated per union if representatives of three or fewer unions wish to speak and up to three minutes per union if representatives of four or more unions wish to speak.*

Consent Calendar

The Council will first determine whether to move items on the agenda for "Action" or "Information" to the "Consent Calendar", or move "Consent Calendar" items to "Action." Three members of the City Council must agree to pull an item from the Consent Calendar or Information Calendar for it to move to Action. Items that remain on the "Consent Calendar" are voted on in one motion as a group. "Information" items are not discussed or acted upon at the Council meeting unless they are moved to "Action" or "Consent".

No additional items can be moved onto the Consent Calendar once public comment has commenced. At any time during, or immediately after, public comment on Information and Consent items, any Councilmember may move any Information or Consent item to "Action." Following this, the Council will vote on the items remaining on the Consent Calendar in one motion.

For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again at the time the matter is taken up during the Action Calendar.

Public Comment on Consent Calendar and Information Items Only: *The Council will take public comment on any items that are either on the amended Consent Calendar or the Information Calendar. If ten or fewer persons are interested in speaking on an individual agenda item, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue. A speaker may only speak once during the period for public comment on Consent Calendar and Information items.*

Additional information regarding public comment by City of Berkeley employees and interns: Employees and interns of the City of Berkeley, although not required, are encouraged to identify themselves as such, the department in which they work and state whether they are speaking as an individual or in their official capacity when addressing the Council in open session or workshops.

Recess Items

1. **Increase Spending Authority to Create Purchase Orders Against Contract No. 31900270: Dell Computers, Inc. for Continued Hardware, Software, and Related Services**
   From: City Manager
   Recommendation: Adopt a Resolution ratifying the action taken by the City Manager during recess to increase spending authority for purchase orders to Contract No. 31900270 with Dell Computers, Inc. for the purchase of hardware, software, and related services utilizing the County of Riverside Agreement 8084445, for an additional $2,900,000 for a total not-to-exceed amount of $11,097,733 for the period of November 1, 2019, through October 31, 2027.
   Financial Implications: See report
   Contact: Kevin Fong, Information Technology, (510) 981-6500

Recess Items

2. Contract No. 32600016 Amendment: Team Ghilotti South Cove West Lot Repaving Project
From: City Manager
Recommendation: Adopt a Resolution ratifying the action taken by the City Manager during the City Council recess authorizing the City Manager to execute an amendment to Contract No. 32600016 with Team Ghilotti for the South Cove West Parking Lot Project, increasing the amount by $335,740 for an amended total amount not to exceed $2,220,381.
Financial Implications: See report
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

3. Increased Spending Authority: East Bay Regional Communications System Authority Project Operating Agreement (Contract No. 31900111) for Public Safety Radio Services
From: City Manager
Recommendation: Adopt a Resolution ratifying the action taken by the City Manager to increase the spending authority with the East Bay Regional Communications System Authority for public safety radio communications services, increasing the amount by $2,600,000 for a total not to exceed of $6,819,482 and requiring Council reauthorization by December 31, 2031.
Financial Implications: See report
Contact: Jaime Parks, Public Works, (510) 981-6300

Consent Calendar

4. Loan Administration Board Dissolution; Repealing BMC Chapter 3.72
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,032-N.S. repealing Berkeley Municipal Code Chapter 3.72. Loan Administration Board enabling legislation, thereby dissolving the Loan Administration Board.
First Reading Vote: All Ayes.
Financial Implications: See report
Contact: Eleanor Hollander, Economic Development, (510) 981-7530

5. Minutes for Approval
From: City Manager
Recommendation: Approve the minutes for the Council meetings of July 6, 2026 (closed), July 7, 2026 (regular), July 14, 2026 (special and regular), July 20, 2026 (closed), July 24, 2026 (closed), and July 28, 2026 (regular).
Financial Implications: None
Contact: Mark Numainville, City Clerk, (510) 981-6900

Consent Calendar

6. Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on September 29, 2026
From: City Manager
Recommendation: Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division. All contracts over the City Manager's threshold will be returned to Council for final approval.
Financial Implications: $17,585,000 - Various Funds
Contact: Henry Oyekanmi, Finance, (510) 981-7300

7. Adopt Resolution Approving Publicly Available Pay Schedule
From: City Manager
Recommendation: Adopt a Resolution approving a publicly available pay schedule effective September 15, 2026, pursuant to the Public Employee's Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR).
Financial Implications: See report
Contact: Janelle Rodrigues, Human Resources, (510) 981-6800

8. Appointment of Director of Police Accountability
From: City Manager
Recommendation: Adopt a Resolution approving the appointment of Mary Opler as Director of Police Accountability and approving an employment agreement effective October 5, 2026, at an annual salary of $230,000.
Financial Implications: See report
Contact: Janelle Rodrigues, Human Resources, (510) 981-6800

9. Contract: Agile Occupational Medicine for Occupational Health Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with Agile Occupational Medicine for Employee Occupational Health Services for the period of January 1, 2027 through June 30, 2030 for a total not to exceed of $150,000.
Financial Implications: See report
Contact: Janelle Rodrigues, Human Resources, (510) 981-6800

10. Contract No. 32100138 Amendment: AnchorCM for On-call Waterfront Project and Construction Management Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32100138 for AnchorCM, for on-call Waterfront project and construction management services, increasing the contract amount by $1,000,000 for a total Not-to-exceed amount of $3,000,000 and duration by twelve months, from December 31, 2026 to December 31, 2027.
Financial Implications: $3,000,000 - Various Funds
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

Consent Calendar

11. Contract No. 32400043 Amendment: Elavon, Inc. for Online Credit Card Processing Services for Recreation Programs and Facilities
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to contract 32400043 with Elavon, Inc. for online credit card processing services for Recreation programs and facilities by $125,000 for a new not-to-exceed amount of $485,000.
Financial Implications: $485,000 - Various Funds
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

12. Donation: Memorial Bench at the Berkeley Waterfront in Memory of Mike Parker
From: City Manager
Recommendation: Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Waterfront in memory of Mike Parker.
Financial Implications: $3,400 - Donation
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

13. Amendment to BMC Chapter 2.99 to Establish Surveillance Technology Vendor Accountability Requirements and to Revise the Annual Surveillance Technology Reporting Schedule
From: City Manager
Recommendation: Adopt the first reading of an Ordinance amending Berkeley Municipal Code Chapter 2.99 to require enforceable violation, sanction, and termination provisions in agreements with surveillance technology vendors; to change the annual Surveillance Technology Report to a calendar-year reporting period due to the City Council at the first regular meeting in March, beginning with a report in March 2027 covering October 1, 2025 through December 31, 2026; and to conform references to the Police Accountability Board.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

14. Contract No. 31900143 Resolution Amendment: Passport Labs Incorporated for Parking Citation and Permit Management System (CPMS)
From: City Manager
Recommendation: Adopt a Resolution amending Resolution No. 72,068-N.S., to clarify the total contract authority required to execute and operationalize the contract with Passport Labs Inc. for a Parking Citation and Permit Management System. The amendment reflects a total contract authority of $9.3 million for the initial three-year term, from September 1, 2026 through August 31, 2029, with the option to extend the contract for two additional one-year periods, provided that the final extension shall end no later than August 31, 2031.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

Consent Calendar

15. Contract No. 32400003 Amendment: Cooke & Associates Background Investigations
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract amendment with Cooke & Associates, a background investigation services provider for public safety personnel, to increase the contract amount by $350,000 to a total contract of $930,000 expiring on July 31, 2028.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

16. Grant: Fiscal Year 2027 Alcohol Policing Partnership (APP) Grant
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager, to execute a grant contract and any subsequent amendments with the Alcoholic Beverage Control (ABC) in the amount of $97,330 for fiscal year 2027.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

17. Revenue Grant: Cannabis Tax Fund Grant Program (CTFGP) Acceptance
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager, or their designee, to accept the Cannabis Tax Fund Grant Program (CTFGP) and execute any resultant revenue agreements and amendments with the California Highway Patrol. The total grant amount is $90,629.70 for the period of July 1, 2026, through June 30, 2027.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

18. Alameda County Transportation Commission Comprehensive Investment Program 2028 and One Bay Area Grant 4 Applications
From: City Manager
Recommendation: Adopt Resolutions of local support for Alameda County Transportation Commission Comprehensive Investment Program (CIP) 2028 and One Bay Area Grant (OBAG) 4 grant applications submitted on July 27, 2026, for the Sacramento Crossings Improvement Project and the North and West Berkeley Safe Routes to Schools Project; accept the funds; and execute any resultant agreements and amendments.
Financial Implications: See report
Contact: Jamie Parks, Public Works, (510) 981-6300

Consent Calendar

19. Contract No. 32600193 Amendment: Bay Construction Co. for Transfer Station Aboveground Storage Tank Specification No. 25-11733-C
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to amend Contract No. 32600193 with Bay Construction Co. for the Transfer Station Aboveground Storage Tank Project, increasing the contract amount by $110,964.00 for a revised total amount not to exceed $765,600.00, for the contract term beginning June 23, 2026, through December 30, 2026.
Financial Implications: See report
Contact: Jamie Parks, Public Works, (510) 981-6300

20. Contract: IDAX Traffic Data, LLC for On-call Traffic Survey Consulting Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with IDAX Traffic Data, LLC, for on-call traffic survey consulting services for an initial three-year period in the amount not to exceed $240,000, with an option of up to two, one-year extensions.
Financial Implications: See report
Contact: Jamie Parks, Public Works, (510) 981-6300

21. Contract: One Workplace Construction LLC dba Vantis for 1947 Center St. Window Replacement Project
From: City Manager
Recommendation: Adopt a Resolution: 1. Approving plans and specification for 1947 Center St. Window Replacement Project (Specification No. 26-11762-C); and 2. Accepting the bid of One Workplace Construction LLC dba Vantis as the lowest responsive and responsible bidder; and 3. Authorizing the City Manager to execute a contract and any amendments, extensions, or change orders until the Project is completed in accordance with the approved plans and specifications for an amount Not To Exceed (NTE) $1,764,620.00, including a contingency of $294,100.00, for the term of November 1, 2026, to September 31, 2031.
Financial Implications: $1,764,600.00 - Various Funds
Contact: Jamie Parks, Public Works, (510) 981-6300

22. Contract: Shaw Integrated and Turf solutions, Inc., for Civic Center Building, Fourth Floor @ IT Department Carpet Replacement Project
From: City Manager
Recommendation: Adopt a Resolution: 1. Accepting the California Multiple Award Schedule (CMAS) bid procedures; 2. Approving the CMAS Contract with Shaw Integrated and Turf Solutions, Inc. for Carpet Replacements at the Civic Center Building; and, 3. Authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project in accordance with the terms and conditions of the agreements with Shaw Integrated and Turf Solutions, Inc. in an amount not to exceed $90,542, which includes a contingency of $11,810.
Financial Implications: $90,542 - Capital Improvement Fund
Contact: Jamie Parks, Public Works, (510) 981-6300

Consent Calendar

23. Expenditure Contract: AMCS GROUP, INC. for Online Refuse Payment Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract with AMCS GROUP, Inc. for AMCS Pay, which provides online refuse payment services, in an amount not to exceed $500,000 for the term of October 1, 2026, to October 1, 2031.
Financial Implications: See report
Contact: Jamie Parks, Public Works, (510) 981-6300

24. Grant Acceptance: Alameda CTC TFCA Adeline Quick Build
From: City Manager
Recommendation: Adopt a Resolution accepting $1,000,000 of Transportation Fund for Clean Air (TFCA) funds from the Alameda County Transportation Commission (CTC) for the Adeline Quick Build Project and execute any resultant agreements and amendments.
Financial Implications: See report
Contact: Jamie Parks, Public Works, (510) 981-6300

25. Purchase Order: Braun Northwest, Inc. for One 2027 Ford F-450 North Star Ambulance Body Remount to a New Chassis
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a purchase order with Braun Northwest, Inc. for one 2027 Ford F-450 North Star ambulance remount to a new chassis in an amount not to exceed $260,000.
Financial Implications: $260,000 - Public Works Department Equipment Fund
Contact: Jamie Parks, Public Works, (510) 981-6300

Council Consent Items

26. Referral to the City Manager to Develop An Updated Cross Departmental Program Plan and Strategic Asset Management Plan Per the Realize Vision 2050 Plan to Address the City's Long-term Infrastructure Needs and Maintenance Schedule and Provide Semi-Annual Progress Reports to City Council
From: Mayor Ishii (Author), Councilmember Taplin (Co-Sponsor), Councilmember Tregub (Co-Sponsor), Councilmember O'Keefe (Co-Sponsor)
Recommendation: Refer to the City Manager to develop an updated cross-departmental Program Plan and Strategic Asset Management Plan as set forth in the Realize Vision 2050 Plan to address the City's long-term infrastructure needs and maintenance schedule, and provide semi-annual progress reports to City Council.
Financial Implications: See report
Contact: Adena Ishii, Mayor, (510) 981-7100

Council Consent Items

27. Cal Sailing Club's Final 2026 Open House: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds
From: Councilmember Taplin (Author), Mayor Ishii (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $1,000 per Councilmember, including $1,000 from Councilmember Taplin, to support Cal Sailing Club's Final 2026 Open House in October.
Financial Implications: Councilmember's Discretionary Funds - $1,000
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120

28. Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to Support the Restoration of "Sinbad Voyage"
From: Councilmember Tregub (Author), Mayor Ishii (Co-Sponsor), Councilmember Taplin (Co-Sponsor), Councilmember Bartlett (Co-Sponsor)
Recommendation: Adopt a Resolution approving an expenditure of an amount not to exceed $1,000 per Councilmember from the D13 Discretionary Accounts of members of the Berkeley City Council, including contributions of $500 from Councilmember Igor Tregub, $250 from Councilmember Terry Taplin, $100 from Mayor Ishii, and $100 from Councilmember Ben Bartlett, and inviting all Councilmembers to contribute to support the restoration of Mokhtar Paki's "Sinbad Voyage" mural.
Financial Implications: Councilmembers' Discretionary Funds - $1,000
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140

29. Honoring Childhood Cancer Awareness Month
From: Councilmember Blackaby (Author), Councilmember Bartlett (Co-Sponsor)
Recommendation: Adopt a Resolution honoring September as childhood cancer awareness month.
Financial Implications: None
Contact: Brent Blackaby, Councilmember, District 6, (510) 981-7160

30. United Against Hate Week 2026 Resolution
From: Councilmember Blackaby (Author), Councilmember Bartlett (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation: Adopt a Resolution declaring October 18 – 24 as United Against Hate Week in Berkeley**.**
Financial Implications: None
Contact: Brent Blackaby, Councilmember, District 6, (510) 981-7160

Council Consent Items

31. Music in the Elmwood Festival: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Funds
From: Councilmember Humbert (Author), Councilmember Blackaby (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $14,000 per Councilmember including $14,000 from Councilmember Humbert to the Elmwood Business Association for the Music in the Elmwood Festival in the years 2027 and 2028, with funds relinquished to the City's General Fund for this purpose from the discretionary Council Office Budgets of Councilmember Humbert and any other Councilmembers who would like to contribute.
Financial Implications: Councilmember's Discretionary Funds - $14,000
Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180

32. Reaffirmation of the Sister City Relationship Between the City of Berkeley and the City of Palma Soriano, Cuba
From: Councilmember Humbert (Author), Councilmember Blackaby (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation: Adopt a Resolution reaffirming the long-standing Sister City relationship between the City of Berkeley and the City of Palma Soriano, Cuba, and reauthorizing the Berkeley–Palma Soriano Sister City Committee to resume work on clean water, environmental, cultural, and educational projects in partnership with the Palma Soriano community, at no direct or indirect cost to the City of Berkeley.
Financial Implications: None
Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180

Action Calendar

The public may comment on each item listed on the agenda for action. For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again during the Action Calendar public comment period on the item

The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to determine the number of persons interested in speaking at that time. If ten or fewer persons are interested in speaking on an individual agenda item, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue.

Action items may be reordered at the discretion of the Chair with the consent of Council.

The Presiding Officer may open and close an additional comment period for Action items on this agenda (excluding any public hearings, appeals, and/or quasi-judicial matters), at the start of the Action Calendar. Those who speak on an item during this comment period may not speak a second time when the item is taken up by Council.

Action Calendar – Public Hearings

Staff shall introduce the public hearing item and present their comments. For certain hearings, this is followed by five-minute presentations each by first the appellant and then the applicant. The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to be recognized and to determine the number of persons interested in speaking at that time.

If ten or fewer persons are interested in speaking during a public hearing, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may with the consent of persons representing both sides of an issue allocate a block of time to each side to present their issue.

When applicable, each member of the City Council shall verbally disclose all ex parte contacts concerning the subject of the hearing. Councilmembers shall also submit a report of such contacts in writing prior to the commencement of the hearing. Written reports shall be available for public review in the office of the City Clerk.

33. California Municipal Finance Authority Bond Financing for Ashby Lofts Project
From: City Manager
Recommendation: Conduct the public hearing on September 29, 2026, under the requirements of Tax and Equity Fiscal Responsibility Act ("TEFRA") and the Internal Revenue Code of 1986, as amended (the "Code"), and upon conclusion:
Adopt a Resolution approving the issuance of the Bonds by the California Municipal Finance Authority ("CMFA") for the benefit of Ashby Lofts LP, a California limited partnership (the "Borrower"), to provide for the financing of Ashby Lofts (the "Project"). The adoption is intended to solely satisfy the requirements of TEFRA, the Code and the California Government Code Section 6500 (and following).
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

34. Adoption of San Pablo Avenue Specific Plan
From: City Manager
Recommendation: Conduct a public hearing, and upon conclusion:
1. Adopt a Resolution: a. Considering an Addendum to the 2023-2031 Housing Element Update Environmental Impact Report (EIR) together with the previously certified EIR and finding that none of the conditions described in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have occurred; b. Adopting the San Pablo Avenue Specific Plan and San Pablo Avenue Specific Plan Design Standards Document; c. Approving and adopting General Plan and University Avenue Strategic Plan map and text amendments to redesignate certain parcels and update certain land use designations to be consistent with the San Pablo Avenue Specific Plan; and d. Rescinding the West Berkeley Plan and San Pablo Avenue Public Improvements Plan; and
2. Adopt the first reading of an Ordinance to amend the Berkeley Municipal Code to create the San Pablo Commercial District (Chapter 23.202.160) and additional conforming amendments to other sections of the Municipal Code.
Financial Implications: See report
Contact: Jordan Klein, Planning and Development, (510) 981-7400

Action Calendar – New Business

35. Affordable Housing Preference Policy: Pilot Assessment and Policy Update
From: City Manager
Recommendation: Adopt a Resolution rescinding Resolution No. 70,960-N.S. to revise and update the Affordable Housing Preference Policy for new residential housing units created via the Housing Trust Fund (HTF) and Below Market-Rate (BMR) programs.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

36. Surveillance Technology Ordinance Submission for Mutual Aid Air Support, Pursuant to Council Action of July 14, 2026
From: City Manager
Recommendation: Adopt a Resolution to accept the Surveillance Acquisition Report and approve the Surveillance Use Policy (BPD Policy 1308) for Mutual Aid Air Support, pursuant to Berkeley Municipal Code (B.M.C.) Chapter 2.99.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

Information Reports

37. Restaurant Inspection Audit Status Report
From: City Manager
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

38. Update: HR Response: Audit Recommendations for Comprehensive Domestic Violence Policy to Support City Employees
From: City Manager:
Contact: Janelle Rodrigues, Human Resources, (510) 981-6800

39. Response to City Council's Motion Regarding Refinements to the Telegraph Multimodal Corridor Project Design Approved at the October 28, 2025 Meeting of the Berkeley City Council
From: City Manager
Contact: Jamie Parks, Public Works, (510) 981-6300

40. Planning Commission Fiscal Year 2026-27 Work Plan
From: Planning Commission
Contact: Alisa Shen, Commission Secretary, (510) 981-7400

Public Comment – Items Not Listed on the Agenda

Adjournment

***NOTICE CONCERNING YOUR LEGAL RIGHTS**: If you object to a decision by the City Council to approve or deny a use permit or variance for a project the following requirements and restrictions apply: 1) No lawsuit challenging a City decision to deny (Code Civ. Proc. §1094.6(b)) or approve (Gov. Code 65009(c)(5)) a use permit or variance may be filed more than 90 days after the date the Notice of*

Decision of the action of the City Council is mailed. Any lawsuit not filed within that 90-day period will be barred. 2) In any lawsuit that may be filed against a City Council decision to approve or deny a use permit or variance, the issues and evidence will be limited to those raised by you or someone else, orally or in writing, at a public hearing or prior to the close of the last public hearing on the project.

Archived indexed video streams are available at: berkeleyca.gov/council-agendas.
Channel 33 rebroadcasts the following Wednesday at 9:00 a.m. and Sunday at 9:00 a.m.

Communications to the City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service to the City Clerk Department at 2180 Milvia Street. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk Department for further information.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at the public counter at the City Clerk Department located on the first floor of City Hall located at 2180 Milvia Street, and through the City's online records portal: https://records.cityofberkeley.info/.

Agendas, agenda reports, and revised/supplemental material may be accessed via the online agenda for this meeting at: berkeleyca.gov/council-agendas
and may be accessed at reference desks at the following locations:

City Clerk Department - 2180 Milvia Street, First Floor
Tel: 510-981-6900, TDD: 510-981-6903, Fax: 510-981-6901
Email: clerk@berkeleyca.gov

Libraries: Main – 2090 Kittredge Street,
Claremont Branch – 2940 Benvenue, West Branch – 1125 University,
North Branch – 1170 The Alameda, Tarea Hall Pittman South Branch – 1901 Russell

COMMUNICATION ACCESS INFORMATION:
This meeting is being held in a wheelchair accessible location.
To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at ada@berkeleyca.gov, (510) 981-6418 (V), or (510) 981-6347 (TDD) at least three business days before the meeting date.

Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.

Captioning services are provided at the meeting, on B-TV, and on the Internet. In addition, assisted listening devices for the hearing impaired are available from the City Clerk prior to the meeting, and are to be returned before the end of the meeting.

If you have obtained interpretation services for your use during a City Council meeting and would like to request assistance, please contact the City Clerk Department at (510) 981-6900, clerk@berkeleyca.gov, or in-person during the meeting.

Questions regarding public participation may be addressed to the City Clerk Department (510) 981-6900 or by email at clerk@berkeleyca.gov.

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Encampments
31. Adelaide Jenkins
32. Meryl Siegal
33. Barbara Fisher

1820 University Ave
34. Nathaniel Goldstein

Berkeley Tax Measures
35. Bob Brewer

Ashby BART
36. Mickey Butts
37. Elaine Magree

Safety Lights for Berkeley Crew
38. Matthew Smith

Request
39. Diana Bohn

Discarded Bicycles
40. Sas Colby

Gravel Parking Systems at Spinnaker Way
41. Todd Jersey (2)

3050 College Ave
42. Kamal Azari

Class Cancellations and Refund Request
43. Alyssa Cauble May

Parking Meters
44. Jenny Josephian

Flock Concerns
45. Betsy Bigelow-Teller
46. Janice Schroeder (2)
47. Summer Brenner
48. Jacqui VanLiew

Updates from Berkeley Speaks
49. Boona Cheema

Cigarette-Filter Waste Concern
50. David Neese

2012 Channing Way
51. Tim Donnelly
52. Grace Smith

Berkeley Tuolumne Family Camp
53. Claire Patterson and Lamont Rodriguez
Smoke Advisory
54. Dorothea Dorenz

Hayden Act Concern
55. Francesca Agrusa

Berkeley Indigenous People's Day
56. John Curl

Meeting Request
57. Yasir Rizvi

Marina Ave Stop Sign and Safety
58. Kenny Yu

Aquatic Park Wetlands Letter
59. Susan Schwartz

Caltrans Truck Access Study Findings
60. The NoBigRiggs580 Committee

Insight Housing Concern
61. Jlucus916

Hopkins
62. Robert Kehlmann
63. Donna DeDiemar

Ceremonial Matters Request
64. Leslie Maxie

South Cove Parking Fee
65. Paul Kamen

Marina Concerns
66. Rachel Bradley

College Ave and Derby St. Concerns
67. Eidit Choochage

Late Penalty Concern
68. Summerlea Kashar

Chancellor's Grant Listening Study
69. Nageene Mosaed

Coalition Next Steps
70. Carol Denney

Zoning/Upzoning
71. Warren and Lorna Byrne
72. Debra Busta Moore (2)
73. Olivia Grimes (2)

Urban Gardens
74. Steven Hesh

Documentary
75. Joel Ng

Dorothy Day House Concern
76. Blaire Wally

Comment Concern
77. Stephen Alpert

Proclamation Request
78. Arya Devanath

Infrastructure Bond
79. Judy Ziajka

URLs
80. Russbumper (3)
81. Sam Holtzman

E-Scooters
82. Robert Borghese (7)
83. Antonio Vargas
84. Deven Mitchell (2)
85. Carson Lepre (3)

Forwards
86. Eid Abdallah (12)
87. Russbumper (2)

Supplemental Communications and Reports

Items received by the deadlines for submission will be compiled and distributed as follows. If no items are received by the deadline, no supplemental packet will be compiled for said deadline.

- **Supplemental Communications and Reports 1**
  Available by 5:00 p.m. five days prior to the meeting.

- **Supplemental Communications and Reports 2**
  Available by 5:00 p.m. the day before the meeting.

- **Supplemental Communications and Reports 3**
  Available by 5:00 p.m. two days following the meeting.

01

Office of the City Manager

RECESS ITEM
CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Kevin Fong, Director, Information Technology

Subject: Increase spending authority to create purchase orders against Contract No. 31900270: Dell Computers, Inc. for continued hardware, software, and related services.

RECOMMENDATION

Adopt a Resolution ratifying the action taken by the City Manager during recess to increase spending authority for purchase orders to Contract No. 31900270 with Dell Computers, Inc. for the purchase of hardware, software, and related services utilizing the County of Riverside Agreement 8084445, for an additional $2,900,000 for a total not-to-exceed amount of $11,097,733 for the period of November 1, 2019, through October 31, 2027.

NEGATIVE EFFECT IF ACTION IS DELAYED UNTIL AFTER COUNCIL RECESS

Delaying approval of the Microsoft Enterprise Agreement (EA) license renewal until after the City Council recess would create significant operational and financial risks. The license payment was due back in April, leaving the City five months past the deadline. This delay occurred because of negotiations with Dell to consolidate licenses and reduce redundancies. While this process pushed the timeline past the start of recess, it successfully resulted in a revised contract that saved the City $500,000.

While Dell has maintained the City's services in good faith during negotiations, the City cannot wait until Council reconvenes. Approving the agreement during Council recess is required to secure licensing and the favorable pricing. Postponing this item further would likely result in a lapse in licensing coverage, disrupt access to essential services (including productivity, collaboration, security, and business applications), limit technical support, and expose the City to increased cybersecurity and compliance risks.

SUMMARY

The City Manager recommends ratifying an increase in spending authority for Dell Computers, Inc. under Contract No. 31900270, raising the total contract value to $11,097,733 through October 31, 2027. This action ensures the $500,000 in savings achieved through recent license consolidation negotiations with Dell for continued procurement of essential hardware, software, and services for citywide operations at

competitive prices, prevents operational and financial risks from delayed approval, supports environmental sustainability, and aligns with the City's strategic goals for reliable infrastructure and efficient service delivery.

FISCAL IMPACTS OF RECOMMENDATION

Council authority is requested for continued hardware and software purchases from Dell Computers, Inc. under County of Riverside Agreement 8084445, a competitively bid cooperative purchasing agreement, to support citywide enterprise computing equipment (PC's, laptops, servers, storage, network equipment, software, etc.).

Recent negotiations with Dell successfully consolidated licenses and reduced redundancies, securing $500,000 in contract savings for the City. Funding is available through a combination of the Department of Information Technology's Fiscal Year FY 2027 and FY 2028 IT Cost Allocation Fund (Fund 680) and various City Departments funds on an as-procured basis, as City Departments fund their cost for procured equipment.

CURRENT SITUATION AND ITS EFFECTS

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

The City of Berkeley participates in a competitively bid cooperative pricing agreement negotiated by the County of Riverside (Agreement No. 8084445) with Dell Marketing L.P. to obtain hardware, software, and related services. This agreement provides the City of Berkeley with standardized hardware and software at competitive prices and facilitates consistent infrastructure and computing experience, as well as efficient troubleshooting and quick turnaround times for equipment replacement.

This agreement aligns with the City's strategic priority to provide "state-of-the-art, well-maintained infrastructure, amenities, and facilities".

BACKGROUND

Beginning in July 2019, the City leveraged cooperative "piggyback" pricing established through WSCA-NASPO (a purchasing cooperative arm of NASPO formed by state directors to aggregate purchasing power and secure volume discounts). Under this arrangement, the City was invoiced and processed payments directly through annual Purchase Orders rather than maintaining a formal, stand-alone contract.

When the WSCA-NASPO cooperative agreement officially terminated on July 31, 2023, the City transitioned to a cooperative agreement through the City of Riverside, which offered similar terms and pricing rates. Through this agreement, the City continued to fulfill its software and licensing needs through 2025.

To maintain uninterrupted service, this item requests approval for a 1-year extension of the City of Riverside agreement, covering November 2026 through October 2027.

For financial context, payments issued under these cooperative piggyback arrangements from 2019 through 2025 totaled $8,197,733 (an average annual expenditure of approximately $1,366,289). The total cost for the proposed November 2026 – October 2027 term is $2,900,000.

This increase accounts for a combination of current annual dues in the amount of $1,340,876 for the current year due in April 2027 and accumulated back dues in the amount of $1,165,980 due in April 2026. Furthermore, the requested amount includes an anticipated buffer of $393,144 to cover potential licensing increases—specifically driven by non-IT city staff purchasing computers independently that require new software licenses, as well as the addition of emerging AI licensing requirements.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The technology equipment purchased from Dell Technologies is energy efficient and meets the standards required by law. The purchase and subsequent disposal of equipment is done responsibly using e-waste vendors and community non-profit agencies that provide technology equipment back into local communities to address the digital divide.

Additionally, keeping the City's inventory routinely updated allows the City to purchase the most energy efficient hardware to meet the City's goal of reducing energy consumption and maintaining an environmentally sound information technology infrastructure.

RATIONALE FOR RECOMMENDATION

Using competitively bid, cooperative purchasing agreements allows the City to gain greater efficiencies and economies of scale. The County of Riverside Agreement 8084445 is used by multiple cities and counties in the State of California including the State itself.

Dell continues to provide excellent hardware and software to support the City's enterprise computing needs, including network infrastructure, servers, and desktop computers. Dell also continues to provide exemplary customer service and response times that contribute to overall employee productivity and address the cybersecurity requirements of the City. Taking action during Council recess secures $500,000 in negotiated savings and resolves a five-month past-due license status, preventing any interruption in service.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered issuing a specific bid for the City of Berkeley's computer hardware and software requirements, but at this time, doing so would not yield better pricing than that which is currently established through the County of Riverside Agreement 8084445.

CONTACT PERSON
Kevin Fong, Director, Information Technology Department 510-981-6541

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

DELL COMPUTERS, INC.: USING COUNTY OF RIVERSIDE AGREEMENT 8084445 FOR HARDWARE AND SOFTWARE PURCHASES

WHEREAS, the City of Berkeley relies upon a technically sound and efficient computer network; and

WHEREAS, by purchasing from competitively bid, cooperative purchasing agreements such as County of Riverside Agreement 8084445, enables the City of Berkeley to take advantage of pre-negotiated prices, economies of scale, and increased efficiencies; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1; and

WHEREAS, hardware and software for various City-wide enterprise and infrastructure projects is purchased from Dell Computers, Inc. and maximizes the value of the City's investment by adopting a citywide standard for equipment, such as PC's, laptops and servers; and

WHEREAS, negotiations to consolidate licenses yielded $500,000 in contract savings, pushing approval past the licensing deadline into Council recess; and

WHEREAS, Dell Computers, Inc. continues to offer the best overall value, reliable hardware, and excellent customer service since 1994; and

WHEREAS, from 2019 through 2025, total payments issued under cooperative piggyback arrangements totaled $8,197,733, representing an average annual expenditure of approximately $1,366,289; and

WHEREAS, the total projected cost for the proposed term of November 2026 through October 2027 is $2,900,000, reflecting current annual dues of $1,340,876 due in April 2027, accumulated back dues of $1,165,980 due in April 2026, and a $393,144 buffer to accommodate potential software licensing increases—including independent computer purchases by non-IT staff and emerging AI licensing requirements; and

WHEREAS, enterprise funding is provided by Department of Information Technology's Fiscal Year (FY) 2027 and FY 2028 IT Cost Allocation Fund (Fund 680) and various City department funds on an as-procured basis, as City departments fund their cost for procured equipment.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council ratifies the action taken by the City Manager to increase spending authority for purchase orders for computer hardware, software, and related services from Dell Computer, Inc., utilizing pricing from the County of Riverside Agreement 8084445 and contract no. 31900270 by an additional amount of $2,900,000 for a total not to exceed value of $11,097,733 for the period commencing on November 1, 2019 and through October 31, 2027.

02

Office of the City Manager

RECESS ITEM
CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Contract No. 32600016 Amendment: Team Ghilotti South Cove West Lot Repaving Project

RECOMMENDATION
Adopt a resolution ratifying the action taken by the City Manager during the City Council recess authorizing the City Manager to execute an amendment to Contract No. 32600016 with Team Ghilotti for the South Cove West Parking Lot Project, increasing the amount by $335,740 for an amended total amount not to exceed $2,220,381.

NEGATIVE EFFECT IF ACTION DELAYED UNTIL AFTER COUNCIL RECESS
A delay in action until after council recess would delay the project until after the Fall/Winter storm season which would result in higher costs.

FISCAL IMPACTS OF RECOMMENDATION
This contract amendment will add $335,740 to the existing construction contract with Team Ghilotti to cover the change orders needed to complete the South Cove East Parking Lot slurry seal and striping, temporary fix for South Cove Parking Lot Drive Aisle sinkhole, the D & E Dock Parking Lot slurry, patching and striping, and the H & I Dock Parking Lot slurry seal and striping. FY27 funding for this contract amendment will be recommended for appropriation to carryover unspent FY26 capital funds through the first amendment to the appropriations ordinance in the General Fund (Fund 011) and Marina Fund (Fund 608). Additional funding for this amendment is available in the FY27 budget for Marina Fund capital and minor maintenance (Fund 608). No other funding is required, and no other projects will be delayed due to this expenditure.

CURRENT SITUATION AND ITS EFFECTS
Many of the City's Waterfront Parking Lots (199 Seawall, Launch Ramp, F & G Dock and J & K Dock) need full reconstruction because of the significant amount of existing damage. Several others (South Cove East, D & E Docks, and H & I Docks) are in decent condition and with the appropriate maintenance, will last for many years. With

an expected heavy winter, sealing the parking areas that are in decent condition this fall will protect the asphalt from further damage, extending their life for many years.

In addition, a sink hole has developed in the South Cove Parking Lot Drive Aisle. This sink hole is due to the failure of the South Cove Seawall. Although the initial design and permitting process to replace the Seawall has started, the $5-6 million needed for construction funding has yet to be identified. With the funding identified in this report, we are hoping to open up the sink hole and design and construct a temporary fix so that South Cove launch area for the Middle and the West Docks can continue to be used.

Team Ghilotti has the capacity to complete this work before winter and a change order to the current contract with Team Ghilotti is the most cost-effective way to complete this work in a timely manner.

BACKGROUND

The City conducted a competitive Invitation For Bid (IFB) process in March, 2025 for the South Cove West Lot Repaving Project, and opened bids on March 27, 2025. The City received 6 bids, with the lowest bid almost 30% over the City's estimate.

On May 6, 2025 City Council adopted Resolution 71,754–N.S. rejecting all bids and authorized the City Manager to direct staff to re-scope and re-bid the project to reflect available funding.

The City conducted a competitive Invitation For Bid (IFB) process in May, 2025, and the bid opening was on May 29, 2025. Seven (7) bids were received from a low bid of $1,667,141 to a high bid $2,115,148.16 for the base bid work. The City determined that Team Ghilotti met the California public construction code definition of lowest responsible and responsible bidder. References for Team Ghilotti proved satisfactory and staff recommended the contract be awarded to Team Ghilotti (Contract number 32600016; Resolution Number 71,871; July 8, 2025).

The Living Wage Ordinance did not apply to this project since Public Works construction contracts are, pursuant to City policy, subject to State prevailing wage laws. The contractor submitted a Certification of Compliance with the City's Equal Benefits Ordinance. The Community Workforce Agreement applied to this project because the estimated value of the project exceeded $500,000. Construction was completed by January 2026.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The construction contract includes requirements to comply with the City's Environmentally Preferable Purchasing Policy. The work will also comply with the conditions contained in the Bay Conservation Development Commission (BCDC) Permit, US Army Corps of Engineers Permit, San Francisco Bay Regional Water Quality Control Board Permit and City of Berkeley Building Permit.

RATIONALE FOR RECOMMENDATION
This project is part of the City's ongoing effort to update and maintain the deteriorated infrastructure at the Berkeley Marina. The project will help the City advance Strategic Plan Long-term goal number 1 to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

ALTERNATIVE ACTIONS CONSIDERED
None

CONTACT PERSON
Scott Ferris, Director, Parks Recreation & Waterfront, (510) 981-6700
Nelson Lam, Supervising Civil Engineer, PRW, (510) 981-6395

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32600016 AMENDMENT: TEAM GHILOTTI FOR THE SOUTH COVE WEST LOT REPAVING PROJECT

WHEREAS, the pavement condition at the South Cove West parking lot deteriorated significantly over the recent decades, causing high sediments in stormwater runoff, bad air quality due to airborne dust particles, and poor driving conditions with no ADA accessible features; and

WHEREAS, the City conducted a competitive Invitation for Bid (IFB) process in March, 2025 and opened bids on March 27, 2025. The City received six bids, the lowest being almost 30% over the engineer's estimate; and

WHEREAS, the Council of the City of Berkeley adopted Resolution 71,754-N.S. rejecting all bids at the May 7, 2025 Council meeting; and authorized the City Manager to direct staff to re-scope and re-bid the project; and

WHEREAS, the City conducted a competitive Invitation For Bid (IFB) process in process in May, 2025, and the bid opening was on May 29, 2025. Seven (7) bids were received from a low bid of $1,667,141 to a high bid $2,115,148.16 for the base bid work. The City determined that Team Ghilotti meets the California public construction code definition of lowest responsible and responsible bidder, and references for Team Ghilotti proved satisfactory; and

WHEREAS, the contract with Team Ghilotti for the South Cove West Parking Lot Project was executed on August 20, 2025 for a total amount not-to-exceed $1,884,641, including a construction contingency (Resolution 71,871-N.S.); and

WHEREAS, emergency repair work is needed to address a sinkhole at the South Cove Drive Aisle, and slurry sealing, patching and striping is needed at South Cove East, D&E and H&I Docks to protect the asphalt from further damage with an expected heavy winter, and extend their life for many years; and

WHEREAS, FY27 funding for this contract amendment will be recommended for appropriation to carryover unspent FY26 capital funds through the first amendment to the appropriations ordinance in the General Fund (Fund 011) and Marina Fund (Fund 608); and additional funding for this amendment is available in the FY27 budget for Marina Fund capital and minor maintenance (Fund 608).

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council ratifies the action taken by the City Manager during the City Council recess to execute an amendment to Contract No. 32600016 with Team Ghilotti for the South Cove West Lot Repaving Project, increasing the contract amount by $335,740 for a total amended amount not to exceed $2,220,381. A record signature copy of any amendments to be on file in the Office of the City Clerk.

03

Office of the City Manager

RECESS ITEM
CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Increased Spending Authority: East Bay Regional Communications System Authority Project Operating Agreement (Contract No. 31900111) for Public Safety Radio Services

RECOMMENDATION

Adopt a Resolution ratifying the action taken by the City Manager to increase the spending authority with the East Bay Regional Communications System Authority for public safety radio communications services, increasing the amount by $2,600,000 for a total not to exceed of $6,819,482 and requiring Council reauthorization by December 31, 2031.

NEGATIVE EFFECT IF ACTION IS DELAYED UNTIL AFTER COUNCIL RECESS

Interoperable radio communications are essential to coordinating emergency responses across jurisdictions. During natural disasters, major accidents, civil unrest, criminal incidents, and mutual-aid responses, first responders must be able to communicate reliably and in real time to protect life and property.

The City's existing annual spending authority is limited to $280,000, plus a 20% contingency, for a total annual spending authority of $336,000 with no cumulative limit. Since that authority was approved in 2011, annual service costs and the number of radios using the regional system have increased. As part of best practices, the City needs to add a time limit and an overall financial limit to the contract so that it will be brought back to City Council for reauthorization every five years.

The City Council will not meet again until September 15, 2026, and the current EBRCSA invoices are due by August 31, 2026. City Manager action during the Council recess is necessary to provide sufficient spending authority to pay the outstanding invoices by the required due date. The City Council's next meeting is September 15, 2026, after the payment deadline. Delaying action until after the recess would result in late payment and noncompliance with the agreement's payment requirements and could jeopardize the City's continued access to this critical public safety communications system.

FISCAL IMPACTS OF RECOMMENDATION

Funding is available in the adopted Fiscal Year (FY) 2027 budget in Measure GG (Fund 140). Funding for future years is subject to appropriation in the FY 2028 to FY 2031 budget in Measure GG (Fund 140).

CURRENT SITUATION AND ITS EFFECTS

Reliable and interoperable radio communications are critical to supporting the City's emergency response operations. The regional communications system enables Berkeley's first responders to communicate with other participating agencies during routine operations, major incidents, and mutual-aid responses.

In 2011, the City Council adopted Resolution No. 65,421-N.S., authorizing the City Manager to execute a Project Operating Agreement with the East Bay Regional Communications System Authority (EBRCSA). The resolution authorized annual service and operating payments of up to $280,000, plus a 20% contingency, for a total annual spending authority of $336,000.

Since 2011, annual service costs and the number of radios using the regional system have increased. The need for additional spending authority was identified during the review and processing of the current East Bay Regional Communications System Authority (EBRCSA) invoices, after the Council recess had begun. The proposed authorization is needed at this time to increase the cumulative not-to-exceed contract amount and extend the agreement through December 31, 2031.

This operating agreement supports the City's emergency response services and interagency coordination capabilities, which are critical to protecting City staff and community members. It aligns with the Strategic Plan Priority of advancing our goal to create a resilient, safe, connected, and prepared city.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

East Bay Regional Communications System Authority (EBRCSA) is a joint powers authority formed in 2007 to develop and operate an interoperable public safety radio communications system serving Alameda and Contra Costa counties. Its member agencies include Alameda County, Contra Costa County, local municipalities, and the University of California, Berkeley. The regional system enables public safety personnel from different agencies and jurisdictions to communicate and coordinate during routine operations, major incidents, and mutual-aid responses.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identified environmental sustainability or climate impacts associated with the approval of this proposed additional spending authority.

RATIONALE FOR RECOMMENDATION

Reliable and interoperable radio communications are essential to coordinated emergency response and mutual-aid operations. The increased spending authority will allow the City to meet its current and anticipated payment obligations under the Project Operating Agreement and continue participating in the regional public safety radio communications system through December 31, 2031.

ALTERNATIVE ACTIONS CONSIDERED

Council could decline to approve the increased funding authorization. This alternative is not recommended because the City would lack sufficient spending authority to pay the current invoices and continue meeting its financial obligations under the Project Operating Agreement.

CONTACT PERSON

Joy Brown, Interim Deputy Director, (510) 981-6629
Sara Rubio, Senior Management Analyst, (510) 981-5372
Gregory Marwick, Communications Supervisor, (510) 981-6499

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 31900111 AMENDMENT: INCREASED SPENDING AUTHORITY: EAST BAY REGIONAL COMMUNICATIONS SYSTEM AUTHORITY PROJECT OPERATING AGREEMENT FOR PUBLIC SAFETY RADIO SERVICES

WHEREAS, on July 19, 2011, the City Council adopted Resolution No. 65,421-N.S., authorizing the City Manager to execute a Project Operating Agreement under the East Bay Regional Communications System Authority (EBRCSA) and make annual service and operating payments; and

WHEREAS, Resolution No. 65,421-N.S. authorized annual service and operating payments of up to $280,000, plus a 20% contingency, for a total annual spending authority of $336,000; and

WHEREAS, since 2011, annual service costs and the number of radios using the regional system have increased, causing the City's current payment obligations to exceed the existing annual spending authority; and

WHEREAS, funding is available in the Fiscal Year 2027 budget in Measure GG Fund 140 and funding for future years is subject to Council approval of the applicable citywide budgets.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council ratifies the action taken by the City Manager to increase the spending authority for the Operating Agreement (Contract No. 31900111) with the East Bay Regional Communications System Authority (EBRCSA) to provide public safety radio communications services, increasing the contract amount by $2,600,000 for a total not to exceed $6,819,482, and require Council reauthorization by December 31, 2031.

04

ORDINANCE NO. 8,032-N.S.

REPEAL OF BERKELEY MUNICIPAL CODE CHAPTER 3.72 (LOAN ADMINISTRATION BOARD) TO DISSOLVE THE LOAN ADMINISTRATION BOARD

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code Chapter 3.72 is hereby repealed in its entirety as follows:

~~**Chapter 3.72 LOAN ADMINISTRATION BOARD**~~
~~Sections:~~

- ~~3.72.010Establishment of Loan Administration Board.~~
- ~~3.72.020Membership--Eligibility.~~
- ~~3.72.030Conflict of interest.~~
- ~~3.72.040Exemptions.~~
- ~~3.72.050Terms of appointment and organization.~~
- ~~3.72.060Meetings.~~
- ~~3.72.070Duties and functions.~~

~~**3.72.010 Establishment of Loan Administration Board.**~~
~~A Loan Administration Board is hereby established. The board shall consist of nine members selected by the City Council in accordance with the Fair Representation Ordinance, Berkeley Municipal Code Sections 2.04.030 through 2.04.130. (Ord. 5811-NS § 1, 1987)~~

~~**3.72.020 Membership--Eligibility.**~~
~~In order to provide community balance, a business and credit orientation, and to facilitate coordination with the City, the Loan Administration Board shall be reflective of the following categories. The intent is that the Loan Administration Board membership have a sufficient business orientation and financial knowledge to make loan decisions.~~
~~A. The Loan Administration Board composition will attempt to reflect the proportion of minority and women representation found in the City of Berkeley.~~
~~B. At least two out of the nine Loan Administration Board members must be persons who operate a business in Berkeley.~~
~~C. In addition at least three out of the nine Loan Administration Board members must be persons who possess knowledge of and reasonable experience with business and/or credit analysis or decisions, or customary lending practices, or representatives of lending institutions (e.g. banks). At least one of these members must be present to constitute a quorum for a loan decision.~~
~~D. In addition at least one out of the nine Loan Administration Board members must be a person who possesses knowledge of and reasonable experience with business law. (Ord. 6249-NS § 1 (part), 1994; Ord. 5811-NS § 2, 1987)~~

~~**3.72.030 Conflict of interest.**~~

~~To prevent the appearance of a conflict of interest, and any conflict of interest, no person or organization which contracts with the City of Berkeley to package and/or process loans shall make application to the Loan Administration Board. In addition, lender representatives shall abstain from consideration and approval of loans that involve clients of their institutions. Applicable provisions of law and City policies regarding conflicts of interest shall govern operation of the Loan Administration Board. (Ord. 6249-NS § 1 (part), 1994; Ord. 5811-NS § 3, 1987)~~

~~3.72.040 Exemptions.~~
~~Members of the Loan Administration Board are hereby exempt from the residency requirements of the Berkeley Municipal Code Section 2.04.140. (Ord. 5811-NS § 4, 1987)~~

~~3.72.050 Terms of appointment and organization.~~
~~Terms of members appointed to the Loan Administration Board shall be as provided in the Berkeley Municipal Code Sections 2.04.070 and 2.04.075.~~
~~Said board shall organize by electing from its members one president, one vice-president and such other officers as may be necessary, who shall hold office for one year and until their successors are elected unless their terms as members of the board sooner expire. (Ord. 5811-NS § 5, 1987)~~

~~3.72.060 Meetings.~~
~~The board shall establish a regular time and place of meeting. All meetings shall be noticed as required by current statutes and the president shall see that minutes for each meeting are recorded, kept and maintained, and that copies thereof are transmitted to staff. (Ord. 5811-NS § 6, 1987)~~

~~3.72.070 Duties and functions.~~
~~The Loan Administration Board (LAB) is responsible for review and approval of business loan applications submitted under the South Berkeley revolving land fund, which is funded by the economic development administration, and which applications are restricted to business operations and property within the South Berkeley Title IX Target Area. In addition the Loan Administration Board may review and approve loan applications submitted under any other business and commercial development loan program to which the City Council delegates review and approval responsibility. (Ord. 6249-NS § 1 (part), 1994; Ord. 5811-NS § 7, 1987)~~

Section 2. Copies of this Ordinance shall be posted for two days prior to its final passage in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. City Council shall take final action on this Ordinance within thirty (30) days of its first reading.

Section 3. This Ordinance shall take effect thirty (30) days after its final adoption.

At a regular meeting of the Council of the City of Berkeley held on September 15, 2026, this Ordinance was passed to print and ordered published by posting by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

05

Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Mark Numainville, City Clerk

Subject: Minutes for Approval

RECOMMENDATION
Approve the minutes for the Council meetings of July 6, 2026 (closed), July 7, 2026 (regular), July 14, 2026 (special and regular), July 20, 2026 (closed), July 24, 2026 (closed), and July 28, 2026 (regular).

CONTACT PERSON
Mark Numainville, City Clerk, (510) 981-6900

Attachments:
1. July 6, 2026 – Special Closed City Council Meeting
2. July 7, 2026 – Regular City Council Meeting
3. July 14, 2026 – Special City Council Meeting
4. July 14, 2026 – Regular City Council Meeting
5. July 20, 2026 – Special Closed City Council Meeting
6. July 24, 2026 – Special Closed City Council Meeting
7. July 28, 2026 – Regular City Council Meeting

Attachment 1

BERKELEY CITY COUNCIL
SPECIAL MEETING MINUTES

MONDAY, JULY 6, 2026

3:00 P.M.

2180 MILVIA STREET, BERKELEY, CA 94704

TELECONFERENCE LOCATION – 45 KAI MALINA PARKWAY, LAHAINA, HI 96761

TELECONFERENCE LOCATION - 19-4178 WRIGHT ROAD, VOLCANO, HI 96785

TELECONFERENCE LOCATION - 1027 BANCROFT WAY, BERKELEY, CA 94710

TELECONFERENCE LOCATION - 9175 LARK ST, ELK GROVE, CA 95624

ADENA ISHII, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 486 5491**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call: 3:06 p.m.

Present: Taplin, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: Kesarwani, Bartlett, Tregub

Public Comment - Limited to items on this agenda only – 0 speakers

CLOSED SESSION:

The City Council will convene in closed session to meet concerning the following:

1. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** pursuant to Govt. Code § 54956.9(d)(1).

   a. *Michaela Meclgartland v. City of Berkeley, et al.*, Case No. 24CV087043 (Alameda County Superior Court)

   Action: No reportable action taken.

OPEN SESSION:

Public Reports of actions taken pursuant to Government Code section 54957.1.

No reportable action taken.

Adjournment

Action: M/S/C (Humbert/O'Keefe) to adjourn the meeting.
Vote: Ayes - Taplin, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani, Bartlett, Tregub.

Adjourned at 3:20 p.m.

I hereby certify that the foregoing is a true and correct record of the City Council closed session meeting held on July 6, 2026.

_____
Mark Numainville, City Clerk

Attachment 2

MINUTES

BERKELEY CITY COUNCIL MEETING

Tuesday, July 7, 2026
6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702
TELECONFERENCE LOCATION - 19-4178 WRIGHT ROAD, VOLCANO, HI 96785
TELECONFERENCE LOCATION - 45 KAI MALINA PARKWAY, LAHAINA, HI 96761
TELECONFERENCE LOCATION - 1027 BANCROFT WAY, BERKELEY, CA 94710

ADENA ISHII, MAYOR

COUNCILMEMBERS:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 854 9572**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

Live captioned broadcasts of Council meetings are available on B-TV (Channel 33) and via internet video stream. All Council meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call: 6:05 p.m.

Present: Kesarwani, Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: Bartlett

Councilmember Bartlett present at 6:12 p.m.

Land Acknowledgement Statement: *The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.*

Ceremonial Matters:

1. Adjourned in Memory of Carl Anthony, Architect, Educator, and Community Leader
2. Presentation by AC Transit

City Manager Comments: None

Public Comment on Non-Agenda Matters: 10 speakers.

Public Comment by Employee Unions: 0 speakers.

Consent Calendar

Public Comment on Consent Calendar and Information Items Only: 5 speakers.

Action: M/S/C (Humbert/Taplin) to accept revised materials from Councilmember Taplin on Item 8.
Vote: All Ayes.

Action: M/S/C (Humbert/Tregub) to adopt the Consent Calendar in one motion except as indicated.
Vote: All Ayes.

Consent Calendar

1. **FY 2027 Annual Appropriations Ordinance**
   From: City Manager
   Recommendation: Adopt second reading of Ordinance No. 8,029-N.S. adopting the FY 2027 Annual Appropriations Ordinance (AAO) in the amount of $921,596,116 (gross appropriations) and $795,829,332 (net appropriations).
   First Reading Vote: All Ayes.
   Financial Implications: See report
   Contact: Maricar Dupaya, Budget Manager, (510) 981-7000
   Action: Adopted new first reading of Ordinance No. 8,029–N.S. to include revised materials from the City Manager in Supplemental Communications Packet #1. Second reading scheduled for July 14, 2026.

2. **Contract No. 114159-1 Amendment: Tyler Technologies, Inc. for Computer Aided Dispatch (CAD) Software**
   From: City Manager
   Recommendation: Adopt a Resolution authorizing the City Manager to amend Contract No. 114159-1 with Tyler Technologies, Inc. for the continued maintenance and support of the Computer Aided Dispatch (CAD) software and associated public safety systems, increasing the contract amount $750,000 for a revised total contract value not-to-exceed of $3,684,123, and extending the term of the contract for two additional years through June 30, 2028.
   Financial Implications: See report
   Contact: Kevin Fong, Information Technology, (510) 981-6500
   Action: Adopted Resolution No. 72,370–N.S.

3. **Contract: Willdan Financial Services for Updates to Nexus Studies**
   From: City Manager
   Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract with Willdan Financial Services, to make updates to five nexus studies in support of City development fees, in an amount not to exceed $80,115, and authorizing the City Manager to execute any amendments, extensions, or change orders until the project is completed.
   Financial Implications: Various Funds - $80,115
   Contact: Jordan Klein, Planning and Development, (510) 981-7400
   Action: Adopted Resolution No. 72,371–N.S.

Consent Calendar

4. Revenue Grant Agreements: 2024 and 2025 Edward J. Byrne Memorial Justice Assistance (JAG) for Berkeley Police Department Costs
From: City Manager
Recommendation: Adopt two Resolutions authorizing the City Manager or designee to submit grant agreements to Alameda County Sheriff's Office, to accept the grants, and execute any resultant revenue agreements and amendments to be used for funding overtime costs associated with focused crime suppression activities, community safety initiatives, and staffing for high impact community events.
1. Edward J. Byrne Justice Assistance Grant (JAG) 2024 Local in the projected amount of $40,714 with a 10% admin fee with a net allocation of $36,643 for the period of October 1, 2023 to September 30, 2027.
2. Edward J. Byrne Justice Assistance Grant (JAG) 2025 Local in the projected amount of $47,856 with a 10% admin Fee with a net allocation of $43,070 for the period to be determined at time of contract execution.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900
Action: Adopted Resolution No. 72,372–N.S. (2024 Grant), and Resolution No. 72,373–N.S. (2025 Grant).

5. 2025 Annual Police Equipment Report
From: City Manager
Recommendation: Adopt a Resolution approving the 2025 Annual Police Equipment Report pursuant to Assembly Bill 481 and Berkeley Municipal Code 2.100.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900
Action: Adopted Resolution No. 72,374–N.S. Supplemental materials submitted in Supplemental Communications Packet #2 from the Police Accountability Board.

Action Calendar – Public Hearings

6. Ambulance Transport Fee Increase
From: City Manager
Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution adjusting the Ambulance User Fee to match Alameda County's approved ambulance user fee schedule made effective July 1, 2026, for the Cities of Alameda, Albany, Berkeley, and Piedmont and to adjust the First Responder Fee. The increase would be included as an updated addendum to the Ambulance Provider Agreement, and rescinding Resolution 71,829–N.S.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473

Public Testimony: The Mayor opened the public hearing. 1 speaker.
M/S/C (Tregub/Humbert) to close the public hearing.
Vote: All Ayes.

Action: M/S/C (Humbert/O'Keefe) to adopt Resolution No. 72,375–N.S. adjusting the Ambulance User Fee to match Alameda County's approved ambulance user fee schedule made effective July 1, 2026, for the Cities of Alameda, Albany, Berkeley, and Piedmont and to adjust the First Responder Fee. The increase would be included as an updated addendum to the Ambulance Provider Agreement, and rescinding Resolution 71,829–N.S.
Vote: All Ayes.

Action Calendar – Public Hearings

7. Memorandum of Understanding (MOU) Compendium 2026: Agreements with Other Law Enforcement Agencies and Private Organizations
From: City Manager
Recommendation: Conduct a public hearing, and upon conclusion, adopt a Resolution to:
1. Approve the MOU Compendium reflecting the current operational agreements between the Berkeley Police Department and other law enforcement agencies and private organizations.
2. Accept the Suspicious Activity Report (SAR).
3. Accept the Mutual Aid requests and responses report as submitted in accordance with existing City Council directives.
Financial Implications: See report
Contact: Jennifer Louis, Police, (510) 981-5900

Public Testimony: The Mayor opened the public hearing. 2 speakers.
M/S/C (Humbert/Blackaby) to close the public hearing.
Vote: All Ayes.

Action: M/S/C (Humbert/Blackaby) to adopt Resolution No. 72,376–N.S. to 1) Approve the MOU Compendium reflecting the current operational agreements between the Berkeley Police Department and other law enforcement agencies and private organizations; 2) Accept the Suspicious Activity Report (SAR); and 3) Accept the Mutual Aid requests and responses report as submitted in accordance with existing City Council directives.
Vote: All Ayes.

Council Action Items

8. Large Vehicle Parking Regulations in the Public Right-of-Way *(Reviewed by the Health, Life Enrichment, Equity & Community Committee)*
From: Councilmember Taplin (Author), Councilmember Blackaby (Co-Sponsor), Councilmember Humbert (Co-Sponsors)
Recommendation: That the City Council:
1. Refer to the City Attorney and City Manager a Review of Amendments to the Berkeley Municipal Code (BMC) 12.98 to ensure the language authorizes the abatement of abandoned vehicles creating public health and safety nuisances in the public right-of-way, clarify the definition of "abandoned" vehicle, and increase the City Manager's discretion in the establishment of abatement timelines.
2. Refer to the City Manager the study of recently adopted legislation across the nine-county Bay Area regarding the management of long-term large vehicle parking in the public right-of-way. Based on this study, staff shall return to the City Council with draft policy and enforcement recommendations that are: a. Regionally consistent; b. Aligned with the City of Berkeley's environmental, housing, and transportation priorities; c. Reflective of the City's ability to enhance the impact and scale of its coordinated alternative housing initiatives via participation in a county-wide RV parking program or joining a comparable program maintained in a neighboring jurisdiction; and d. Operationally feasible given available outreach, enforcement, financial constraints, and site capacity. Including an examination of geographically targeted parking restrictions in high-sensitivity areas such as: a. Manufacturing and industrial zones designated by an "M" zoning classification; and b. Environmentally sensitive water resources, including but not limited to open lagoons, riparian corridors, and critical stormwater infrastructure,
3. Request that the City Attorney and City Manager provide clarity and guidance on how the city's encampment resolution policy intersects with the Berkeley Municipal Code in the absence of shelter availability.
4. Refer to the City Manager the drafting of an ordinance amending BMC Chapter 7.18.010 to authorize City Manager approval of contracts up to $250,000 for the abatement of abandoned, dismantled, or inoperative vehicles pursuant to BMC 12.98.040(A).
Policy Committee Recommendation: To send item to Council with a qualified positive recommendation to more clearly articulate guidance on the intersection of the proposed amendments with applicable State law.
Financial Implications: See report
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
Action: 11 speakers. Councilmember Kesarwani added as a co-sponsor. Revised materials submitted at the meeting by Councilmember Taplin. M/S/C (Taplin/Humbert) to approve the revised item submitted by Councilmember Taplin with a minor wording change to recommendation 2.d.
Vote: Ayes – Kesarwani, Taplin, Bartlett, Tregub, O'Keefe, Blackaby, Humbert; Noes – Lunaparra, Ishii.

Council Action Items

9. Waterfront Specific Plan Environmental Review Authorization and Near-Term Priority Adjustments
From: Councilmember Taplin (Author)
Recommendation:
1. Authorize the City Manager to initiate environmental review of the Waterfront Specific Plan pursuant to the California Environmental Quality Act (CEQA) and to prepare a Program Environmental Impact Report (EIR), using Scenario 1 (Highest Buildout, approximately 1,215,000 gross square feet) as the maximum development alternative for purposes of the EIR's environmental analysis and Project Description. As staff noted in the November 18, 2024 Worksession Report, analyzing Scenario 1 for CEQA purposes preserves the Council's full flexibility to scale the final plan to Scenario 2 or Scenario 3 at adoption, while ensuring no additional cost or delay would be incurred if the Council later wishes to pursue higher-density development.
2. Defer and hold in abeyance the November 18, 2024 Council direction to prepare a standalone nature-and-recreation-based conceptual plan for César E. Chávez Park, consistent with the ongoing administrative hold on that work pending resolution of environmental compliance obligations at the former landfill (City Manager Off-Agenda Memorandum, June 5, 2025). Incorporate the park's long-term improvement priorities into the Waterfront Park (WP) zone provisions of the Waterfront Specific Plan as part of the EIR scoping process.
3. Refer $310,000 to the November 2026 AOO1 process to conduct the EIR.
4. Request that the City Manager return to Council with a certified EIR, a Final Waterfront Specific Plan, and companion Berkeley Municipal Code and General Plan amendments for adoption.
Financial Implications: See report
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
Action: Moved to Consent Calendar. Approved the recommendation.

Action Calendar – New Business

10. Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031
From: City Manager
Recommendation: Adopt a Resolution adopting the Five-Year Street Rehabilitation Plan for Fiscal Years 2027-2031 and the Measure FF 5-Year CIP Plan for Fiscal Years 2027-2031.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: 2 speakers. M/S/C (Humbert/Tregub) to adopt Resolution No. 72,377–N.S. adopting the Five-Year Street Rehabilitation Plan for Fiscal Years 2027-2031 and the Measure FF 5-Year CIP Plan for Fiscal Years 2027-2031 with the added clauses below.

WHEREAS at its June 23, 2026 meeting Council identified the Vision Zero Phased Implementation Plan, Traffic Signal Master Plan, Transportation Fiber Optic Network, and Traffic Signal Modernization Project, and Transportation Nexus Study as unfunded needs requiring further review by the SAFE STREETS Citizen Oversight Committee (SSCOC) and City Council.

THEREFORE BE IT RESOLVED that the Berkeley city Council directs staff to note the Vision Zero Phased Implementation Plan, Traffic Signal Master Plan, Transportation Fiber Optic Network, Traffic Signal Modernization Project, and Transportation Nexus Study are preliminary Measure FF Safety Projects and are subject to subsequent review and approval by the SAFE STREETS Citizen Oversight Committee (SSCOC) and the City Council; and

Vote: All Ayes.

Action Calendar – Continued Business

A. Placing an Ordinance Amending the Rent Stabilization Ordinance on the November 3, 2026 Ballot *(Continued from June 30, 2026) (Item Contains Revised Material)*
From: Councilmember Lunaparra (Author), Councilmember Tregub (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation:
1) Adopt a Resolution submitting the Ordinance Amending the Rent Stabilization Ordinance to a vote of the people at the November 3, 2026 General Municipal Election.
2) Designate, by motion, specific members of the Council to file ballot measure arguments on this measure as provided for in Elections Code Section 9282.
Financial Implications: See report
Contact: Cecilia Lunaparra, Councilmember, District 7, (510) 981-7170
Action: 10 speakers. M/S/C (Tregub/Bartlett) to:
1. Adopt Resolution No. 72,378–N.S. as amended in the revised materials submitted by Councilmember Lunaparra in Supplemental Communications Packet #2 and further amended at the meeting regarding replacement units.
2. Designate Mayor Ishii, Councilmember Lunaparra, and Councilmember Tregub to file ballot measure arguments on behalf of the City Council.
Vote: All Ayes.

Information Reports

11. FY 2026 Third Quarter Investment Report: Ended March 31, 2026
From: City Manager
Contact: Henry Oyekanmi, Finance, (510) 981-7300
Action: Received and filed.

Public Comment – Items Not Listed on the Agenda - 3 speakers.

Adjournment

Action: M/S/C (Tregub/Humbert) to adjourn the meeting.
Vote: Ayes – Taplin, Bartlett, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani.

Adjourned at 10:36 p.m.

I hereby certify that the foregoing is a true and correct record of the City Council regular meeting held on July 7, 2026.

_____
Mark Numainville, City Clerk

Communications

Item #10: Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031

1. Laura Fujii
2. David Coolidge
3. Josie Gerst
4. Carol Hirth
5. Chris Baskett
6. Hanna Wodaje (4)

The House of Uncommon Grounds

7. Benjamin Raya

Renovations of Old City Hall

8. Eric Hyman

2920 Shattuck Avenue

9. Bonnie Mattison

Harrison Street

10. Alana Herron
11. Jahlee Arakaki
12. Lauren Parsons (2)

Father's Day

13. Eid's TV and Electronics

1130 Oxford Street

14. Sarah Pfeil
15. Richard Harris
16. Neal Sauer

North Waterfront Park

17. Jeff Malmuth
18. Jane Ann Fontenot and Bud Hensley

Zoning/Upzoning

19. Mariela Moreno
20. Maya Philipson (2)
21. Claire Mecredy (2)

World Cup Event

22. Andrea Gray

Advocating for Berkeley Residents

23. Friends of Adeline

Social Media Conduct
24. Vanessa Cordova (3)
25. Brent Blackaby

Neighborhood Emergency Preparedness
26. David Peattie

Attorney General Letter
27. M. Eid Abdalla

Public Safety Concern
28. Oscar Fernandez

Forwards
29. Eid Abdallah (6)
30. Russbumper

E-Scooters
31. Robert Borghese (3)
32. Carson Lepre (2)

Supplemental Communications and Reports 1

Item #1: FY 2027 Annual Appropriations Ordinance
33. Revised agenda material submitted by the City Manager's Office

Item #9: Waterfront Specific Plan Environmental Review Authorization and Near-Term Priority Adjustments
34. Allison Granzella

Item #10: Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031
35. Daniel Cheng and John-Michael Wong
36. Patty Callahan
37. Anna McGaraghan
38. Andrea Traber

Supplemental Communications and Reports 2

Item #5: 2025 Annual Police Equipment Report
39. Supplemental agenda material submitted by the Police Accountability Board

Item #8: Large Vehicle Parking Regulations in the Public Right-of-Way *(Reviewed by the Health, Life Enrichment, Equity & Community Committee)*
40. Edward Dean
41. Jason N. Lawrence
42. Judy Dater

Item #9: Waterfront Specific Plan Environmental Review Authorization and Near-Term Priority Adjustments

43. Jim McGrath

Item #10: Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031

44. Cliff Brooks
45. Sandy Steinman
46. Celia Ronis
47. Steven Wang
48. Cindi Goldberg (2)
49. Howard Goldberg
50. Karen Dabrusin
51. Jean Younis
52. Deborah Merola and Bev Hoffman
53. Ben Highton
54. James Storey
55. Richard Neese
56. David Rice
57. Ronna Benjamin
58. Rachel Metz (2)
59. John M. Rea
60. Charles Siegal on behalf of Walk Bike Berkeley
61. Ed Albanese
62. Kay Englund
63. Patrick Sheahan
64. Aliza Craimer Elias
65. Eva Herzer
66. Matthew Lewis
67. Tatiana Olenina
68. Tony Benado
69. David M. White
70. Jenn Bejaka

Item #A: Placing an Ordinance Amending the Rent Stabilization Ordinance on the November 3, 2026 Ballot *(Continued from June 30, 2026) (Item Contains Revised Material)*

71. Revised agenda material submitted by Councilmember Cecilia Lunaparra
72. Supplemental agenda material submitted by Councilmember Mark Humbert and Councilmember Rashi Kesarwani

Supplemental Communications and Reports 3

Ceremonial Matters: Adjourn in Memory of Carl Anthony, Architect, Educator, and Community Leader

73. Presentation submitted by Ryan Lau, AC Transit

Item #7: Memorandum of Understanding (MOU) Compendium 2026: Agreements with Other Law Enforcement Agencies and Private Organizations

74. Grant Thompson

Item #8: Large Vehicle Parking Regulations in the Public Right-of-Way *(Reviewed by the Health, Life Enrichment, Equity & Community Committee)*

75. Supplemental agenda material submitted by Councilmember Taplin
76. Sally Davey
77. Beth Roessner
78. Jack von Euw
79. Robb M. Walker

Item #10: Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031

80. Patricia Wilson
81. Tony Bendao (2)
82. Cathy Coggins
83. Wahid Amiri

Item #A: Placing an Ordinance Amending the Rent Stabilization Ordinance on the November 3, 2026 Ballot *(Continued from June 30, 2026) (Item Contains Revised Material)*

84. Presentation submitted by the Public Works Department
85. Sophia DeWitt on behalf of East Bay Housing Organizations
86. Kiran Shenoy
87. Angela Cavanaugh
88. Mary Canavan
89. Isaac Kianovsky on behalf of Northern California Land Trust
90. Courtney Pal on behalf of Resources for Community Development

Attachment 3

MINUTES
SPECIAL MEETING OF THE BERKELEY CITY COUNCIL

Tuesday, July 14, 2026
4:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702
TELECONFERENCE LOCATION - 1027 BANCROFT WAY, BERKELEY, CA 94710

ADENA ISHII, MAYOR
Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 600 1486.** To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

Live captioned broadcasts of Council meetings are available on B-TV (Channel 33) and via internet video stream. All Council meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call: 4:03 p.m.

Present: Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: Kesarwani, Bartlett

Worksession

1. **2025 Police Accountability Board (PAB) & Office of the Director of Police Accountability (ODPA) Annual Report**
   From: Police Accountability Board, Director of Police Accountability
   Contact: Kathy Lee, Office of Director of Police Accountability, (510) 981-4950
   Action: 2 speakers. Presentation made by ODPA staff, followed by Council questions and discussion.

Adjournment

Action: M/S/C (Tregub/Humbert) to adjourn the meeting.
Vote: Ayes – Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani, Taplin.

Adjourned at 5:47 p.m.

I hereby certify that the foregoing is a true and correct record of the City Council special meeting held on July 14, 2026.

_____
Mark Numainville, City Clerk

Communications

- None

Supplemental Communications and Reports 1

- None

Supplemental Communications and Reports 2

- None

Supplemental Communications and Reports 3

Item #1: 2025 Police Accountability Board (PAB) & Office of the Director of Police Accountability (ODPA) Annual Report

1. Presentation submitted by the Office of the Director of Police Accountability

Attachment 4

MINUTES

BERKELEY CITY COUNCIL MEETING

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6:00 PM

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Preliminary Matters

Roll Call: 6:11 p.m.

Present: Kesarwani, Taplin, Bartlett, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: None

Land Acknowledgement Statement: *The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.*

Ceremonial Matters:

1. Recognition of Disability Pride Month – July 2026
2. Recognition of the 50th Anniversary of BORP
3. Recognition of Kai Wang, Longfellow Student and National Braille Challenge Competitor
4. Adjourned in Memory of Vanessa Lynn Sanchez, Victim of Gender-Based Violence

City Manager Comments: None

City Auditor Comments:

The City Auditor noted the significant impacts of the Public Bank Initiative (Item 3) on the capacity and workload of the City Auditor Department.

Public Comment on Non-Agenda Matters: 9 speakers.

Consent Calendar

Public Comment on Consent Calendar and Information Items Only: 21 speakers.

Action: M/S/C (Tregub/Humbert) to accept supplemental material from Councilmember Tregub on Item 20.
Vote: All Ayes.

Action: M/S/C (Kesarwani/Humbert) to adopt the Consent Calendar in one motion except as indicated.
Vote: All Ayes.

Consent Calendar – Continued Business

Required Verbal Disclosure:
Pursuant to state law the Council is verbally disclosing the action on public agency executive salaries – the Council will vote to adopt a Resolution confirming the appointment of James (Jamie) Parks as the Director of Public Works to be effective August 17, 2026, at an annual salary of $270,000.

A. FY 2027 Annual Appropriations Ordinance *(Continued from July 7, 2026)*
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,209-N.S. adopting the FY 2027 Annual Appropriations Ordinance (AAO) in the amount of $922,346,116 (gross appropriations) and $796,579,332 (net appropriations)
First Reading Vote: All Ayes.
Financial Implications: See report
Contact: Maricar Dupaya, Budget Manager, (510) 981-7000
Action: Adopted second reading of Ordinance No. 8,029–N.S.

Consent Calendar

1. 2027 Tax Rate: Transportation Network Company User Tax
From: City Manager
Recommendation: Adopt second reading of an Ordinance No. 8,030–N.S. setting the 2027 tax rate (effective January 1, 2027) for the transportation network company at the following rates: 65.1005 cents on the user for each prearranged trip that originates in the City that is not part of a pooled prearranged trip and 31.7889 for each pooled prearranged trip on each user who arranges each prearranged trip that originates in the City and which comprises part of the pooled prearranged trip.
First Reading Vote: Ayes – Kesarwani, Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Bartlett.
Financial Implications: See report
Contact: Henry Oyekanmi, Finance, (510) 981-7300
Action: Adopted second reading of Ordinance No. 8,030–N.S.

Consent Calendar

2. Initiative Petition – Ordinance Creating a Parcel Tax to Fund Arts Institutions and Programs
From: City Manager
Recommendation:
1. Adopt a Resolution submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.
2. If the Council wishes, designate by motion specific members of the Council to file ballot measure arguments on this measure as provided for in Elections Code Section 9282.
Financial Implications: No direct fiscal impacts
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,379–N.S. submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.

3. Initiative Petition – Ordinance Creating a Parcel Tax to Fund a Public Bank
From: City Manager
Recommendation:
1. Adopt a Resolution submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.
2. If the Council wishes, designate by motion specific members of the Council to file ballot measure arguments on this measure as provided for in Elections Code Section 9282.
Financial Implications: No direct fiscal impacts
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,380–N.S. submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.

4. Initiative Petition – Ordinance Replacing the City's $0.01/oz General Tax on Sugar Sweetened Beverages With a $0.02/oz Special Tax to Fund Public Health, Nutrition and Water Access
From: City Manager
Recommendation:
1. Adopt a Resolution submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.
2. If the Council wishes, designate by motion specific members of the Council to file ballot measure arguments on this measure as provided for in Elections Code Section 9282.
Financial Implications: No direct fiscal impacts
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,381–N.S. submitting the measure, without alteration, to a vote of the people at the November 3, 2026 General Municipal Election.

Consent Calendar

5. Police Accountability Board – Appointment of Alternate Member
From: City Manager
Recommendation: Adopt a Resolution appointing an Alternate Commissioner to the Police Accountability Board (PAB).
Financial Implications: See report
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,382–N.S.

6. Police Accountability Board – Appointment of New Member
From: City Manager
Recommendation: Adopt a Resolution appointing a new member to the Police Accountability Board (PAB) nominated by Mayor Ishii.
Financial Implications: See report
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,383–N.S.

7. Appointment of Director of Public Works
From: City Manager
Recommendation: Adopt a Resolution confirming the appointment of James (Jamie) Parks as the Director of Public Works to be effective August 17, 2026, at an annual salary of $270,000.
Financial Implications: See report
Contact: David White, City Manager's Office, (510) 981-7000
Action: Adopted Resolution No. 72,384–N.S.

8. 2026 Capacity Building Request for Proposals Funding Recommendations
From: City Manager
Recommendation: Adopt a Resolution to: 1. Approve a capacity building contract with Bay Area Community Land Trust (BACLT) for Fiscal Years 2027 and 2028 for $200,000 per fiscal year, subject to approval in the budget process; and 2. Authorize the City Manager or designee to execute all original or amended documents or agreements to effectuate this action.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100
Action: Adopted Resolution No. 72,385–N.S.

9. Accept Future of Public Health Funds from the State of California – Fiscal Year 2027 through Fiscal Year 2029
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager or designee to execute grant agreements, and any resultant amendments, with the State of California for the Future of Public Health program in the amount of $912,213 for each of the following fiscal years: Fiscal Year 2027, Fiscal Year 2028, and Fiscal Year 2029 (Total not to exceed $2,736,639).
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100
Action: Adopted Resolution No. 72,386–N.S.

Consent Calendar

10. Contract No. 32400161 Amendment: Building Opportunities for Self-Sufficiency for Representative Payee Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager or designee to execute a contract amendment with Building Opportunities for Self-Sufficiency (BOSS) for Representative Payee Services in an amount not to exceed $400,000 for the term of July 1, 2023, to June 30, 2027.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100
Action: Adopted Resolution No. 72,387–N.S.

11. Contract No. 32600032 Amendment: Building Opportunities for Self-Sufficiency (BOSS) for Public Facilities Improvements Program
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager, or designee, to amend Contract No. 32600032 with Building Opportunities for Self-Sufficiency (BOSS), increasing the amount by $54,480 for a public facility improvement project for a total amount not to exceed $249,480 with the contract end date of June 30, 2027.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100
Action: Adopted Resolution No. 72,388–N.S.

12. Approval and Levy of 2018 Clean Stormwater Fee in FY 2027
From: City Manager
Recommendation: Adopt a Resolution approving the proposed adjusted fees for the 2018 Clean Stormwater Fee and ordering the levy of the fees in Fiscal Year 2027.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,389–N.S.

13. Contract No. 32300214 Amendment: Belfor USA Group for On-Call Emergency Restoration, Mitigation and Remediation Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract amendment with Belfor USA Group for on-call emergency restoration, mitigation and remediation services, increasing the contract amount by $400,000 for a new not-to-exceed amount of $550,000 and extending the contract term through March 11, 2028.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,390–N.S.

Consent Calendar

14. Contract No. 32600081 Amendment: Metro Elevator for Maintenance, Repairs and Emergency Response Services for Citywide Elevators
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract amendment with Metro Elevator to provide maintenance, repairs, and emergency response services to increase the contract amount by $300,000 for a total not to exceed $650,000.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,391–N.S.

15. Contract: Daupler, Inc. for After-Hours Answering Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract with Daupler, Inc. for after-hours answering services in an amount not to exceed $375,000 for a three-year contract, with an option to extend for two additional one-year terms.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,392–N.S.

16. Purchase Order: National Auto Fleet Group for Chevrolet Silverado Electric Trucks
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a purchase order with National Auto Fleet Group for ten all electric Chevrolet Silverado Trucks in an amount not to exceed $790,000.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,393–N.S.

17. Purchase Order: Turf Star, Inc. for GO-4 Parking Enforcement Vehicles
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a purchase order with Turf Star, Inc. for nine GO-4 Parking Enforcement Vehicles in an amount not to exceed $550,000.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Adopted Resolution No. 72,394–N.S.

Council Consent Items

18. Bertha Brown Community Memorial Gathering and Hunger Program Recognition – Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Funds
From: Councilmember Bartlett (Author)
Recommendation: Adopt a Resolution approving the expenditure of funds, including $1,000 from the discretionary Council Office Budget of Councilmember Ben Bartlett for the South Berkeley Community Church Hunger Program Community Memorial Gathering honoring Bertha Brown and associated accessibility services. The funds will be relinquished to the City's General Fund from the Discretionary Council Office Budget of Councilmember Ben Bartlett and the Discretionary Council Office Budgets of any other Councilmembers who would like to contribute.
Financial Implications: None
Contact: Ben Bartlett, Councilmember, District 3, (510) 981-7130
Action: Adopted Resolution No. 72,395–N.S. amended to include contributions from the following Councilmembers up to the amounts listed: Councilmember Lunaparra - $200; Councilmember Taplin - $150; Councilmember Tregub - $150; Councilmember Kesarwani - $100; Councilmember O'Keefe - $250; Councilmember Humbert - $150; Councilmember Blackaby - $250; Mayor Ishii - $100.

19. Adopt a Position of Opposition to ACA 22, the California Two-Thirds Vote Requirement for Special Taxes
From: Councilmember Tregub (Author)
Recommendation: Adopt a position in opposition to Assembly Constitutional Amendment (ACA) 22, which would restrict how local governments may adopt certain taxes and distribute copies of a letter of opposition to Governor Gavin Newsom, Senator Jesse Arreguín, Assemblymember Buffy Wicks, and applicable Senate and Assembly Committees.
Financial Implications: See report
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140
Action: Approved recommendation.

Council Consent Items

20. Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to Support of the Raising the Next Generation of Student Advocates (RISE) Program
From: Councilmember Tregub (Author)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $250 per Councilmember from the D13 Discretionary Accounts of members of the Berkeley City Council, including a contribution of $250 from Councilmember Igor Tregub, and inviting additional Councilmembers to contribute, to support the Berkeley Public Schools Fund's RISE (Raising the Next Generation of Student Advocates) program.
Financial Implications: See report
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140
Action: Adopted Resolution No. 72,396–N.S. as added by the supplemental material submitted at the meeting by Councilmember Tregub and further amended to include contributions from the following Councilmembers up to the amounts listed: Councilmember Lunaparra - $200; Councilmember Bartlett - $250; Councilmember Taplin - $150; Councilmember Kesarwani - $100; Councilmember O'Keefe - $250; Councilmember Humbert - $100; Councilmember Blackaby - $250.

Action Calendar – Public Hearings

21. Lease Agreement: International Child Resource Institute (ICRI) for 125-127 University Avenue Office Space
From: City Manager
Recommendation: Conduct a public hearing and upon conclusion, adopt first reading of an Ordinance executing a five-year lease agreement with International Child Resource Institute to lease second floor office space located at 125-127 University Ave in the Berkeley Waterfront. The lease term is anticipated to begin September 1, 2026, and end August 31, 2031.
Financial Implications: See report
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

Public Testimony: The Mayor opened the public hearing. 0 speakers.
M/S/C (Humbert/Blackaby) to close the public hearing.
Vote: All Ayes.

Action: M/S/C (Humbert/Blackaby) to adopt the first reading of Ordinance No. 8,031–N.S. Second reading scheduled for July 28, 2026.
Vote: All Ayes.

Action Calendar – Public Hearings

22. Levy and Collection of Fiscal Year 2027 Street Lighting Assessments
From: City Manager
Recommendation: Conduct a public hearing and upon conclusion adopt two Resolutions confirming the assessments for the Berkeley Street Lighting Assessment District No. 1982-1 and the Street Lighting Assessment District 2018, approving the Engineer's Reports, and authorizing the levying and collection of assessments in Fiscal Year 2027.
Financial Implications: See report
Contact: Wahid Amiri, Public Works, (510) 981-6300

Public Testimony: The Mayor opened the public hearing. 2 speakers.
M/S/C (Tregub/Humbert) to close the public hearing.
Vote: All Ayes.

Action: M/S/C (Blackaby/Humbert) to adopt Resolution No. 72,397–N.S. (District No. 1982-1), and Resolution No. 72,398–N.S. (District 2018).
Vote: All Ayes.

Council Action Items

23a. Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*
From: Councilmember Kesarwani (Author)
Recommendation: Adopt a Resolution to rescind Resolution No. 51,408-N.S. which currently restricts the use of helicopters and police canine units by the Berkeley Police Department (BPD) and to update policies authorizing BPD to deploy these resources through mutual aid agreements directly with external agencies. Under the revised policy framework, mutual aid requests for air support resources will require pre-deployment approval by the Watch Commander or their designee and will be followed by post-deployment notification to the City Manager, comprehensive incident documentation, and annual public reporting to the City Council and Police Accountability Board. The policy will continue to explicitly prohibit the use of canines for crowd control and will codify additional categorical prohibitions on canine deployments for low-level offenses.
Policy Committee Recommendation: To send the item with a Qualified Positive recommendation to Council that includes: 1) clarifying Section 3(a) to more clearly define the purposes for which the canine team may be deployed, and 2) attaching the communication from the Police Accountability Board to the agenda item for consideration by the full City Council.
Financial Implications: See report
Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

Action: M/S/C (Kesarwani/Humbert) to suspend the rules and extend the meeting to 11:15 p.m.
Vote: All Ayes.

Council Action Items

Action: 58 speakers. M/S/C (Humbert/Kesarwani) to adopt Resolution No. 72,399–N.S. as submitted in the item by Councilmember Kesarwani and amended by Mayor Ishii and Councilmember Blackaby with the following wording changes shown in underline.

2. The Berkeley Police Department may request and deploy canine teams from external law enforcement agencies only as follows:

a. Authorized deployments involving suspect apprehension. Canine teams may be deployed to locate or apprehend a suspect when any of the following is true:

i. The suspect is wanted for a violent felony; or

ii. There is a reasonable belief that the suspect possesses a <u>deadly</u> weapon likely to cause serious bodily injury; or

iii. The suspect is wanted in connection with a residential burglary <u>in progress; or</u>

iv. The deployment supports service of a warrant on a subject who is wanted for a violent felony, has a documented history of violent offenses, has a documented history involving firearms, or has a documented history of felony evasion or physical assault against law enforcement.

b. Authorized deployments not involving suspect apprehension. Canine teams may be deployed to locate crime scenes or physical evidence, to locate missing persons, or to detect explosives.

c. Categorical prohibitions. Canine teams shall not be deployed in connection with: infractions; misdemeanor offenses not involving a <u>deadly</u> weapon likely to cause serious bodily injury; flight from an officer absent an independent justification under this section; thefts that escalate to robbery solely from a suspect's resistance to the victim's effort to stop the theft, absent use of a <u>deadly</u> weapon or actions causing great bodily injury; stolen vehicle incidents involving a named suspect or that are civil in nature; <u>homeless encampment abatements;</u> or crowd control.

On the severed portion in part 3 of the Resolved clause regarding helicopters and the associated references to helicopters throughout the resolution.
Vote: Ayes – Kesarwani, Taplin, Bartlett, O'Keefe, Blackaby, Humbert, Ishii; Noes - Lunaparra; Abstain - Tregub.

On the severed portion in part 2 of the Resolved clause regarding canine deployment and the associated references to canine deployment throughout the resolution.
Vote: Ayes – Kesarwani, Taplin, O'Keefe, Blackaby, Humbert; Noes – Bartlett, Tregub, Lunaparra, Ishii.

Council Action Items

23b. Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*
From: Peace and Justice Commission
Recommendation: Adopt a Policy approving the following actions with regard to the appropriateness of certain chemical weapons and other tools: 1. Retain the existing 2020 bans on chemical weapons (CS and OC), and the 1982 bans on police dogs and helicopters. 2. Retain the 1997 requirement for public reporting of each use of pepper spray. 3. Request the City Manager to engage an academic institution such as UC Berkeley, UCSF, or Stanford to study the health impacts of tear gas and other chemical weapons and canine support, potential short-term and long-term impacts on vulnerable populations and possible alternatives to the use of chemical weapons that provide officer safety, suspect safety, and safety to the general public.
Financial Implications: None
Contact: Tasha Tervalon, Commission Secretary, (510) 981-7000
Action: M/S/C (Kesarwani/Humbert) to take no action on Item 23b.
Vote: All Ayes.

Council Action Items

24a. Resolution Reinstating the Berkeley Police Department's Ability to Use Tear Gas for Critical Life-Threatening Incidents Only and Lifting the COVID-19 Moratorium on Smoke and Oleoresin Capsicum (OC) Spray *(Reviewed by the Public Safety Policy Committee)*
From: Councilmember Kesarwani (Author)
Recommendation: Adopt a Resolution amending the Berkeley City Council's June 9, 2020 direction regarding smoke, OC spray, and tear gas to allow the Berkeley Police Department (BPD) Special Response Team (SRT) to use tear gas under circumstances in which there is a significant risk of injury or death, maintain the prohibition on the use of tear gas solely for crowd control, and lift the temporary moratorium on the use of smoke and OC spray.
Policy Committee Recommendation: To send the item with a Qualified Positive recommendation to Council that includes: 1) Making the resolution text explicit regarding permissible uses and policy limitations (particularly defining "critical incident" and excluding crowd control use), 2) Clarifying and attaching relevant use policies for public transparency, and 3) Developing an appropriate after-action reporting framework aligned with existing reporting and Transparency Hub practices.
Financial Implications: See report
Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

Action: M/S/C (Kesarwani/Humbert) to schedule Item 24a and 24b for September 15, 2026, including supplemental materials from Councilmember Blackaby and the Police Accountability Board.
Vote: Ayes – Kesarwani, Taplin, Bartlett, O'Keefe, Blackaby, Lunaparra, Humbert; Noes – Tregub, Ishii.

Action: M/S/C (Lunaparra/Ishii) to reconsider the previous vote.
Vote: Ayes – Bartlett, Tregub, O'Keefe, Blackaby, Lunaparra, Ishii; Noes – Kesarwani, Taplin, Humbert.

Action: M/S/C (Kesarwani/Humbert) to schedule Item 24a and 24b for September 15, 2026, including supplemental materials from Councilmember Blackaby and the Police Accountability Board.
Vote: Ayes – Kesarwani, Taplin, O'Keefe, Blackaby, Humbert; Noes – Bartlett, Tregub, Lunaparra, Ishii.

Council Action Items

24b. Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*
From: Peace and Justice Commission
Recommendation: Adopt a Policy approving the following actions with regard to the appropriateness of certain chemical weapons and other tools: 1. Retain the existing 2020 bans on chemical weapons (CS and OC), and the 1982 bans on police dogs and helicopters. 2. Retain the 1997 requirement for public reporting of each use of pepper spray. 3. Request the City Manager to engage an academic institution such as UC Berkeley, UCSF, or Stanford to study the health impacts of tear gas and other chemical weapons and canine support, potential short-term and long-term impacts on vulnerable populations and possible alternatives to the use of chemical weapons that provide officer safety, suspect safety, and safety to the general public.
Financial Implications: None
Contact: Tasha Tervalon, Commission Secretary, (510) 981-7000
Action: See action for Item 24a.

Information Reports

25. Grant Applications: Alameda County Transportation Commission Capital Investment Program 2028/Metropolitan Transportation Commission One Bay Area Grant Program Cycle 4
From: City Manager
Contact: Wahid Amiri, Public Works, (510) 981-6300
Action: Received and filed.

26. Zero Waste Commission Fiscal Year 2026-27 Work Plan
From: Zero Waste Commission
Contact: Julia Heath, Commission Secretary, (510) 981-6300
Action: Received and filed.

Public Comment – Items Not Listed on the Agenda - 20 speakers.

Adjournment

Adjourned at 11:15 p.m.

I hereby certify that the foregoing is a true and correct record of the City Council regular meeting held on July 14, 2026.

_____
Mark Numainville, City Clerk

Communications

Ohlone Greenway Question

1. Barbara Fritz

Channing and San Pablo
2. Thomas Yamaguchi
3. Wahid Amiri

Height Regulations
4. Lynn Cooper

BUSD LEARNS Program
5. Alina Ball

Upzoning/Zoning
6. Gcmclaughlin (2)

Fund Raiser
7. Brianna Hernandez

West Berkeley Rail Crossings
8. Noa Weiss

Community Resource Guide
9. Elizabeth (4)

Michael's Transportation Services
10. Elizabeth

McGee Avenue Reconstruction
11. Howard Menashe

2036 Bancroft Way
12. Alex Merenkov

Safety Concern
13. Derek Abbassi

Budget
14. Ben Buettner
15. Dorothea Dorenz

BAC Funding
16. Thet Shein Win

Public Comment Concern
17. Stephen Alpert
18. Lauren Packard

Harrison St.
19. Jahlee Arakaki

URLs
20. Phyllis Orrick
21. Russbumper

E-Scooters
22. Carson Lepre (2)
23. Robert Borghese (2)

Newsletters
24. Eid Abdallah (2)

Forwards
25. Eid Abdallah (8)

Supplemental Communications and Reports 1

- None

Supplemental Communications and Reports 2

Item #7: Appointment of Director of Public Works
26. Ben Gerhardstein on behalf of Walk Bike Berkeley

Item #23a: Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*
27. Supplemental agenda material submitted by the Police Accountability Board

Item #24a: Resolution Reinstating the Berkeley Police Department's Ability to Use Tear Gas for Critical Life-Threatening Incidents Only and Lifting the COVID-19 Moratorium on Smoke and Oleoresin Capsicum (OC) Spray *(Reviewed by the Public Safety Policy Committee)*
28. Supplemental agenda material submitted by Councilmember Brent Blackaby
29. Supplemental agenda material submitted by the Police Accountability Board
30. Josh Cayetano

Item #23a: Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*

Item #23b: Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*

Item#24a: Resolution Reinstating the Berkeley Police Department's Ability to Use Tear Gas for Critical Life-Threatening Incidents Only and Lifting the COVID-19 Moratorium on Smoke and Oleoresin Capsicum (OC) Spray *(Reviewed by the Public Safety Policy Committee)*

Item #24b: Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*

31. Jon Rosenfield
32. Sally Nelson
33. Marcia Edelen
34. Janice Schroeder
35. Sam Holtzman
36. Sally Hindman
37. Boona Cheema
38. Esther Lerman
39. Jay

Supplemental Communications and Reports 3

Item #20: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to Support of the Raising the Next Generation of Student Advocates (RISE) Program

40. Supplemental agenda material submitted by Councilmember Igor Tregub

Item #23a: Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*

41. Melissa Connelly
42. Grant Thompson
43. Moni Law

Item #23a: Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*

Item #24a: Resolution Reinstating the Berkeley Police Department's Ability to Use Tear Gas for Critical Life-Threatening Incidents Only and Lifting the COVID-19 Moratorium on Smoke and Oleoresin Capsicum (OC) Spray *(Reviewed by the Public Safety Policy Committee)*

44. Ned Reifenstein

Item #23a: Resolution Rescinding Resolution No. 51,408-N.S. Restricting the Use of Air Support and Canine Units And Updating Mutual Aid Policies *(Reviewed by the Public Safety Policy Committee)*

Item #23b: Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*

Item #24a: Resolution Reinstating the Berkeley Police Department's Ability to Use Tear Gas for Critical Life-Threatening Incidents Only and Lifting the COVID-19 Moratorium on Smoke and Oleoresin Capsicum (OC) Spray *(Reviewed by the Public Safety Policy Committee)*

Item #24b: Social Justice Implications of Proposed Use of Controlled Weapons and Other Policing Tools *(Continued from April 21, 2026)*

45. Carol Denney
46. Vida Bateau

47. Bill Press
48. Glenn Turner
49. Lisa Ferguson
50. Linda Olivenbaum
51. Hilary Wong
52. Chrissy Hoffman
53. Margot Smith
54. Karl Knober
55. Ellen Brotsky
56. Kit Saginor
57. Kelly Hammargren
58. Summer Brenner
59. Kitty Calavita
60. Jane Maxwell
61. David Fane
62. Elana Auerbach
63. Friends of Adeline
64. Virginia Miller
65. Catherine Montano
66. Adrian Tasistro-Hart
67. Alison Weber-Stover
68. Sylvia Santillanez
69. John Lindsay-Poland
70. Samantha Kanofsky

Attachment 5

BERKELEY CITY COUNCIL
SPECIAL MEETING MINUTES

MONDAY, JULY 20, 2026

3:00 P.M.

2180 MILVIA STREET, BERKELEY, CA 94704

TELECONFERENCE LOCATION – 1619 EDITH STREET, BERKELEY CA 94703

TELECONFERENCE LOCATION – 2936 SOUTH KIHEI ROAD, KIHEI, MAUI, HI 96753

ADENA ISHII, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 773 1946**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call: 3:04 p.m.

Present: Kesarwani, Taplin, Tregub, Lunaparra, Humbert, Ishii

Absent: Bartlett, O'Keefe, Blackaby

Councilmember Blackaby present at 3:08 p.m.

Councilmember Blackaby participated in the meeting remotely pursuant to the just cause exemption in the Brown Act for a childcare need.

Public Comment - Limited to items on this agenda only – 0 speakers

CLOSED SESSION:

The City Council will convene in closed session to meet concerning the following:

1. **CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54957.6**

   Negotiator: Laura Izon, Atkinson, Andelson, Loya, Ruud & Romo, PC
   Employee Organization: Berkeley Police Association

   Action: No reportable action taken.

OPEN SESSION:

Public Reports of actions taken pursuant to Government Code section 54957.1.

No reportable action taken.

Adjournment

Action: M/S/C (Humbert/Tregub) to adjourn the meeting.
Vote: Ayes – Taplin, Tregub, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani, Bartlett, O'Keefe.

Adjourned at 4:07 p.m.

I hereby certify that the foregoing is a true and correct record of the closed session meeting held on July 20, 2026.

_____
Mark Numainville, City Clerk

Attachment 6

BERKELEY CITY COUNCIL
SPECIAL MEETING MINUTES

FRIDAY, JULY 24, 2026

10:00 A.M.

2180 MILVIA STREET, BERKELEY, CA 94704

TELECONFERENCE LOCATION - KIAHUNA PLANTATION, 2253 POIPU RD, KOLOA, HI 96756

ADENA ISHII, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 679 8591**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

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***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call: 10:05 a.m.

Present: Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: Kesarwani, Bartlett

Public Comment - Limited to items on this agenda only – 1 speaker

OPEN SESSION:

1. **Motion to Designate City's Labor Negotiators Under Gov. Code Section 54957.6: Appoint Labor Negotiator for Negotiation of Employment Agreement with Director of Police Accountability**
   Recommendation: Authorize Mayor Adena Ishii to negotiate employment agreements and any amendments, including terms regarding compensation, with the selected candidate for the City's Director of Police Accountability.
   Financial Implications: None
   Contact: Adena Ishii, Mayor, (510) 981-7100

   Action: M/S/C (Ishii/Taplin) to designate the Mayor to negotiate employment agreements and any amendments, including terms regarding compensation, with the selected candidate for the City's Director of Police Accountability.
   Vote: Ayes - Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani, Bartlett.

CLOSED SESSION:

The City Council will convene in closed session to meet concerning the following:

2. **Public Employee Appointments Pursuant to Government Code Section 54957(b)(1)**

   Title of position to be filled: Director of Police Accountability

   Action: No reportable action taken.

OPEN SESSION:

Public Reports of actions taken pursuant to Government Code section 54957.1.

No reportable action taken.

Adjournment

Action: M/S/C (Tregub/Humbert) to adjourn the meeting.
Vote: Ayes - Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani, Taplin, Bartlett.

Adjourned at 3:15 p.m.

I hereby certify that the foregoing is a true and correct record of the closed session meeting held on July 24, 2026.

_____
Mark Numainville, City Clerk

MINUTES

BERKELEY CITY COUNCIL MEETING

Tuesday, July 28, 2026
6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702
TELECONFERENCE LOCATION - 7020 NEPTUNE AVENUE GLENEDEN BEACH, OR 97388

ADENA ISHII, MAYOR

COUNCILMEMBERS:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

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Live captioned broadcasts of Council meetings are available on B-TV (Channel 33) and via internet video stream. All Council meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

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Preliminary Matters

Roll Call: 6:03 p.m.

Present: Taplin, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii

Absent: Kesarwani, Bartlett

Councilmember Bartlett present at 6:16 p.m.

Councilmember Kesarwani present at 6:17 p.m.

Land Acknowledgement Statement: *The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.*

Ceremonial Matters: None

City Manager Comments: None

Stephen Alpert was provided two minutes to restate his public comments originally delivered on May 19, 2026.

Public Comment on Non-Agenda Matters: 10 speakers.

Action: M/S/C (Lunaparra/Tregub) to accept an urgency item from Councilmember Lunaparra pursuant to Government Code Section 54954.2(b)(2) entitled Resolution Supporting the Rights of Workers at the Graduate by Hilton, Berkeley to Form a Union.
Vote: All Ayes.

Consent Calendar

Public Comment on Consent Calendar and Information Items Only: 12 speakers.

Action: M/S/C (Humbert/Tregub) to adopt the Consent Calendar in one motion except as indicated.
Vote: All Ayes.

Consent Calendar

Urgency Item: Resolution Supporting the Rights of Workers at the Graduate by Hilton, Berkeley to Form a Union
From: Councilmember Lunaparra (Author), Mayor Ishii (Co-Sponsor), Councilmember Blackaby (Co-Sponsor), Councilmember Tregub (Co-Sponsor)
Recommendation: Pass a Resolution Supporting the Rights of Workers at the Graduate by Hilton, Berkeley to Form a Union
Financial Implications: None
Contact: Cecilia Lunaparra, Councilmember, District 7, (510) 981-7170
Action: Adopted Resolution No. 72,400–N.S.

1. **Lease Agreement: International Child Resource Institute (ICRI) for 125-127 University Avenue Office Space**
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,031-N.S. executing a five-year lease agreement with International Child Resource Institute to lease second floor office space located at 125-127 University Ave in the Berkeley Waterfront. The lease term is anticipated to begin September 1, 2026, and end August 31, 2031.
First Reading Vote: All Ayes.
Financial Implications: See report
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
Action: Adopted second reading of Ordinance No. 8,031–N.S.

2. **Minutes for Approval**
From: City Manager
Recommendation: Approve the minutes for the Council meetings of June 5, 2026 (closed), June 8, 2026 (closed), June 9, 2026 (regular), June 16, 2026 (regular), June 22, 2026 (closed), June 23, 2026 (special), and June 30, 2026 (regular).
Financial Implications: None.
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Approved the minutes as submitted.

3. **Police Accountability Board – Appointment of New Member**
From: City Manager
Recommendation: Adopt a Resolution appointing a new member to the Police Accountability Board (PAB) nominated by Councilmember Taplin.
Financial Implications: See report
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Adopted Resolution No. 72,401–N.S.

Consent Calendar

4. Voting Delegates – League of California Cities Annual Conference
From: City Manager
Recommendation: Designate Councilmember Lunaparra as the voting delegate and Councilmember Humbert as the alternate for the General Assembly of the Annual League of California Cities conference to be held on Friday, September 25, 2026, in Anaheim.
Financial Implications: See report.
Contact: Mark Numainville, City Clerk, (510) 981-6900
Action: Approved recommendation.

5. Contract No. 32100053 Amendment: Dr. Orsolya Kuti for Veterinary Medical Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any necessary amendments with Dr. Orsolya Kuti to provide in-house veterinary medical services at Berkeley Animal Care Services (BACS), increasing the contract amount by $103,000 for a new total contract amount not to exceed $376,000.
Financial Implications: See report
Contact: Peter Radu, City Manager's Office, (510) 981-7000
Action: Adopted Resolution No. 72,402–N.S.

6. Friends of Berkeley Animal Care Services Grant Acceptance
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to accept a $60,000 grant from the Friends of Berkeley Animal Care Services (FoBACS) and to execute any necessary agreements and amendments required to implement this funding.
Financial Implications: See report
Contact: Peter Radu, City Manager's Office, (510) 981-7000
Action: Adopted Resolution No. 72,403–N.S.

7. Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on July 28, 2026
From: City Manager
Recommendation: Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division.? All contracts over the City Manager’s threshold will be returned to Council for final approval.
Financial Implications: See report
Contact: Henry Oyekanmi, Finance, (510) 981-7300
Action: Approved recommendation.

Consent Calendar

8. Contract No. 32600030 Amendment: DataProse for Bill Printing and Mailing
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to amend Contract No: 32600030 with DataProse, to provide printing and mailing services, increasing the amount by $150,000 for an amended total amount not to exceed $200,000 and extending the term for 18 months, until December 31, 2028.
Financial Implications: See Report
Contact: Henry Oyekanmi, Finance, (510) 981-7300
Action: Adopted Resolution No. 72,404–N.S.

9. Contract: Swifthawk Consulting, LLC to Serve as the Alameda County Coordinator
From: City Manager
Recommendation: Adopt a Resolution: 1. Authorizing the City Manager or designee to execute a contract with Swifthawk Consulting, LLC, to serve as the Alameda County Coordinator for coordination with local agencies, fire safe councils, and wildfire mitigation community groups for the initial period, August 1, 2026, through December 30, 2029, with two (2) one (1) year extensions, in a total amount not to exceed $1 million based on incoming grant funds from the California Fire Safe Council; and 2. Authorizing the City Manager or designee to execute any amendments for not more than $225,000 per year in Fiscal Year (FY) 30 and 31, upon receiving additional California Fire Safe Council (CFSC) awards in order to continue the contract. 3. To apply for and receive future grant awards to maintain the Alameda County Coordinator position through 2031.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473
Action: Adopted Resolution No. 72,405–N.S.

10. Purchase Orders: Spending Authority for equipment purchase from Life-Assist for Emergency Medical Supplies and Equipment
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to utilize National Purchasing Partners (NPPGov) Contract No. PS25830 and issue purchase orders to Life-Assist, Inc. for emergency medical supplies and equipment from August 1, 2026 through November 18, 2029, in an amount not to exceed $1,552,000 with the option to continue utilizing any authorized extensions or successor cooperative purchasing agreements, subject to available funding and applicable procurement requirements for an additional two, two year extensions not to exceed $1,888,000.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473
Action: Adopted Resolution No. 72,406–N.S.

Consent Calendar

11. Purchase Orders: Bound Tree Medical for Emergency Medical Supplies and Equipment
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to utilize BuyBoard Contract No. 804-26 and issue purchase orders to Bound Tree Medical, LLC for emergency medical supplies and equipment from August 1, 2026 through May 31, 2027, in an amount not to exceed $25,000, with the option to continue utilizing authorized contract renewals or successor cooperative purchasing agreements for two additional two-year periods, in an amount not to exceed $110,000 in total.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473
Action: Adopted Resolution No. 72,407–N.S.

12. Grant Application: Authorizing application for and acceptance of FEMA Port Security Grant Program funds for fire & rescue boat replacement
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to apply for and accept a grant, and any amendments, from the Federal Emergency Management Agency (FEMA) for up to $1,200,000 including a $300,000 (25%) local match to replace the City's Fire & Rescue Boat.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473
Action: Adopted Resolution No. 72,408–N.S.

13. Contract: Berkeley Food Network for Food Assistance: HOME-ARP Supportive Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager, or designee, to execute a new contract with Berkeley Food Network (BFN) to provide food security services to eligible populations utilizing HOME Investment Partnership American Rescue Plan Program (HOME-ARP) funds for a total amount not to exceed $372,901 for a two-year contract ending on June 30, 2028.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100
Action: Adopted Resolution No. 72,409–N.S.

Consent Calendar

14. Contract: CivicPlus, LLC for Recreation Management Software and Related Services
From: City Manager
Recommendation: A Adopt a Resolution authorizing the City Manager to execute an Agreement with CivicPlus, LLC for the continued provision of recreation management software, training, consulting, and related professional services, for an amount not to exceed $200,905 for the five-year period commencing December 1, 2026, through November 30, 2031.
Financial Implications: See report
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
Action: Adopted Resolution No. 72,410–N.S.

15. Purchase Order: One Workplace Inc. for furniture and equipment for the MLK Jr. Youth Services Center and other Community Centers
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to issue purchase orders with One Workplace Inc. for the purchase of furniture and equipment for the MLK Jr. Youth Services Center and other community centers using the Omnia Partners Contract No. 2019.001899, R221104, and R240103 for an amount not to exceed $300,000 through June 30, 2027, with the option of one (1) single-year extension if the Omnia contract is extended.
Financial Implications: Parks Tax Fund - $300,000
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
Action: Adopted Resolution No. 72,411–N.S.

16. Contract: QLM-Inc. for the Santa Fe Trackbed to Park Conversion New Community Gardens, Dog Park, and Playground Project
From: City Manager
Recommendation: Adopt a Resolution: 1. Approving the plans and specifications for the Santa Fe Trackbed to Park Conversion New Community Gardens, Dog Park, and Playground Project; and 2. Accepting the correction of the sum of bid items for QLM-Inc's bid; and 3. Accepting the bid of the lowest responsive and responsible bidder, QLM-Inc.; and 4. Authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project in accordance with the approved plans and specifications, with QLM-Inc., for the Santa Fe Trackbed to Park Conversion New Community Gardens, Dog Park, and Playground Project from Blake to Ward Street, along Acton Street at 0 Parker Street, 0 Carleton Street, 0 Derby Street, 0 Ward Street, in an amount not to exceed $3,355,202 which includes a base contract amount of $3,185,202, plus $170,000 for Add Alternates No. 3 and 5, and a 10% contingency in the amount of $335,520.
Financial Implications: Various Funds - $3,690,722
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
Action: Adopted Resolution No. 72,412–N.S.

Consent Calendar

17. Contract No. 32500050 Amendment: The Dutra Group for Berkeley Marina Docks D&E Replacement Project
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32500050 with The Dutra Group for the Berkeley Marina Docks D&E Replacement Project, increasing the amount by $300,000 for an amended total amount not to exceed $8,893,200.
Financial Implications: Various Funds - $8,893,222
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
Action: Adopted Resolution No. 72,413–N.S.

18. Authorization for Additional Civic Arts Commission Meeting in 2026
From: Civic Arts Commission
Recommendation: Adopt a Resolution authorizing the Civic Arts Commission to hold one additional meeting in 2026, allowing the Commission to add an August 26, 2026 meeting.
Financial Implications: Staff time
Contact: Carianna Arredondo, City Manager's Office, (510) 981-7000
Action: Adopted Resolution No. 72,414–N.S.

19. ***Item Removed by the City Manager* Officially Name the Public Plaza at Adeline and Fairview Streets in South Berkeley in honor of Dolores Cooper**
From: Parks and Waterfront Commission
Contact: Roger Miller, Commission Secretary, (510) 981-6700

Council Consent Items

20. Excused Absence for Councilmember Ben Bartlett
From: Mayor Ishii (Author)
Recommendation: Excuse Councilmember Ben Bartlett from the June 30, 2026 council meeting because of a medical illness/condition.
Financial Implications: None
Contact: Adena Ishii, Mayor, (510) 981-7100
Action: Approved recommendation.

Council Consent Items

21. Recission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emissions Standards Under the Clean Air Act
From: Mayor Ishii (Author), Councilmember Lunaparra (Co-Sponsor), Councilmember Tregub (Co-Sponsor)
Recommendation: Adopt a Resolution authorizing the City Attorney's Office to join the Sabin Center for Climate Change Law at Columbia University's amicus brief in support of the petition for review of the U.S. Environmental Protection Agency's (EPA's) rescission of the greenhouse gas endangerment finding and motor vehicle greenhouse gas emissions standards under the Clean Air Act, 91 Fed. Reg. 7686 (Feb. 18, 2026), subject to City Attorney review and approval of the brief.
Financial Implications: Staff time
Contact: Adena Ishii, Mayor, (510) 981-7100
Action: Councilmember Blackaby added as a co-sponsor. Adopted Resolution No. 72,415–N.S.

22. Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to Support the Citywide Berkeley School Supply Distribution & Resource Fair
From: Councilmember Bartlett (Author), Councilmember Tregub (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $200 per Councilmember from the D13 Discretionary Accounts of members of the Berkeley City Council, including a contribution of $200 from Councilmember Ben Bartlett, $150 from Councilmember Igor Tregub, $100 from Mayor Adena Ishii, and inviting additional Councilmembers to contribute, to support SupplyBank.org's Citywide Berkeley School Supply Giveaway & Resource Fair.
Financial Implications: See report
Contact: Ben Bartlett, Councilmember, District 3, (510) 981-7130
Action: Adopted Resolution No. 72,416–N.S. revised to include contributions from the following Councilmembers up to the amounts listed: Councilmember Tregub - $150; Councilmember Humbert - $150; Councilmember Blackaby - $200; Councilmember Lunaparra - $200; Councilmember Kesarwani - $100; Councilmember Taplin - $200; Councilmember O'Keefe - $200; Mayor Ishii - $100.

Council Consent Items

23. Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to the Downtown Berkeley Association in Support of the Social Service Outreach Coordinator Position
From: Councilmember Tregub (Author), Councilmember O'Keefe (Co-Sponsor), Councilmember Blackaby (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor)
Recommendation: Adopt a Resolution authorizing the expenditure of up to $1000 per Councilmember from each of their D13 Discretionary Accounts including $500 from Councilmember Tregub, $500 from Councilmember O'Keefe, $500 from Councilmember Blackaby, and $300 from Councilmember Lunaparra and inviting other members of the City Council to contribute to the Downtown Berkeley Association (DBA) in support of the Social Service Outreach Coordinator position. The relinquished funds from the respective discretionary Council Office Budgets of such members of the Berkeley City Council who wish to contribute will close the remaining gap in cost sharing funding and allow for the DBA to continue performing important social services outreach duties in Downtown Berkeley.
Financial Implications: See report
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140
Action: Item withdrawn from the agenda by Councilmember Tregub.

Council Consent Items

24. Referral to the City Manager: RENAISSANCE (Revitalizing Enterprise and Neighborhoods through Activation, Investment, Safety, Streamlining, Accessibility, Networking, Collaboration, and Equity), Part 1: Performance Standards for Commercial District Activation and Blight Mitigation
From: Councilmember Tregub (Author), Mayor Ishii (Co-Sponsor), Councilmember Blackaby (Co-Sponsor), Councilmember O'Keefe (Co-Sponsor)
Recommendation: Refer to the City Manager the development of a set of commercial vacancy blight mitigation strategies that include but are not limited to:
1. Performance Standards: Establish performance standards for commercial district properties, where a building has been demolished, partially demolished, or partially constructed, and the property has remained in that condition for an established time period without any documentation showing that the project is advancing within the defined near-term timeframe. These standards may include but are not limited to temporary landscaping, creative temporary use, creative and dynamic fencing, murals, green walls and/or other remedies that maintain the site in an attractive and visibly activated state.
2. Revocation of Permits: Reaffirm the authority of the City Manager or designee to declare the permit lapsed due to non-compliance findings outlined in Number 1 above. Explore streamlining and simplifying the permit revocation process established in Berkeley Municipal Code (BMC) 23.404.080 if the owner of the property is out of compliance with the performance standards described in Number 1.
3. Unmitigated Prolonged Commercial Vacancy: Add “unmitigated prolonged commercial vacancy” as a defined factor to declare a property blighted in commercial districts.
Financial Implications: None.
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140
Action: Approved recommendation.

Council Consent Items

25. Russell Street Halloween Festivities (2026–2029): Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Funds
From: Councilmember Humbert (Author)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $4,000 per Councilmember including $4,000 from Councilmember Humbert to the Claremont Elmwood Neighborhood Association for Russell Street Halloween festivities from 2026 to 2029 with funds relinquished to the City's General Fund for this purpose from the discretionary Council Office Budgets of Councilmember Humbert and any other Councilmembers who would like to contribute.
Financial Implications: Councilmember's Discretionary Funds - $4,000
Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180
Action: Adopted Resolution No. 72,417–N.S. revised to include contributions from the following Councilmembers up to the amounts listed: Councilmember Tregub - $150; Councilmember Blackaby - $250; Councilmember Lunaparra - $200; Councilmember Kesarwani - $100; Councilmember Taplin - $200; ; Councilmember Bartlett - $200; Councilmember O'Keefe - $200; Mayor Ishii - $100.

Action Calendar – Public Hearings

26. Referral Response: Inclusionary Housing In-Lieu Fee Analysis and Fee Update for Single Family Residential Units
From: City Manager
Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution amending the Inclusionary Housing in-lieu fee to establish a 2,500 square foot Residential Unit Floor Area (RUFA) deduction for all detached single-family residential units and maintain the 5,000 square foot RUFA deduction for multi-unit residential projects; and include analysis of the updated fee structure in the 2028 in-lieu fee study.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

Public Testimony: The Mayor opened the public hearing. 6 speakers.
M/S/C (Lunaparra/Tregub) to close the public hearing.
Vote: All Ayes.

Action: M/S/C (Lunaparra/Tregub) to adopt Resolution No. 72,418–N.S. amending the Inclusionary Housing in-lieu fee to establish a 2,500 square foot Residential Unit Floor Area (RUFA) deduction for all detached single-family residential units and maintain the 5,000 square foot RUFA deduction for multi-unit residential projects.
Vote: All Ayes.

Council Action Items

27. Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users *(Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)*
From: Councilmember Kesarwani (Author), Councilmember Humbert (Co-Sponsor), Mayor Ishii (Co-Sponsor)
Recommendation: Given new information presented by the Fire Department that pedestrian and bike safety infrastructure on Hopkins Street "retains workable emergency access," refer to the City Manager to repave Hopkins Street from Sutter Street to San Pablo Avenue with inclusion of one-way Class IV separated bikeways on each side from The Alameda to Peralta Avenue / Ohlone Greenway with a minimum width of five feet. Of the various cycle track and protected bikeway conceptual options that Public Works reviewed, staff deemed this configuration of separated cycle tracks to be the safest, while also providing the opportunity to retain the greatest amount of curbside parking.
Further, incorporate the following specific additional safety, parking management, and other features:
-From Sutter Street to The Alameda on Hopkins, install Class II buffered bike lanes on each side (similar to Monterey Avenue) and incorporate traffic calming to the extent feasible;
-From Peralta Avenue / Ohlone Greenway to Stannage Avenue on Hopkins, incorporate traffic calming speed cushions to the extent feasible, along with any other pedestrian safety features recommended by Public Works staff that are compatible with potential future bike lanes;
-Install a raised intersection, in which the entire intersection is elevated to approximate sidewalk grade as a vertical traffic-calming and pedestrian-priority treatment (similar to the raised intersection constructed at Bancroft Way and Telegraph Avenue as part of the Southside Complete Streets project), where Hopkins Street connects to Monterey Avenue and California Street;
-Incorporate pedestrian safety features included in the 2022-2023 conceptual design that continue to be deemed appropriate by Public Works staff;
-Redesign and reconstruct the intersection of Hopkins and Sacramento Streets to promote safety of all users;
-Assess improvement of the intersection of Hopkins Street and The Alameda to promote safety of all users, with redesign and reconstruction contingent upon available funding;
-Install bus boarding islands (floating bus stops) at AC Transit stops with the bikeway routed behind the boarding platform;
-Address street and curb damage from old street trees including removal of trees that are intruding into the usable street width, impacting storm drainage, with replacement trees required at a 1:1 ratio;
-Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover;
-In addition, as part of the comprehensive Curb Management Plan, explore the

Council Action Items

feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street.
As part of advancing the Council-directed Class IV separated bikeway into detailed engineering plans, Public Works staff will conduct outreach to businesses, schools, houses of worship, residents, and other stakeholders along Hopkins Street. This outreach will focus on refining the design of the safety infrastructure to be responsive to operational needs along the corridor, particularly loading zones, short-term parking zones, ADA parking, waste collection service needs, and metered parking, with the Class IV separated bikeway design serving as the established foundation for this work. The Hopkins Street commercial district is a neighborhood institution, and the goal of this design process is to ensure that safety improvements strengthen rather than undermine its vitality.
Policy Committee Recommendation: To send the item to council with a qualified negative recommendation to be rejected unless amended to include; protected bike lanes on Hopkins Street from Sutter to Gilman; direction to staff to develop and present options for extending the bike lane infrastructure westward to Acton, Peralta, or Stannage; direction to staff to immediately identify and secure funding for all proposed pedestrian, transit and bicycle improvements, and direction to staff to utilize existing completed traffic studies and prior public process outcomes to limit unnecessary delays and costs.
Financial Implications: See report
Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

Action: M/S/C (Ishii/Tregub) to suspend the rules and implement a three-hour public comment period for Item 27.
Vote: All Ayes.

Action: M/S/C (Tregub/Taplin) to suspend the rules and extend the council meeting to 12:30 a.m.
Vote: Ayes – Taplin, Bartlett, Tregub, O'Keefe, Blackaby, Lunaparra, Humbert, Ishii; Noes – None; Abstain – None; Absent – Kesarwani.

Action: M/S/C (Humbert/Taplin) to suspend the rules and extend the council meeting to 1:00 a.m.
Vote: All Ayes.

Action: M/S/Failed (O'Keefe/Blackaby) to adopt the supplemental item from Councilmember O'Keefe with the language regarding street trees assessments from Councilmember Kesarwani's item and to remove the word "buffered" from the edits.
Vote: Ayes – Bartlett, O'Keefe, Blackaby; Noes – Kesarwani, Taplin, Tregub, Lunaparra, Humbert, Ishii.

Council Action Items

Action: M/S/Failed (Blackaby/O'Keefe) to approve the supplemental item from Councilmember Blackaby with additional amendments to analyze parking impacts, a timeline for the analysis and paving work, metrics to consider bike lanes, and when to consider sharrows.
Vote: Ayes – Bartlett, Tregub, O'Keefe, Blackaby; Noes – Kesarwani, Taplin, Lunaparra, Humbert, Ishii.

Action: 160 speakers. M/S/Carried (Kesarwani/Humbert) to approve the recommendation as submitted by Councilmember Kesarwani and further amended at the meeting as follows:

Delete:

- Address street and curb damage from old street trees including removal of trees that are intruding into the usable street width, impacting storm drainage, with replacement trees required at a 1:1 ratio;

Add:

- Assess street trees along the corridor with arborist input and determine minimally invasive appropriate treatments if old street trees are intruding into the usable street width, impacting storm drainage;
- Placemaking elements may be considered based on available funds after prioritizing paving and safety infrastructure.
- This referral supersedes all other prior Council action related to the design of Hopkins Street.

Vote: Ayes – Kesarwani, Taplin, Bartlett, Tregub, Lunaparra, Humbert, Ishii; Noes – O'Keefe, Blackaby.

Council Action Items

28. Referral to the City Manager: Update Definition of and, in the C-DMU District and Review Restrictions Related to the Establishment of Adult-Oriented Businesses in the Berkeley Municipal Code *(Reviewed by the Land Use, Housing & Economic Development Committee)*
From: Councilmember Tregub (Author)
Recommendation: Refer to the City Manager the following: 1. Updates to the definition of "Adult-Oriented Business" in the Berkeley Municipal Code (BMC) Section 23.302.070.A, BMC Chapter 23.204, and/or any other relevant provisions, including vaping shops and other related businesses; and 2. Reviewing restrictions around such uses in the C-DMU Commercial District in the Downtown.
Policy Committee Recommendation: Send the item to the City Council with a qualified positive recommendation with the following revisions to the recommendation: 1. Review (rather than expand) restrictions of such uses in the C-DMU Commercial District in the Downtown; and 2. Incorporate consideration of vaping uses as part of the definition(s).
Financial Implications: Staff time
Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140
Action: Moved to Consent Calendar. Referred to the Land Use, Housing & Economic Development Committee.

Information Reports

29. Landmark Preservation Ordinance Notice of Decision: 2455 Telegraph Avenue / #LMSAP2026-0001
From: City Manager
Contact: Jordan Klein, Planning and Development, (510) 981-7400
Action: Received and filed.

30. Landmark Preservation Ordinance Notice of Decision: Elmwood Commercial Historic District /#LMIN2026-0001
From: City Manager
Contact: Jordan Klein, Planning and Development, (510) 981-7400
Action: Received and filed.

31. Civic Arts Commission FY27 Work Plan
From: Civic Arts Commission
Contact: Carianna Arredondo, Commission Secretary, (510) 981-7000
Action: Received and filed.

32. Annual Report on Landmarks Preservation Commission Actions
From: Landmarks Preservation Commission
Contact: Allison Riemer, Commission Secretary, (510) 981-7400
Action: Received and filed.

Public Comment – Items Not Listed on the Agenda - 6 speakers.

Adjournment

Action: M/S/C (Taplin/Tregub) to adjourn the meeting.
Vote: All Ayes.

Adjourned at 12:56 a.m.

I hereby certify that the foregoing is a true and correct record of the regular meeting held on July 28, 2026.

_____
Mark Numainville, City Clerk

Communications

Item #27: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users *(Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)*

1. Jennifer Johnston
2. Ruth Gorrin
3. Henry Pinkard
4. Warren Wells
5. Meg Holm (2)
6. Bruce H. Hamilton
7. Eric Johnson
8. Lee Bishop
9. Adam Rogers
10. Andy Peterson
11. Janet Byron
12. Susanna Porte
13. Coriander Reisbord
14. Bill Hoffman
15. Katharine Bierce
16. Silke Taylor
17. Shirley Kirsten (3)
18. Guy Phillips
19. Linda Berland
20. Tony Corman
21. Stuart Baker
22. Juli Dickey
23. Lucas Cantor
24. Isabelle and Steve
25. Nimrod Pitsker Elias
26. Katherine Silver
27. Summer Brenner
28. Bev Hoffman and Deborah Merola

29. Maryann D'Onofrio
30. Benjamin Lerman
31. Theresa Malki, Henry Malki, Sam Malki, and Lillian Malki
32. Mary Barlow
33. Kelly Hammargren
34. Sally Nelson
35. Justin Jackson-Mann
36. Bonnie Janora

Upzoning/Zoning
37. Marilyn Jensen
38. Dorothea Dorenz
39. 8 Similarly worded form letters

Measure L Concerns
40. Clifford Fred

Tax Scrips
41. Maris Arnold

Drug Task Force
42. David Lerman

Neighbor Noise Concerns
43. Angie Duvall

Pedestrian Light
44. Enrica Jiang
45. Jose Magana
46. Glenn Samson
47. George Franklin

Ferry Parking Plan
48. Paul Kamen (4)

Stuart Street
49. Tony Benado

Cease Desist Response
50. Stephen Alpert

Busy Bees Camp Concerns
51. Kenneth Tanemura

City Government Concern
52. Andrew Marowitz

Public Comment Concerns
53. Stephen Alpert (3)

1130 Oxford Street
54. Dennis Fantin
55. Derek Abbassi

HTT Office Coverage Concern
56. Darinxoso Oyamasela

Pegasus Voyages Invitation
57. Robert Kingston

Insight Housing
58. Tiara Jones

Fund Raiser
59. Brianna Hernandez (2)

Mobile Crisis Team
60. Gabriella Raymond

Encampments
61. Melanie Beasley
62. Jodie Morgan
63. Frederick Hertz
64. Julie Resnik
65. Joan Sprinson

Ashby Easy Lot
66. Willie Phillips on behalf of Berkeley Equity Summit Alliance

Resolution Request
67. Elana Auerbach

UA Theater
68. Save the UA Berkeley
69. Melanie Beasley

Eviction Control Concerns
70. John J. Parman

Hotel Shattuck World Cup
71. Jeffrey Church

Shelter Services
72. Linda Hix (2)
73. Mike St. Pierre

Blooming Crisis Book
74. Dennis Eidson

Alameda County Resource Guide
75. Elizabeth

Planning Commission Meetings
76. Asmara Marek

School Crossing Guards
77. Laura Andril

Bid Contracts
78. Dorothea Dorenz

Restaurant Inspections
79. David Lerman

Shelter Dogs Concern
80. Francesca Agrusa

BAC Funding
81. Carrianna Arredondo

ADU Data
82. Allan Feldman

BMR Rent Clarifications
83. Alex Merenkov

URLs
84. Josh Atwood
85. Russbumper

Newsletters
86. Visit Berkeley
87. Berkeley Art Center

E-Scooters
88. Robert Borghese (5)
89. Carson Lepre (3)
90. Aaron Dickinson (2)

Forwards
91. Russbumper (3)
92. Eid Abdallah (13)

Supplemental Communications and Reports 1

Item #27: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users *(Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)*
93. Carol Denney
94. Alice Gates
95. Mark Rafael
96. Myriam Misrach and Richard Misrach
97. Bob Flasher
98. Pamela Tellew
99. Tony Corman
100. Pamela Valentine
101. Laura Klein
102. Elizabeth Vaughan
103. Gary Brawer
104. Dylan Petiprin
105. Carol Leonard
106. Patty Callahan
107. Corey Busay
108. Dahlia Armon
109. Andre Carothers
110. Donna Simon
111. Seth Kimball
112. Daniel Leshowitz
113. Aviv Nitsan
114. Sally Donnell
115. Bonnie Forer
116. Kenneth Yip (2)
117. Samuel Malki
118. Dorothea Dorenz
119. John J. Parman
120. Ellen Pasternack
121. Janice Shcroeder
122. Cindi Goldberg
123. Kristin Ng
124. Brian Gilbane
125. William A. Derr
126. Shirley Kirsten (4)
127. Cherie Hearne
128. David M. White
129. Steven Lipson

130. Eva Herzer
131. Michael Tompkins
132. Mori Achen
133. Jeffrey Geier
134. Rachel Gold
135. Anne Boersma
136. Loretta Janca
137. Sandra Choe
138. Gail Greenwood
139. Steve Kamman
140. Peter Gleick
141. Melanie O'Hare
142. Paula Israel
143. Mariya Gold
144. Alice Buchanan
145. Joe Berry
146. Carol Goines
147. Christine Goldin
148. Tim Kordas
149. Jonah Isenstein
150. Mark Petrofsky (2)
151. Sonya Baehr
152. Colin Long
153. Sandra Niemann
154. Cathy Kora
155. Joanna Dillon
156. Ariane Ville
157. Cindy Alwan
158. Youssef Rafatjah
159. Betty Merritt
160. Winthrop Eliot Jordan
161. Tawny Reynolds
162. Constance Cheung and Frances Lai
163. Tina de Benedictis
164. Jordan Burns
165. John Ewing
166. Andres Douzoglou
167. John Alexander
168. John Boiles
169. Jonah Busch
170. Arly Cassidy Dolbakian
171. Jay Papisan
172. Paul Rauber
173. Eric R. Klevstad
174. Kathryn Jordan
175. Bill Pollock

176. Lisa Goodman
177. Ruby Lieberman
178. Robin Henke
179. Jonathan Walden
180. Barry Cynamon
181. Margot Smith
182. Susan McKearnan
183. Calla Schmidt
184. Chris Baskett
185. Renate Crocker
186. Jeff and Kim Haltiner
187. Laura Atkins
188. Peggy Radel
189. Esther Lerman
190. Jules Kragen
191. Nat Kane
192. Susan DeMersseman
193. Alice A. Jones
194. Katherine Calvert
195. Michelle LePaule
196. Susan Brooks
197. Howard Goldberg
198. Linda Noeum
199. Daivd Blinn
200. Aaryaman Singhal
201. Laura Kurre
202. Hilary Near
203. George Spies
204. Ella Newman
205. Adam Sandler
206. Elizabeth Hubbell
207. Lucinda Young
208. Jeremiah Maller
209. Ellen Toomey
210. Jan Woo
211. James Austin
212. Lorna D. Loungway
213. Bryan and Erin Bird
214. Igor Serebryany
215. Zach Kaplan
216. Ethan Bodle
217. Lori Copan
218. Rob Schwartz
219. Daniel Newman
220. Joe Swain
221. Charlotte Pine (2)

222. Jack Nicolaus
223. Pranav Jayachand
224. Christopher LeBoa
225. Tom Magrino
226. Miriam Shipp
227. Toni Mester
228. Stephen Shmanske
229. Weblog67.bipeds
230. Berkeley Neighborhoods Council Executive Committee
231. Bruce H. Feingold
232. Tom Reilly
233. Tina Stevens
234. Ginger Parnes
235. Emily McAfee
236. Kristine Fowler
237. Bethany Gerdemann
238. Andrea Traber
239. Len Fellman and Trudy Rubinstein
240. Liz Horowitz
241. Liz Grubin

Supplemental Communications and Reports 2

Item #24: Referral to the City Manager: RENAISSANCE (Revitalizing Enterprise and Neighborhoods through Activation, Investment, Safety, Streamlining, Accessibility, Networking, Collaboration, and Equity), Part 1: Performance Standards for Commercial District Activation and Blight Mitigation

242. Amanda DeMott
243. Rosetta Wang
244. Hanni Yu
245. Heather Siglin on behalf of North Shattuck Association

Item #27: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users *(Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)*

246. Supplemental agenda material submitted by Councilmember Terry Taplin
247. Supplemental agenda material submitted by Councilmember Shoshana O'Keefe
248. Supplemental agenda material submitted by Councilmember Brent Blackaby
249. Libby Lee-Egan (2)
250. Goeff Lomax
251. Bryce Nesbitt
252. William Barclay
253. Gina Rapaport
254. Bonnie and John Knight
255. Lsugimengel
256. Cheryl Newbrough
257. Jason Lachick (3)
258. Harald Leventhal

259. William Springer
260. Eric Rakowski
261. Alisa Petrov
262. Andrea Altschuler
263. Gary DeSorbo
264. Lily Bernheimer
265. Summer Brenner (2)
266. Susan McCutchan (2)
267. Kary Schulman (2)
268. Michael Cullen
269. Margaret Torn (2)
270. Steve Tracy (2)
271. Yen Trac (2)
272. David Coolidge
273. Katie Calvert
274. Carol Hirth
275. Julie Holcomb
276. Joel Myerson (2)
277. Helen Hallberg
278. Elana Auerbach
279. Scott Selmanoff
280. John Lang
281. Ellen Newman
282. Lori Kohlstaedt
283. Sloane Morgan
284. Catherine Montano
285. Deborah Moore
286. Peggy Radel
287. Gina Rieger
288. Margret Leventhal
289. Diane Fukawa
290. Peter Goldstein
291. Nancy Rader (2)
292. Sheryl Rose
293. Lisa Friedlander
294. Kelly Hammargren (2)
295. Helaine Kaplan Prentice
296. Jim Williams (2)
297. Kuniko Weltin-Wu and Hung-Hsi Wu
298. Scott B
299. Alyse Jacobson and Tom Mikkleson
300. Ben Gerhardstein on behalf of Walk Bike Berkeley, Norther Berkeley Now!, East Bay for Everyone, Telegraph for People, East Bay YIMBY, and Bike East Bay
301. David and Lauren
302. Stephen Born
303. Kay van der Have

304. Cindy Shamban
305. Sasha Futran (3)
306. Stephen Alpert (4)
307. Katy Calcott
308. Roger Rosenblum
309. Elly Schowalter
310. Helen Walsh
311. Jim Reynolds
312. Cathy Fogel
313. Maria Sakovich
314. Jennifer Kelly-DeWtt
315. Kate Nichol
316. Frances and Robert Larson
317. Judi Doyle
318. Rick Raffanti, Michael Katz, Chris Kroll, and Roger Marquis
319. Kathleen Williams
320. Stephen Sperber and Roberta Silverstein
321. Melissa Riley
322. Chris Hudson
323. Donna Ferina
324. Patrick Golier
325. Geta Carlson
326. Mary Lee Noonan
327. Brigitte Whitlock
328. Jonathan Wieder
329. Amy Rose Deal
330. Alan Bernheimer
331. Elsa Tranter (3)
332. Jo Anne Wallace
333. Steidtmann (2)
334. Cordula and Paul Didier
335. Chris Hamilton
336. Bill Hickman
337. Julia Cato
338. Thacher Hurd
339. Jeanna Allan
340. Andrew and Marina Bearman
341. Seth Kimball
342. Leah Shelleda
343. Jan Murota
344. Virginia Kamp
345. Yolanda Brown-Clark
346. Marguerite Lee
347. Laura Atkins
348. Dennis Todd
349. Susan McKearan

350. Pam and Mark (2)
351. Vicki Sommer (2)
352. David Mendelsohn
353. Rachel Bradley
354. David Spinner
355. Susan Brooks
356. Donna Graves
357. Judith Thomas
358. Tobey M. Wiebe (2)
359. Andrea Kean
360. Jill Lambie
361. Liz Hoadley
362. Marsha Gale
363. Diane Estes
364. Isabelle Gaston
365. Donna LaFlamme
366. Susie Wallenstein (2)
367. Theresa Malki, Henry Malki, Sam Malki, and Lillian Malki
368. Jeanne Schulman and William Pollock (2)
369. Barbara Feinman
370. Lois Yuen (3)
371. Daniel Alpert
372. Daniel Herman
373. Rachel Doughty
374. Nancy Werthan
375. Negeene Mosaed
376. Emilio Martinez-Cordero
377. Stefano DellaVigna
378. Caroline Lehman
379. Greg Rosen
380. MaryAnn Furda
381. Patricia Buresh
382. Shirley Kirsten (4)
383. Sally Nelson (2)
384. Stefan Zager
385. Jeanne Miller
386. Ellen Feigenbaum
387. Afton Geil
388. Robbe Verhofste
389. Benjamin Kadish
390. Elisabeth Darragh Perrow
391. Constance Rivemale
392. Peter Schwab
393. Susan Schwartz
394. Margot Murtaugh
395. Jane Neilson

396. Jill Israel
397. Sonja Trauss
398. Lisa Brenneis
399. Michael Boland on behalf of the North Berkeley Design Team
400. Gael Alcock
401. Lauren Parsons
402. Gregg Rickman
403. Sue von Baeyer
404. Stephanie Steinbrecher
405. Rick Raffanti
406. Don Melandry
407. Zipporah Collins
408. Dane Miller
409. Wendy Stock
410. Marilyn Margulius
411. Pri
412. Karen Lou
413. Kitty Calavita
414. John J. Parman (4)
415. Carolyn Grote
416. Joan Blades
417. Michael Spolan
418. Carla Woodworth
419. Diane Mintz
420. Ken Krich
421. Gary Croner
422. Stephen Wahlstrom
423. Michael Contant
424. Carolyn Soto
425. Laura Stock
426. Pam Seidenman
427. Chuck Siegal (2)
428. Deborah Machta
429. John Rice
430. Linda Twilling
431. Dan Rapaport
432. Bruce Chamberlain
433. Melissa diSessa
434. Margot Smith (3)
435. Nancy Berglas
436. Mary Lai
437. Helene Silverberg
438. Dominic Glynn
439. Mardi Sicular-Mertens
440. Claire Kahane
441. Linda Helman

442. Sarah Siefke
443. Carol Maga
444. David Shaddock
445. Stuart Hellman
446. Suzanne McMillan
447. Patricia Wilson
448. Gene and Roslyn Seltzer
449. Doris Fulder Nassiry
450. Tom Yamaguchi
451. Kevin Powell
452. Belle Adler
453. Dorothea Dorenz (2)
454. Isabelle Gaston
455. Alyosha Zim
456. Alana Conner
457. Joel Zeldin
458. Keren Stronach
459. Solene Goycochea
460. Ginger Parnes
461. Nila Rosen
462. Jim Storey
463. Erica Simon
464. Brennan Cox
465. Emerald Canary
466. Leah Rosenthal
467. Nico Tripcevich
468. Steve Tomich
469. Paula McGinnis
470. Katie Miller
471. Walter Wood
472. Ric O'Connell
473. Ann Arnold
474. Richard Kerner
475. James T. Smith
476. Melanie O'Hare
477. Erika Bunnin
478. Diane Garcia
479. Theo Posselt
480. Helen Toy
481. Roberts Prinz
482. Julie Leftwich
483. Karen Dabrusin
484. Anne Buchanan (2)
485. Craig
486. Charlie Stephen and Laura Walsh
487. Zachary Rogow

488. Mari Vlastos
489. Julie Kono
490. Barry and Michele Wong
491. Marvin Snow
492. Kris Albert
493. Marilyn Ichioka
494. Kristin Leggett
495. Michael Boland on behalf of the North Berkeley Design Team
496. Sean Kennedy
497. Jack Kurzweil
498. Michael Frantz
499. Charlene M. Woodcock
500. Jeanne Friedman
501. Yakov Wiegmann
502. George Porter
503. Sylvie Sullivan
504. Esta Brand
505. Chris Gilbert
506. Janice Schroeder (2)
507. Georgia Stefan
508. Patrick Sheahan
509. Goodasgold415
510. Alan Schoenfeld
511. Stephen Sperber and Roberta Silverstein
512. Kenny Yip
513. Barclay and Linda Ogden
514. Mattherw Dimond
515. Lorna Byrne
516. John Coveney
517. Dea Lee Harrison
518. Renee
519. Kristin Bailey
520. Tom Leonard
521. Jim Offel
522. Jim Reynolds
523. Katharine Bierce
524. Virginia Stefan
525. Kathleen Rai
526. Barbara Brunetti
527. Ben Buettner
528. Karen Eisenstadt
529. Scott Kawaga
530. Edith Kawaga
531. Chris Hudson
532. Hanah Goldov
533. William Wood

534. Barbara Feinman
535. Maxine Skaggs Kennedy
536. Jane Schoenfeld
537. Peter Gleick
538. Diana Keena
539. Sandi Peters
540. K Sonoda
541. Ken Sonoda
542. Karen Rhein
543. Benjamin Fry
544. Jaleh Niazi
545. Josie Genievich
546. Nancy Lewin
547. Simon Duex
548. Grace Munakata
549. Robin Blum
550. Diane Estes
551. Gwen Kawaga
552. Rose Kawaga
553. Daniel Holm
554. Beverly Spencer
555. Kathleen Brown
556. Mike Birnbach
557. Martha Richards
558. Peter Schultze-Allen
559. Carol Goines
560. Mary Canavan (2)
561. Colleen Cassiddy
562. Catherine Bussinger
563. James Bowden
564. Jeanna Lengsfelder
565. David Moffat
566. N Bruce Pickering
567. Leslie Winokur
568. Michele Maguire
569. Eve Yalom
570. Joan Wager
571. Eileen Sheehan
572. Tanya Starnes
573. Zack Fraser
574. Martina Reaves
575. Dennis Todd
576. Jennifer Breckler
577. Bill Hoffman
578. Julia Moss
579. Jeffrey Martins and Jana Lalander

580. Rowan Duim
581. Ellen Lent
582. Nicholas Espiritu
583. Ann Dorsey
584. Mallika Hari
585. Shaon Barman
586. Belle Adler
587. Cecile Albert
588. Alex Vondeling
589. Wendy
590. Laura Leaverton
591. Blaine Merker
592. Rajiv Dholakia
593. Smita Joshi
594. Eric Geoffroy
595. Isabelle Gaston and Steve Robey
596. Sue Ciao
597. Pam Tellew
598. Jean Weininger
599. Tamara Birdsall
600. Dewayne Cecil
601. Jaimie Baron
602. Luke Wallace
603. Ellen Greenblatt

Supplemental Communications and Reports 3

Urgency Item: Resolution Supporting the Rights of Workers at the Graduate by Hilton, Berkeley to Form a Union

604. Submitted by Councilmember Lunaparra

Action Calendar

Item #27: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users *(Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)*

605. Edward Opton
606. Lauraine Alden
607. Ariel Bacon
608. Dale Friedman
609. Lenore Ralston
610. Deborah Moore
611. Carla Waters (2)
612. Steven Jefferson
613. Harry Delmer
614. Jeffrey Martins and Jana Lalander

615. Marianne Jensen and William Donner
616. Barbara Kaimowitz
617. Kait Kolacy
618. Stephen and Donna
619. Holly Scheider
620. Shirley Kirsten (3)
621. Joe DiStefano
622. Lauren Wheaton
623. Grace Munakata
624. Cece Littlepage (2)
625. Henrik Munson
626. David Leap and Cynthia Kazdan-Leap
627. Joe Kewekordes
628. Evan Meyer
629. Melanie Lawrence and John Smail
630. Susan Bustamante
631. June Hunt
632. Beth Schueler
633. Robin Miller
634. Stuart Hellman (2)
635. Jessika Croizat
636. John Hawkridge (2)
637. Lynne Trestrail
638. Malachi Gillihan
639. Phil Erickson
640. Drew Levitt
641. Megan Truitt
642. Rebecca Stevens
643. Ramsey Silberberg
644. David Brandon
645. Anne-Lise Francois
646. Anna Bellomo
647. Laureen O’Brien
648. Nenelle Bunnin
649. Christine Goldin
650. Margot Murtaugh
651. Annette Doornbos
652. Mary Hurd
653. Victoria Kahn
654. Rachel Edelson
655. Vanessa Drake Moraga
656. Manjari Ohala
657. Shirley Issel
658. Barbara Anscher
659. Mike McGaraghan
660. Sara Woolf

661. Nicolas King
662. Helen Walsh
663. Ben Marafino
664. Nina F. Ichikawa
665. Oliver Gerhardstein
666. Felix Rached
667. Abby Halperin, Peter Macfarlane, and Ella Macfarlane
668. Mark Fornace
669. Steve Smith
670. James Hendry
671. Sandra Chavez, Troy Hodges, and Valentina Hodges
672. Melanie Feakins
673. Patricia Francis-Lyon and Alan Frances-Lyon
674. Dave Tepper
675. Ben Chess
676. Mary Ajideh
677. Patty Brink
678. Stephanie Mariani
679. Linda Franklin
680. Linda Wood
681. Michai Freeman
682. Carol H. Reitan
683. Richard A. Rhodes
684. Richard Boyden
685. Leah Amzel
686. Anandamayi Arnold
687. Ann Parker
688. Alec Lindman (2)
689. Kristen Vetterlein
690. Jim Storey
691. Anne Weinberger
692. Keith Miller
693. Marsha Weintraub
694. Emily Onderdonk
695. Abigail Cook
696. Ann Glassner
697. Stephanie Thomas
698. August Fern
699. Nancy Van House
700. Tom Lawrence
701. Judy Bertelsen
702. Shawna Hartman Brotsky
703. Claire Tompkins
704. Judy Casey
705. Nova Blazej
706. Fred Bamber (2)

707. C. Wolf
708. Rebecca Kutlin
709. Karen Applebaum
710. Sally Donnell
711. Matthew Raifman
712. Tonia Wall
713. Cian Dawson
714. Arlene Owseichik
715. Polo Talnir
716. Stephen Blankespoor
717. Brandon Yung
718. Virginia Browning
719. Robert Chung
720. Christine Johnston
721. Carla Waters
722. Matt Raimi
723. Nathaniel Page
724. Christa Rybczynski
725. Deborah Hecht
726. Finn Wurtz
727. Alan Jencks and Judith Bebelaar
728. George Lakoff
729. Susi Marzuola
730. Ruth Langridge
731. Pauline Cross
732. Sibella Kraus
733. Bruce Wydick
734. Harry Delmer
735. David Drubin
736. Tom Robinson
737. Sara Sloan
738. Dick Mallory
739. Glenn Woodfin
740. Kaden Jorge Tro
741. Heather Kittel
742. Cordula Didier
743. Georjana Barnes
744. Les Girouard
745. Jonah Gollub
746. Amy Smolens
747. Bill Easton
748. Ali and Heather
749. Ian Moore
750. Lauren Davis
751. Maxwell Davis on behalf of the Sierra Club
752. Aimee Baldwin

753. Sara Sarasohn
754. Sheila Newbery
755. Kathleen Frumkin
756. Sharon O'Grady
757. Stephen Bedrick
758. Melanie O'Hare
759. Lessley P. Bender
760. Nancy Gillette
761. Kennedy Behrman
762. Amy Buege
763. Sylvia Contant
764. Jo Anne Wallace
765. Myriam Misrach and Richard Misrach
766. Alan Gould
767. Sarah Wittmer
768. Sarah Watts
769. Andrew Graham
770. Shaun O'Sullivan
771. Jane Diamond
772. Bruce Mebine
773. Carla Schneiderman
774. Virgina Brown and David Weiland
775. James Tensuan
776. Ben Gerhardstein
777. Mike and Sharon Trott
778. Erin Diehm
779. Kelly Hammargren
780. Matthew Humble
781. Shannon Jue
782. Heather Mitchell
783. Jessica Livingston
784. Ellen Goldblatt
785. Stephanie Goren
786. Mary Prophet
787. Ernie Mansfield
788. Alexis Adorador
789. Barbara Fritz
790. Nadine Simons
791. Lota and Mac Rygiel
792. Karen Weil
793. Debbie Perkins-Kalama
794. Becca Schonberg
795. Janet Stromberg
796. Jean Molesky-Poz
797. Ryoji Martinez-Mass
798. Linda Carothers

799. Charlene Mason
800. Samantha Johnston
801. Marjorie Randolph
802. John Vinopal
803. Paula Morgan
804. Mary Canavan
805. Dan Slobin
806. Wes Goodman
807. Cindy Larson
808. Joan Sprinson
809. Linda Worthman
810. Alina Larson
811. Jennifer Rose
812. Naomi Feinn
813. Gail Todd
814. Zachary Iannazzi
815. Alfred Twu
816. Mary Pat Farrell
817. Barry Fike
818. Emma Gobler
819. Abby Thorne-Lyman
820. David Woolsey (2)
821. Kellie Stoddart
822. Karen Holtermann
823. David Cobb
824. Todd Andrew
825. Susan Brand
826. Christine Reed
827. Orville Jackson
828. Leslie Sakai
829. Carol Goines
830. Erin Smith
831. Dorothea Dorenz
832. Tina de Benedictis
833. David Kessler
834. Jeannette Hilgert
835. Sharon Friedman
836. Judy Lieber
837. Pauline Cross
838. Sam Lerman-Hahn
839. Joyce and Jan deVries (2)
840. Andre Hessini
841. Leslie Winkour
842. Jeff Silberman
843. Lucas Cantor
844. Chris Goldin

845. Yen Trac
846. Tom Lent
847. Gina Rieger
848. Unknown

06

Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Henry Oyekanmi, Director, Finance

Subject: Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on September 29, 2026

RECOMMENDATION

Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division. All contracts over the City Manager's threshold will be returned to Council for final approval.

FISCAL IMPACTS OF RECOMMENDATION

Total estimated cost of items included in this report is **$17,585,000**

PROJECT	Fund	Source	Amount
Parking Garage Management	627	Off Street Parking Fund	$17,500,000
Streets and Utilities Division Asphalt Construction Procedures Update	134	Measure BB	$85,000
Total:			**$17,585,000**

CURRENT SITUATION AND ITS EFFECTS

On May 6, 2008, Council adopted Ordinance No. 7,035-N.S. effective June 6, 2008, which increased the City Manager's purchasing authority for services to $50,000. As a result, this required report submitted by the City Manager to Council is now for those purchases in excess of $100,000 for goods; and $200,000 for playgrounds and construction; and $50,000 for services. If Council does not object to these items being sent out for bid or proposal within one week of them appearing on the agenda, and upon final notice to proceed from the requesting department, the IFB (Invitation for Bid) or RFP (Request for Proposal) may be released to the public and notices sent to the potential bidder/respondent list.

BACKGROUND

On May 6, 2008, Council adopted Ordinance No. 7,035-N.S., amending the City Manager's purchasing authority for services.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The Finance Department reviews all formal bid and proposal solicitations to ensure that they include provisions for compliance with the City's environmental policies. For each contract that is subject to City Council authorization, staff will address environmental sustainability considerations in the associated staff report to City Council.

RATIONALE FOR RECOMMENDATION

Need for the goods and/or services.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

Henry Oyekanmi, Director, Finance, 510-981-7326

Attachments:

1: Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on September 29, 2026

a. Parking Garage Management
b. Streets and Utilities Division Asphalt Construction Procedures Update

Note: Original of this attachment with live signature of authorizing personnel is on file in General Services.

SPECIFICATION NO.	DESCRIPTION OF GOODS / SERVICES BEING PURCHASED	APPROX. RELEASE DATE	APPROX. BID OPENING DATE	INTENDED USE	ESTIMATED COST	BUDGET CODE TO BE CHARGED	DEPT. / DIVISION	CONTACT NAME & PHONE
27-11808-C	Parking Garage Management	9/30/26	10/30/2026	Manage day-to-day operation of the City's three garages: Center Street Garage (720 spaces), Telegraph-Channing Garage (420 spaces), and Oxford garage (99 spaces)	Current annual spend:~ $3,500,000 $3.5M X 5 years = $17,500,000	627-54-622-665-3001-000-472-612990 $1,750,000 627-54-622-665-3002-000-472-612990 $1,225,000 627-54-622-665-3005-000-472-612990 $525,000	Public Works/ Transportation	Elliott Schwimmer 510-981-7066 (desk) 415-233-0663(cell)
27-11809-C	Streets & Utilities Divison Asphalt Construction Procedures Update	9/30/26	10/30/2026	Updating and creating procedures and best practices for the following activities: pothole repair including strategies to prioritize bike lanes, bus lanes, crosswalks, school zones and other priority areas. Sidewalk Make Safes (shaving, use mortar/cut back). Base Failure Repairs. Sink hole investigations and repairs. Crack Sealing. Sewer Trench Repair. Evaluate current written practices, field work, and schedules. Create or update documentation and schedules to best utilize current staffing levels and equipment. Including recommendations for improvement both short and long term	$ 85,000.00	134-54-625-716-0000-000-431-612990	Public Works/Streets	Joy Brown 510-981-6629
Dept Total								
TOTAL					**$17,585,000**			

Office of the City Manager

07

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Janelle Rodrigues, Director of Human Resources

Subject: Adopt Resolution Approving Publicly Available Pay Schedule

RECOMMENDATION

Adopt a Resolution approving a publicly available pay schedule effective September 15, 2026, pursuant to the Public Employee's Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR).

FISCAL IMPACTS OF RECOMMENDATION

The publicly available pay schedule reflects legal minimum wage and living requirements, and pay rates from labor agreements that have already been approved and adopted by City Council. There is no fiscal impact connected to this action to update and publish the publicly available pay schedule pursuant to the Public Employee's Retirement Law, Public Employees' Pension Reform Act of 2013, and Title 2 of the California Code of Regulations.

CURRENT SITUATION AND ITS EFFECTS

Historically, the City of Berkeley has consistently met requirements for publicly available pay schedules. A compliant salary schedule is retained for at least five years, posted on the City's website, and available for public inspection in the Human Resources Department. The City's governing body (City Council) has approved every tentative agreement or side letter containing salary increases that arise from negotiations with the City's various bargaining units.

The revised publicly available pay schedule reflects the legal minimum wage requirements that went into effect on July 1, 2026, as well as the pay rate changes resulting from labor agreements that went into effect on July 5, 2026.

BACKGROUND

CalPERS Circular Letter 200-003-20 issued January 8, 2020 (Exhibit B), the Public Employees' Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR) require employees to be paid pursuant to a publicly available pay schedule that meets the requirements of

CCR Section 570.5(a) to qualify as both compensation earnable and pensionable compensation that is reportable to the California Public Employees' Retirement System (CalPERS). Action to adopt a single, unified, pay schedule is required by the CalPERS Circular Letter. Adoption of the unified pay schedule does not affect the salary or compensation paid to any City employee but merely restates pay rates that have already been approved by the City Council at public meetings.

There are eight (8) requirements that must be met by a publicly available pay schedule per the CalPERS Circular Letter:

1) Be duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws.

2) Identify the position title for every employee position.

3) Show the pay rate as a single amount or multiple amounts within a range for each identified position.

4) Indicate the time base, including, but not limited to, whether the time base is hourly, daily, biweekly, monthly, bi-monthly, or annually.

5) Be posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's website.

6) Indicate an effective date and date of any revisions.

7) Is retained by the employer and available for public inspection for not less than five years.

8) Does not reference another document in lieu of disclosing the pay rate.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or opportunities associated with the subject of this report.

RATIONALE FOR RECOMMENDATION

CalPERS Circular Letter 200-003-20 issued January 8, 2020 (Exhibit B), the Public Employees' Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR) require a single unified pay schedule be duly approved and adopted by the employer's governing body in accordance with the requirements of applicable public meetings laws.

ALTERNATIVE ACTIONS CONSIDERED
None. The City risks penalties by not adopting a publicly available pay schedule pursuant to the Public Employees' Retirement Law.

CONTACT PERSON
Janelle Rodrigues, Director of Human Resources, 510-981-6807

Attachments:
1: Resolution
Exhibit A to Resolution: Publicly Available Pay Schedule
Exhibit B to Resolution: CalPERS Circular Letter 200-003-20

RESOLUTION NO. ##,###-N.S.

APPROVING PUBLICLY AVAILABLE PAY SCHEDULE EFFECTIVE SEPTEMBER 15, 2026, PURSUANT TO THE PUBLIC EMPLOYEES' RETIREMENT LAW (PERL), PUBLIC EMPLOYEES' PENSION REFORM ACT OF 2013 (PEPRA), AND TITLE 2 OF THE CALIFORNIA CODE OF REGULATIONS (CCR)

WHEREAS, the Public Employees' Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR) require employee pay rates to be paid pursuant to a publicly available pay schedule that meets the requirements of CCR Section 570.5(a) to qualify as both compensation earnable and pensionable compensation that is reportable to CalPERS; and

WHEREAS, publicly available pay schedules must identify the position title for every employee position; and

WHEREAS, publicly available pay schedules must show the pay rate as a single amount or multiple amounts within a range for each identified position; and

WHEREAS, publicly available pay schedules must indicate the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually; and

WHEREAS, publicly available pay schedules must be posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's website; and

WHEREAS, publicly available pay schedules must indicate an effective date and date of any revisions; and

WHEREAS, publicly available pay schedules must be retained by the employer and available for public inspection for not less than five years; and

WHEREAS, publicly available pay schedules must not reference another document in lieu of disclosing the pay rate; and

WHEREAS, the adoption of a unified pay schedule per CalPERS Circular Letter 200-003-20 will not change the salary or compensation of any City employee.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the publicly available pay schedule effective September 15, 2026, pursuant to the Public Employees' Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR) attached as Exhibit A is established.

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
2000	ACCOUNTANT I	CSU0	N	H	C001	44.3211	46.2214	48.0923	50.1001	52.3134					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2002	ACCOUNTANT II	CSU0	N	H	C002	55.2562	57.6681	60.2753	62.8625	65.6131					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1000	ACCOUNTING MANAGER	PEU0	E	H	C001	71.5025	75.0678	78.8266	82.7675	86.9020					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4002	ACCOUNTING OFF SPEC II	MC01	N	H	C001			37.4316	39.0685	40.7701					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4004	ACCOUNTING OFF SPEC II	UNR2	N	H	C001			37.5000	39.3635	41.1733					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4006	ACCOUNTING OFF SPEC III	MC01	N	H	C002			43.3550	45.2723	47.2649					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4008	ACCOUNTING OFF SPEC III	UNR2	N	H	C002			42.8437	44.9001	46.9991					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4010	ACCOUNTING OFF SPEC SUP	MC02	N	H	C001	43.7536	45.9186	48.1697	50.5501	52.6828					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4012	ACCOUNTING OFF SPEC SUP	UNR2	N	H	C003	43.3364	45.6815	48.1125	50.6084	53.0069					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3002	ACCOUNTING TECHNICIAN	MC01	N	H	C004	42.6657	44.7555	46.9632	49.2790	51.3580					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2088	ADA PROGRAM COORDINATOR	CSU0	N	H	C032	60.7835	63.9619	67.1403	70.3188	73.4972					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4014	ADMIN ASSISTANT	MC01	N	H	C005	42.9651	45.1301	47.3812	49.7615	51.8947					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4016	ADMIN ASSISTANT	UNR2	N	H	C005	42.5480	44.8931	47.3244	49.8199	52.2185					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1002	ADMIN FISCAL SVCS MGR	PEU0	E	H	C002	63.4036	66.5790	69.9080	73.4076	77.0781	80.8592				7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1004	ADMIN FISCAL SVCS MGR	UNR2	E	H	C004	63.5624	66.7455	70.0827	73.5913	77.2710	81.0616				7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2004	ADMIN HEARING EXAMINER	UNR2	E	H	C006	59.4475	62.2746	65.3803	68.5826	71.8595					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4018	ADMIN SECRETARY	UNR2	N	H	C007	43.4367	45.3966	47.5387	49.7769	52.0472					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2006	ADMIN STAFF ASSISTANT	UNR2	N	H	C008	44.6682	47.1325	49.6913	52.2412	54.8342					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2139	ADVANCED PRACTICE PROVIDER	CSU0	E	H	C057	76.6863	79.7398	83.0360	86.4590	90.0401					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6000	ANIMAL CONTROL OFFICER	MC00	N	H	C001			40.5525	41.7697	42.9867					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6002	ANIMAL SVCS ASSISTANT	MC00	N	H	C002			35.7701	36.7181	37.7844					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1006	ANIMAL SVCS MANAGER	PEU0	E	H	C003	71.0455	74.4574	78.0709	81.9055	85.8461					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9044	ANIMAL SVCS SUP	MC02	N	H	C004			49.6373	52.1192	54.7252					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2009	APP PROGRAMMER/ANALYST I	CSU0	N	H	C003	53.7329	56.0236	58.5384	61.1169	63.7594					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2010	APP PROGRAMMER/ANALYST II	CSU0	N	H	C004	58.6343	61.2234	63.9832	66.8705	69.8969					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1008	AQUATICS COORDINATR	MC01	N	H	C006	43.0406	44.7102	46.3796	48.2322	49.9664					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6004	AQUATICS FACILITIES SUP	MC01	N	H	C007	34.2185	35.9377	37.7293	39.6247	41.6028					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2012	ARCHITECT	CSU0	E	H	C005	66.6576	69.8436	73.2210	76.7370	80.3703					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2028	ASSISTANT AQUATICS COORD	MC01	N	H	C008	36.3192	37.8488	39.2922	40.6709	42.2327					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2030	ASSISTANT ARCHITECT	CSU0	E	H	C008	57.1320	59.7424	62.5979	65.6455	68.8736					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1010	ASSISTANT BLDG & SAFETY MGR	PEU1	E	H	C004	81.3239	85.3851	89.6593	94.1400	98.8481					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1012	ASSISTANT CITY ATTORNEY	UNR1	E	H	C016	109.5997	146.6365								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1014	ASSISTANT CITY CLERK	UNR2	E	H	C013	61.5144	64.4484	67.6506	70.9705	74.3546					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1016	ASSISTANT CITY MANAGER	UNR1	E	H	C035	98.2408	135.0657								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2032	ASSISTANT CIVIL ENGINEER (REG)	PEU1	E	H	C005	62.6147	65.5415	68.8055	72.1548	75.7252					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
8000	ASSISTANT FIRE CHIEF	FC00	E	H	C001	98.7648	108.6677								7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
9038	ASSISTANT FIRE INSPECTOR	UNR2	N	H	C081	39.2329	41.1944	43.2541	45.4169	47.6877					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2036	ASSISTANT HR ANALYST	UNR2	N	H	C015	46.4321	48.7577	51.2080	53.7830	56.4827					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9012	ASSISTANT INSPECTOR	CSU0	N	H	C087	42.6085	44.4557	46.4752	48.4342	50.5490					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1018	ASSISTANT MANAGER MH SVCS	PEU0	E	H	C004	74.4546	78.1837	82.0969	86.2023	97.1487					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2038	ASSISTANT MGMT ANALYST	CSU0	N	H	C010	44.2928	46.2109	48.0854	50.0675	52.2840					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2040	ASSISTANT MGMT ANALYST	UNR2	N	H	C016	44.8612	46.7890	48.6950	50.7194	52.9039					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5004	ASSISTANT MH CLINICIAN	CSU0	N	H	C011	37.2712	38.5922	39.8285	41.2242	43.3022					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2042	ASSISTANT PLANNER	CSU0	N	H	C012	44.5694	46.5301	48.4056	50.4513	52.6356					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2044	ASSISTANT PUB WORKS ENGINEER	PEU1	N	H	C006	59.8998	62.6147	65.5415	68.8055	72.1548					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2046	ASSISTANT RECREATION COORD	MC01	N	H	C009	36.3208	37.8535	39.2931	40.6707	42.2344					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9023	ASSISTANT TO CITY ATTORNEY	UNR2	E	H	C073	75.6942	81.0441	86.7721	92.9051	99.4712					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1020	ASSISTANT TO CITY MANAGER	UNR1	E	H	C017	75.6941	99.4714								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2048	ASSISTANT TO MAYOR	UNR2	E	H	C018	49.3551	92.8388								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2050	ASSISTANT TRANSPORATION ENGINEER	PEU1	E	H	C007	60.5980	63.3439	66.3567	69.6550	73.0364					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2034	ASSITANT ENV HEALTH SPECIALIST	CSU0	N	H	C009			46.9566	49.4710	51.4418					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2014	ASSOCIATE CIVIL ENGINEER	PEU1	E	H	C001	68.9644	72.3554	75.7989	79.3910	83.3318					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2016	ASSOCIATE HR ANALYST	UNR2	E	H	C010	57.5517	60.1648	63.2384	66.1618	69.2997					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2018	ASSOCIATE MGMT ANALYST	CSU0	N	H	C006	55.2562	57.6680	60.2753	62.8625	65.6132					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2020	ASSOCIATE MGMT ANALYST	UNR2	N	H	C011	55.6347	58.0336	60.6568	63.3028	66.0440					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2022	ASSOCIATE PLANNER	CSU0	N	H	C007	53.8184	56.1943	58.4744	61.0848	63.8871					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2024	ASSOCIATE TRANSPORATION ENGINEER	PEU1	E	H	C002	68.9644	72.3554	75.7989	79.3910	83.3318					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2026	ASSOCIATE UTILITY ENGINEER	PEU1	E	H	C003	68.9644	72.3554	75.7989	79.3910	83.3318					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1022	AUDIT MANAGER	UNR1	E	H	C018	68.5549	89.7488								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2052	AUDITOR I	CSU0	N	H	C013	44.3211	46.2214	48.0923	50.1001	52.3134					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2054	AUDITOR II	CSU0	N	H	C014	55.2562	57.8633	60.3371	62.9342	65.6132					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2056	AUTOMATION LIBRARIAN	CSU0	N	H	C015	53.5627	56.0557	58.6981	61.5110	64.5266					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
8102	BATTALION CHIEF (56)	FC00	N	H	C002		62.1860	65.2939	68.5587	71.9871					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
2058	BEHAVIORAL HEALTH CLINICIAN I	CSU0	E	H	C016	47.4164	49.4048	51.4321	53.4991	55.6147					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2060	BEHAVIORAL HEALTH CLINICIAN II	CSU0	E	H	C017	52.2257	54.3022	56.4470	58.6998	61.0016					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2062	BENEFITS SPECIALIST	UNR2	N	H	C020	52.2829	54.8854	57.6481	60.5078	63.0240					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1024	BUDGET MANAGER	UNR1	E	H	C019	79.8316	106.7938								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1026	BUILDING & SAFETY MANAGER	PEU0	E	H	C005	87.4816	92.5211	98.0978	103.5491	109.5452					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3000	BUILDING INSPECTOR I (CERT)	CSU0	N	H	C018	52.6034	54.8836	57.3769	59.7954	62.4061					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3004	BUILDING INSPECTOR II	CSU0	N	H	C019	54.2016	56.5462	59.1138	61.6069	64.3028					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3005	BUILDING INSPECTOR II (CERT)	CSU0	N	H	C020	56.3862	58.8049	61.4793	64.0793	66.8813					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6010	BUILDING MAINT MECH TRAINEE	MC00	N	H	C004			38.8557	40.0740	41.4293					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5006	BUILDING MAINTENANCE MECH	MC00	N	H	C003			48.5295	50.1149	51.7694					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5009	BUILDING MAINTENANCE SUP	MC00	E	H	C005			53.9061	55.6067	57.5024					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
2064	BUILDING PLANS ENGINEER	PEU1	E	H	C008	63.8050	67.1607	70.6965	74.4212	78.3347					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3008	BUILDING PLANS EXAMINER	CSU0	N	H	C021	56.3862	58.8049	61.4793	64.0793	66.8813					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2066	BUYER	CSU0	N	H	C022	47.3828	49.4924	51.4530	53.6052	55.9171					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1028	CAMP MANAGER	PEU0	E	H	C006	42.3447	44.4635	46.6785	49.0198	51.4673					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1030	CAPITAL IMPROVEMENT PRG MGR	UNR1	E	H	C020	87.2469	116.7293								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9000	CENTRAL LIBRARY CIRC SUP	CSU0	N	H	C023	41.9485	43.7276	45.6140	47.5851	50.0569					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9035	CERT CIVILIAN INSTRUCTOR	UNR2	N	H	C079	33.6396	35.4056	37.2644	39.2208	41.2799					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3010	CHIEF OF PARTY	PEU1	N	H	C009	55.0058	57.6166	60.3794	63.3455	66.2913					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1032	CIRCULATION SVCS MANAGER	PEU0	E	H	C007	59.8289	62.6084	65.5833	68.7271	72.0749					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1034	CITY ATTORNEY	UNR1	E	H	C001	103.6539	195.5701								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1036	CITY AUDITOR	UNR1	E	H	C002	103.1301	103.1301								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1038	CITY CLERK	UNR1	E	H	C003	95.3644	131.0978								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1040	CITY MANAGER	UNR1	E	H	C004	218.2354	218.2354								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2068	CIVIC ARTS COORDINATOR	PEU1	N	H	C010	54.5028	57.0972	59.9092	62.8435	65.8674					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2070	CLINICAL PSYCHOLOGIST	CSU0	E	H	C024	57.7713	60.0194	62.3952	64.8357	67.4458					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3015	CODE ENFORCEMENT OFFICER I	CSU0	N	H	C026	41.6610	43.6002	45.6243	47.7559	49.9928					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3014	CODE ENFORCEMENT OFFICER II	CSU0	N	H	C025	50.5792	52.7634	55.1606	57.4835	60.0085					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1043	CODE ENFORCEMENT SUPERVISOR	PEU1	E	H	C011	57.8927	60.7241	63.6924	66.7669	69.9150					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2073	COMM DEV PROJ COORDINATOR	CSU0	E	H	C027	57.5367	60.2963	63.2694	66.3698	69.5663					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9011	COMMUNICATION SPECIALIST	UNR2	N	H	C072	55.6363	66.0042								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1044	COMMUNICATIONS MANAGER	PEU0	E	H	C008	71.1556	74.9015	78.8387	83.6284	86.4672					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9028	COMMUNICATIONS SUPERVISOR	IBEW	N	H	C007			71.0581	73.1595	75.2606					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
3016	COMMUNICATIONS TECHNICIAN	IBEW	N	H	C001			56.2079	58.9114	61.5995					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
5012	COMMUNITY HEALTH WORKER	CSU0	N	H	C028		34.3305	35.1080	35.9820	37.7613					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5014	COMMUNITY HEALTH WRKR SPEC	CSU0	N	H	C029	37.2712	38.5922	39.8285	41.2242	43.3022					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7002	COMMUNITY SERVICE OFFICER	MC00	N	H	C006	40.9957	42.6279	44.3375	46.0042	47.7545					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6057	COMMUNITY SERVICES AIDE	CSU0	N	H	C080			30.0046	31.1016	32.3377					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7000	COMMUNITY SVC OFFICER SUP	MC00	N	H	C007	45.9422	47.7755	49.6912	51.9078	54.2378					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2074	COMMUNITY SVCS SPECIALIST I	CSU0	N	H	C030	44.3211	46.2214	48.0923	50.1001	52.3134					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2076	COMMUNITY SVCS SPECIALIST II	CSU0	N	H	C031	55.2562	57.6680	60.2753	62.8625	65.6132					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2078	COMMUNITY SVCS SPECIALIST III	PEU1	E	H	C012	60.7874	63.6924	66.8301	70.1050	73.4962					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5016	CONCRETE FINISHER	MC00	N	H	C008			47.9742	49.3740	50.7735					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5019	CONSTRUCTION EQUIP OPERAT	MC00	N	H	C009			44.9290	46.3158	47.8187					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6016	CONTAINER MAINT WELDER	MC00	N	H	C010			39.9908	41.2253	42.4151					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2081	CONTRACT ADMINISTRATOR	PEU1	E	H	C013	53.6040	56.7633	60.1154	63.6604	67.3172					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1046	COUNCILMEMBER	ELEC		A	C001	90594.14									12/21/2025	Change was made by Section 19 of Berkeley City Charter Measure JJ
2082	CRIME ANALYST	PEU1	N	H	C014	54.6808	56.0926	58.8937	61.8420	64.9301					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1047	CRIME SCENE SUPERVISOR	PEU1	N	H	C015	54.5332	56.9527	59.8049	62.7838	65.9324					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1049	CUSTOMER SERVICE MANAGER	PEU0	E	H	C009	66.7034	69.9675	73.2638	76.8135	80.5000					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4021	CUSTOMER SERVICE SPECIALIST II	MC01	N	H	C010			38.3250	40.3433	42.4699					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4023	CUSTOMER SERVICE SPECIALIST III	MC01	N	H	C011			43.3550	45.2723	47.2649					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4025	CUSTOMER SERVICE SUPERVISOR	MC02	N	H	C002	43.7536	45.9186	48.1697	50.5501	52.6828					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2084	DATABASE ADMINISTRATOR	PEU1	E	H	C016	61.4021	64.6339	68.0362	71.6161	75.3890					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1051	DEP CITY AUDITOR / PAYROLL MGMT	UNR1	E	H	C021	75.6941	99.4714								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2221	DEPUTY CITY ATTORNEY I	UNR2	E	H	C024	68.9937	72.6505	76.5009	80.5554	84.8248					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2223	DEPUTY CITY ATTORNEY II	UNR2	E	H	C025	79.3427	83.5479	87.9761	92.6386	97.5484					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2225	DEPUTY CITY ATTORNEY III	UNR2	E	H	C026	91.2443	96.0802	101.1723	106.5345	112.1809					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9024	DEPUTY CITY ATTORNEY IV	UNR2	E	H	C074	104.9274	110.4854	116.3401	122.5028	129.0079					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1053	DEPUTY CITY CLERK	UNR1	E	H	C022	75.6941	99.4714								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1055	DEPUTY CITY MANAGER	UNR1	E	H	C005	103.6539	160.0689								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1065	DEPUTY DIRECTOR OF FINANCE	UNR2	E	H	C028	99.5384	109.3213								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1067	DEPUTY DIRECTOR OF HHCS	UNR1	E	H	C026	82.2437	114.1110								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1069	DEPUTY DIRECTOR OF HR	UNR1	E	H	C036	75.6941	99.4714								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1057	DEPUTY DIRECTOR OF LIBRARY SERVICES	UNR1	E	H	C023	75.6941	99.4714								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1059	DEPUTY DIRECTOR OF PLANNING	UNR1	E	H	C039	82.2437	110.0274								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1064	DEPUTY DIRECTOR OF PRW	UNR1	E	H	C025	82.2437	110.0274								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1073	DEPUTY DIRECTOR OF PUBLIC WORKS	UNR1	E	H	C028	82.2437	118.3054								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1072	DEPUTY DIRECTOR OF PUBLIC WORKS (Registered)	UNR1	E	H	C027	82.2437	118.3054								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1061	DEPUTY DIRECTOR OF RENT BOARD	UNR3	E	H	C001	75.6867	99.4677								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1075	DEPUTY FIRE CHIEF	UNR0	E	H	C001	109.7430	133.1540								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
8006	DEPUTY FIRE MARSHAL	FF00	E	H	C001		74.4852	76.9409	79.4852	82.1037					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
9030	DEPUTY POLICE CHIEF	UNR0	E	H	C004	108.6499	141.2450								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2086	DIGITAL COMMUNICATIONS COORD	UNR2	E	H	C036	59.2376	62.3553	65.6371	69.0901	72.7281					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1081	DIR LIBRY SVCS	UNR1	E	H	C008	95.3644	131.0978								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1085	DIRECTOR OF FINANCE	UNR1	E	H	C010	95.3644	143.3181								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1077	DIRECTOR OF HHCS	UNR1	E	H	C006	99.3848	145.3459								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1079	DIRECTOR OF HUMAN RESOURCES	UNR1	E	H	C007	95.3644	136.8399								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1087	DIRECTOR OF INFO TECHNOLOGY	UNR1	E	H	C011	95.3644	145.4662								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1083	DIRECTOR OF PARKS/REC/WATERFRONT	UNR1	E	H	C009	99.3848	145.3459								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1089	DIRECTOR OF PLANNING	UNR1	E	H	C012	95.3644	133.1430								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9008	DIRECTOR OF POLICE ACCOUNTABILITY	UNR1	E	H	C071	83.6691	125.5036								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1091	DIRECTOR OF PUBLIC WORKS	UNR1	E	H	C013	99.3848	145.3459								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9022	DIVERSITY, EQUITY, AND INCLUSION OFFICER	UNR2	E	H	C077	75.6997	99.4722								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4027	DRAFTING AIDE	UNR2	N	H	C037			29.9433	31.7532	34.2913					7/5/2026	Change was made by 2.5% Resolution No. [illegible]

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
3018	DRAFTING TECHNICIAN	PEU1	N	H	C017	42.7328	44.7400	46.7579	48.9554	51.3533					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1093	ECONOMC DEV MANAGER	UNR1	E	H	C029	84.6991	113.3060								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2090	ECONOMIC DEV PROJ COORD	PEU0	E	H	C010	66.7034	69.9675	73.2638	76.8241	80.5000					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2092	EEO & DIVERSITY OFFICER	UNR2	E	H	C039	61.1713	64.1059	67.2438	70.5420	73.9371					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5020	ELECTRICAL PARTS TECHNICIAN	IBEW	N	H	C002		41.0988	43.7535	46.0478	47.2115					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
9027	ELECTRICAL SUPERVISOR	IBEW	N	H	C006			71.0581	73.1595	75.2606					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
5021	ELECTRICIAN	IBEW	N	H	C003			56.2079	58.9114	61.5995					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
2096	EMERGENCY SERVICES COORDINATOR	CSU0	N	H	C033	55.2581	57.6790	60.2695	62.8594	65.6186					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1095	EMPLOYEE RELATIONS MANAGER	UNR1	E	H	C030	73.9043	98.7988								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2098	EMPLOYMENT PROGRAMS ADMIN	PEU1	E	H	C019	60.0747	62.9292	66.0376	69.2777	72.6099					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2094	EMS QUALITY IMPRV & ED COORD	PEU1	E	H	C018	80.8126	83.5158	86.3094	89.1965	92.1800					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1097	ENERGY PROGRAM MANAGER	PEU0	E	H	C011	66.5134	69.8394	73.3317	76.9984	80.8497					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3020	ENGINEERING INSPECTOR	PEU1	N	H	C020	51.4403	53.8072	56.4988	59.1196	61.9134					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2100	ENVIRONMENTAL COMPLIANCE SPEC	CSU0	E	H	C034	59.8460	61.9618	64.2929	66.8591	69.3467					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2102	ENVIRONMENTAL HEALTH SUPERVISOR	PEU1	E	H	C021	60.3184	62.6236	65.0192	67.5051	70.0895					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2104	EPIDEMIOLOGIST	CSU0	N	H	C035	47.5932	49.9709	52.4676	55.0907	57.8475					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5022	EQUIPMENT PARTS TECHNICIAN	MC00	N	H	C011		38.4523	40.6603	42.5991	43.5791					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1099	EQUIPMENT SUPERINTENDENT	PEU0	E	H	C012	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1101	EXECUTIVE DIRECTOR, RENT BOARD	UNR3	E	H	C002	153.1145									7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1103	FACILITIES MAINT SUPERINTENDENT	PEU0	E	H	C013	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4029	FIELD REPRESENTATIVE	CSU0	N	H	C036			41.3304	43.0033	44.9424					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3022	FIRE & LIFE SAFETY PLANS EXAMINER	CSU0	N	H	C037	62.1398	64.8247	67.7654	70.6316	73.7642					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
8008	FIRE APPARATUS OPERATOR (40)	FF00	N	H	C003		62.7822	64.8633	67.0025	69.2095					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8108	FIRE APPARATUS OPERATOR (56)	FF00	N	H	C002		44.8446	46.3309	47.8591	49.4353					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8009	FIRE CAPTAIN I (40)	FF00	N	H	C005		73.1934	75.6127	78.1076	80.6879					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8109	FIRE CAPTAIN I (56)	FF00	N	H	C004		52.2809	54.0091	55.7913	57.6342					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8010	FIRE CAPTAIN II (40)	FF00	N	H	C007		74.5313	76.9892	79.5359	82.1576					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8110	FIRE CAPTAIN II (56)	FF00	N	H	C006		53.2367	54.9922	56.8113	58.6840					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
1105	FIRE CHIEF	UNR0	E	H	C002	100.8632	152.0178								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
8011	FIRE MARSHAL	FC00	E	H	C004	98.7648	108.6754								7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
9043	FIRE MECHANIC LEAD	MC00	N	H	C063			54.4482	56.0945	57.7495					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7004	FIRE PREVENTION INSPECTOR (N-SWN)	CSU0	N	H	C038	50.5792	52.7634	55.1606	57.4835	60.0085					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
8012	FIRE PREVENTION INSPECTOR (SWN)	FF00	N	H	C008		67.6274	69.8709	72.1742	74.5568					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
9146	FIREFIGHTER EMT (56)	FF00	N	H	C016	36.3959	37.2299	38.0843	38.9664	40.2416	41.5716	42.9433	44.3626	45.8468	7/6/2026	Classification split Revised naming per Res No. 72,356 - N.S
9046	FIREFIGHTER EMT (40)	FF00	N	H	C015	50.9543	52.1219	53.3180	54.5529	56.3382	58.2000	60.1207	62.1076	64.1855	7/6/2026	Classification split Revised naming per Res No. 72,356 - N.S
8013	FIREFIGHTER PARAMEDIC (40)	FF00	N	H	C010	50.9543	52.1219	53.3180	54.5529	56.3382	58.2000	60.1207	62.1076	64.1855	7/6/2026	Classification split Revised naming per Res No. 72,356 - N.S
8113	FIREFIGHTER PARAMEDIC (56)	FF00	N	H	C009	36.3959	37.2299	38.0843	38.9664	40.2416	41.5716	42.9433	44.3626	45.8468	7/6/2026	Classification split Revised naming per Res No. 72,356 - N.S
5024	FORESTRY CLIMBER	MC00	N	H	C012			46.1727	47.6128	49.1162					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5026	FORESTRY CLIMBER SUPERVISOR	MC00	N	H	C013			53.7147	55.2982	56.8994					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6018	FORESTRY CLIMBER TRAINEE	MC00	N	H	C014			35.6299	37.1270	38.6352					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5028	FORESTRY TECHNICIAN	MC00	N	H	C015			53.7148	55.2982	56.8994					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9010	GENERAL COUNSEL	UNR3	E	H	C003	151.0309									7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1107	GENERAL SERVICES MANAGER	PEU0	E	H	C014	68.1398	71.5418	75.1759	78.9687	82.9936					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9034	GRAPHIC DESIGNER	UNR2	E	H	C078	44.6598	47.0045	49.4721	52.0694	54.8031					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6020	GROUNDSKEEPER	MC00	N	H	C016			35.7700	36.7118	37.7842					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6022	HARBORMASTER	PEU1	N	H	C022			54.0090	56.0762	58.3903					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1109	HAZARDOUS MAT MANAGER	PEU0	E	H	C015	72.7315	76.2969	79.8930	83.7835	87.7653					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2106	HAZARDOUS MAT SPECIALIST I	CSU0	N	H	C039	52.6992	54.5427	56.5994	58.8476	61.0740					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2108	HAZARDOUS MAT SPECIALIST II	CSU0	N	H	C040	59.8488	61.9584	64.2916	66.8597	69.3530					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2110	HEALTH EDUCATOR	CSU0	E	H	C041	52.1327	54.1518	56.2547	58.4508	60.7689					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1111	HEALTH NUTRITION PROG COORD	PEU1	N	H	C023	53.9309	56.0544	58.2414	60.4810	62.9105					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1113	HEALTH OFFICER	UNR1	E	H	C037	114.6548	130.2450								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1114	HEALTH OFFICER (CERT)	UNR1	E	H	C031	148.9985	169.2620								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2112	HEALTH PLNG, EDUCAT & PROMO SUP	PEU1	N	H	C024	55.7518	57.9168	60.3582	62.8462	65.4535					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1117	HEALTH SERVICES SUPERVISOR	PEU1	E	H	C026	67.1155	69.7144	72.5983	75.6618	78.7360					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2114	HEALTH SVCS PROG SPECIALIST	PEU1	N	H	C025	51.3851	53.3819	55.4523	57.6180	59.8998					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2116	HEARING EXAMINER	PEU1	E	H	C027	65.0342	69.2491	72.9046	76.1480	80.8065					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1119	HOME ENERGY ADMINISTRATOR	PEU0	E	H	C016	56.5054	58.9866	61.6331	64.2799	67.1009					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2118	HOMELESS SERVICES COORDINATOR	PEU1	E	H	C028	60.3272	63.2183	66.3230	69.5823	72.9442					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9013	HOUSING INSPECTOR I (CERT)	CSU0	N	H	C088	47.3430	49.3952	51.6393	53.8158	56.1654					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3025	HOUSING INSPECTOR II (CERT)	CSU0	N	H	C043	52.6034	54.8836	57.3769	59.7954	62.4061					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1121	HOUSNG INSPECTOR SUPERVISOR	PEU1	E	H	C029	63.6499	66.4091	69.4260	72.3525	75.5078					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1123	HUMAN RESOURCES MANAGER	UNR1	E	H	C015	76.0244	98.7945								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4031	HUMAN RESOURCES TECHNICIAN	UNR2	N	H	C044	43.3903	45.7880	48.2750	50.8160	53.2675					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1125	INFO SECURITY MANAGER	UNR1	E	H	C032	84.6052	89.0579	93.7458	98.6758	103.8725					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1127	INFO SYSTEMS MANAGER	UNR1	E	H	C033	79.1703	83.0553	87.0260	91.3129	95.6857					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2120	INFO SYSTEMS SPECIALIST	CSU0	N	H	C044	50.2668	52.4411	54.7818	57.1622	59.6597					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3028	INFO SYSTEMS SUPPORT TECHNICIAN	CSU0	N	H	C045	41.7249	43.2912	44.8998	46.5835	48.3203					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3030	INFO SYSTEMS SUPPORT TECHNICIAN	UNR2	N	H	C045	42.0021	43.5442	45.1714	46.8532	48.6094					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6024	JANITOR	MC00	N	H	C017			33.1421	33.9715	34.9302					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6026	JANITOR SUPERVISOR	MC00	N	H	C018			38.6352	39.9924	41.1664					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2122	JR PUBLIC WORKS ENGINEER	PEU1	N	H	C030	50.4447	52.7689	55.2939	57.9456	60.7662					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6028	LABORER	MC00	N	H	C019			37.4412	38.5058	39.7402					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9032	LACTATION COUNSELOR	UNR2	E	H	C076	46.4810	48.8051	51.2454	53.8075	56.4980					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
1129	LAND USE PLANNING MANAGER	PEU0	E	H	C017	85.6980	89.9660	94.4770	99.1885	102.3580					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2124	LANDSCAPE ARCHITECT	CSU0	E	H	C046	64.2892	67.2248	70.4377	73.8868	77.5203					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5030	LANDSCAPE EQUIPMENT OPERATOR	MC00	N	H	C020			45.2961	46.6741	48.0427					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6030	LANDSCAPE GARDENER	MC00	N	H	C021			41.4356	42.5883	43.9993					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6032	LANDSCAPE GARDENER SUPERVISOR	MC00	N	H	C022			52.6264	54.1885	55.7284					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6034	LANDSCAPE GARDENER TRAINEE	MC00	N	H	C023			34.9302	35.9101	36.9120					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5032	LEAD COMMUNICATIONS TECH	IBEW	N	H	C004			60.0915	62.8118	65.8277					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
5033	LEAD ELECTRICIAN	IBEW	N	H	C005			60.0915	62.8118	65.8277					7/5/2026	Change was made by 2.5% Resolution No. 72,057-N.S.
4033	LEGAL OFFICE SUPV	UNR2	N	H	C048	48.8987	51.1473	53.6962	56.0418	58.6440					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4035	LEGAL SECRETARY	UNR2	N	H	C049			42.6121	44.8612	46.0069					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2127	LEGISLATIVE AIDE	CSLA	N	H	C001	44.2945	46.5092	48.7916	51.1759	53.6844	56.3172	59.0743	61.9670	65.0066	7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
	LEGISLATIVE AIDE (Cont. Step 10 - 14)					[10]68.1818	[11]71.5264	[12]75.0294	[13]78.7130	[14]82.5775						
2131	LIBRARIAN I	CSU0	N	H	C048	43.3125	45.3690	47.6594	49.7800	51.9323					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2133	LIBRARIAN II	CSU0	N	H	C049	47.6594	49.7800	51.9323	54.3508	56.6842					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4037	LIBRARY AIDE	CSU0	N	H	C050	26.0192	27.2554	28.4275	29.6424	30.4521					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4039	LIBRARY ASSISTANT	CSU0	N	H	C051	31.5921	32.9665	34.4049	35.8644	37.5481					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1131	LIBRARY INFO SYSTEMS ADMIN	PEU0	E	H	C018	62.6160	68.9099	72.3824	76.0309	79.9375					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2135	LIBRARY LIT PROGRAM COORDINATOR	CSU0	N	H	C052	45.6458	47.6811	49.7586	52.0282	54.2976					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2129	LIBRARY SPECIAL SERVICES COORD	CSU0	E	H	C047	51.3145	53.7648	56.3649	58.9967	61.8201					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4041	LIBRARY SPECIALIST I	CSU0	N	H	C053	35.6623	37.1857	38.7947	40.4357	42.5564					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4043	LIBRARY SPECIALIST II	CSU0	N	H	C054	37.5481	39.5620	41.2456	42.9501	45.1029					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1133	LIBRARY SVC MGR	PEU0	E	H	C019	63.0693	66.0799	69.3021	72.4504	76.0004					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4045	MAIL AND COURIER SERVICES AIDE	MC01	N	H	C013			34.9822	36.2169	37.5745					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1135	MANAGER FAM HEALTH & NURSING SVCS	PEU0	E	H	C027	76.5648	80.3959	84.4093	88.6320	93.0636					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1150	MANAGER OF AGING SERVICES	PEU0	E	H	C020	71.3772	74.4003	78.1224	82.0290	86.1291					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1152	MANAGER OF ECON DEVELOPMENT	PEU0	E	H	C021	76.8981	80.7647	84.7999	88.9836	93.5156					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1154	MANAGER OF ENGINEERING	PEU0	E	H	C022	87.4731	92.5227	97.8682	103.5409	109.5421					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1144	MANAGER OF ENVIRON HEALTH	PEU0	E	H	C023	71.3832	74.8483	78.3983	82.2118	86.1314					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1146	MANAGER OF HOUSING & COMM SVCS	PEU0	E	H	C024	74.5855	78.3347	82.2481	86.3092	90.7068					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1148	MANAGER OF MENTAL HEALTH SVCS	PEU0	E	H	C025	86.3941	90.5072	94.9039	99.5620	105.6584					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1142	MANAGER OF PUB HEALTH SERVICES	PEU0	E	H	C026	79.3586	83.5406	87.9404	92.5735	97.4474					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7007	MARINA ASSISTANT	MC00	N	H	C024			38.7401	39.8297	41.0697					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1137	MAYOR	ELEC		A	C002	143800.02									12/21/2025	Change was made by Section 19 of Berkeley City Charter Measure JJ
6036	MEALSITE COORDINATOR	CSU0	N	H	C056			33.0942	33.8722	34.6816					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5034	MECHANIC	MC00	N	H	C025			50.8964	52.4354	53.9560					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5036	MECHANIC LEAD	MC00	N	H	C026			54.4482	56.0945	57.7495					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5038	MECHANIC SUPERVISOR	MC00	N	H	C027			58.2509	59.9677	61.8020					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6038	MECHANICAL SWEEPER OPERATOR	MC00	N	H	C028			44.4283	45.7611	47.0136					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9025	MEDICAL DIRECTOR	UNR1	E	H	C014	103.1858	117.2165								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1138	MENTAL HEALTH CLINIC SUPERVISOR	PEU1	E	H	C031	57.7018	60.7407	63.9417	67.3045	73.8122					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9007	MENTAL HEALTH NURSE	CSU0	N	H	C086	72.4803	76.1042	79.9095	83.9048	88.1035					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1140	MENTAL HEALTH PROGRAM SUPERVISOR	PEU1	E	H	C032	63.2237	66.1190	69.2473	72.3657	81.1933					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6040	MINI BUS DRIVER	CSU0	N	H	C058			33.4566	34.7562	36.1843					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2141	NUTRITIONIST	CSU0	E	H	C059	46.3813	48.2137	50.0357	51.9323	54.0631					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2143	OCC HEALTH & SAFETY OFFICER	UNR2	E	H	C050	59.4155	62.2210	65.3159	68.5074	71.7950					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2145	OCC HEALTH & SAFETY SPECIALIST	UNR2	N	H	C051	52.2841	54.8855	57.6494	60.5161	63.0318					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4047	OFFICE SPECIALIST I	MC01	N	H	C014			31.8390	33.2607	34.7254					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4049	OFFICE SPECIALIST I	UNR2	N	H	C052			31.3138	32.9526	34.4947					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4051	OFFICE SPECIALIST II	MC01	N	H	C015			36.6428	38.2800	39.9818					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4053	OFFICE SPECIALIST II	UNR2	N	H	C053			36.7116	38.5752	40.3849					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4055	OFFICE SPECIALIST III	MC01	N	H	C016			42.5668	44.4838	46.4765					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4057	OFFICE SPECIALIST III	UNR2	N	H	C054			42.0554	44.1118	46.2105					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4059	OFFICE SPECIALIST SUPERVISOR	MC02	N	H	C003	42.9651	45.1301	47.3812	49.7615	51.8947					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4061	OFFICE SPECIALIST SUPERVISOR	UNR2	N	H	C055	42.5480	44.8931	47.3244	49.8199	52.2185					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4063	PARALEGAL	UNR2	N	H	C056	45.7575	47.8847	50.2501	52.4925	54.8316					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9018	PARAMEDIC	EMS1	N	H	C013	30.0000	31.5597	33.2004	34.9265	36.7423	38.6525	40.6620	42.7759	45.0000	12/11/2022	Established 01/18/2022 Resolution No. 70,186-N.S.
9031	PARAMEDIC (R)	EMS2	N	H	C014	32.7818	34.1477	35.5137	36.8796	38.2454	39.6113	40.9773	42.3432	43.7091	7/6/2025	Change was made by 3.0000% Resolution No. 71,410-N.S.
8014	PARAMEDIC SUPERVISOR I (40)	FF00	N	H	C012		72.5712	74.9631	77.4488	79.9910					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
8114	PARAMEDIC SUPERVISOR I (56)	FF00	N	H	C011		51.8366	53.5450	55.3205	57.1364					7/6/2025	Change was made by 3.0000% Resolution No. 71,257-N.S.
1156	PARKING ENFORCEMENT MANAGER	PEU0	E	H	C028	54.8293	57.3234	60.3425	63.5174	66.8651					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7008	PARKING ENFORCEMENT OFFICER	MC00	N	H	C029			39.4821	40.6093	41.7744					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7010	PARKING ENFORCEMENT SUPERVISOR	MC00	N	H	C030		43.1082	45.2592	47.5323	49.8999					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6042	PARKING METER MAINT & COLLEC SUP	MC00	N	H	C031			53.0707	54.8418	56.7562					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6044	PARKING METER MAINT WORKER	MC00	N	H	C034			36.1582	37.1598	38.3552					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5042	PARKING METER MECHANIC	MC00	N	H	C033			40.7462	42.0280	43.3854					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5040	PARKING METER MECHANIC TRAINEE	MC00	N	H	C032			36.1582	37.1598	38.3552					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1158	PARKING SERVICES MANAGER	PEU0	E	H	C029	76.0876	79.8883	83.8752	88.0585	92.4547					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1160	PARKS SUPERINTENDENT	PEU0	E	H	C030	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1162	PERMIT CENTER COORDINATOR	PEU1	E	H	C033	68.3912	71.7631	75.2005	78.8517	82.5843					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3032	PERMIT SPECIALIST	CSU0	N	H	C060	39.5298	41.4162	43.2699	45.2943	47.4148					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1164	PH PROG PHYSICIAN/DEP HEALTH OFFICER	PEU1	E	H	C035	102.7888	107.9598	113.2924	118.9407	124.8626					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3034	PLANNING TECHNICIAN	CSU0	N	H	C061	39.7779	41.8729	44.0742	46.3902	48.8286					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2149	POLICE ACCOUNTABILITY INVESTIGATOR	UNR2	E	H	C057	57.2200	59.8970	62.8529	65.7760	68.9572					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1168	POLICE ACCOUNTABILITY OFFICER	UNR2	E	H	C058	73.9043	96.0338								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
8015	POLICE CAPTAIN	BPAM	E	H	C001	101.8768	105.2790	108.7581	112.4129	116.1543					7/5/2026	Change was made by 2.0000% Resolution No. 72,319-N.S
1166	POLICE CHIEF	UNR0	E	H	C003	120.5054	165.6036								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
8017	POLICE LIEUTENANT	BPA0	N	H	C001	91.2864	94.2998	97.4330	100.6453	104.0181					7/5/2026	Change was made by 2.0000% Resolution No. 72,319-N.S
8019	POLICE OFFICER	BPA0	N	H	C002	58.8111	61.5419	64.4092	66.4991	68.6470	70.9020	73.1955			7/5/2026	Change was made by 2.0000% Resolution No. 72,319-N.S
7014	POLICE OFFICER RECRUIT	UNR2	N	H	C059	49.2812									7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
8021	POLICE SERGEANT	BPA0	N	H	C003	76.0831	78.5765	81.1597	83.8422	86.6146					7/5/2026	Change was made by 2.0000% Resolution No. 72,319-N.S
1170	PRINCIPAL PLANNER	PEU1	E	H	C034		73.0159	76.3581	79.6999	83.2859					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9021	PRINCIPAL PROGRAM MANAGER	PEU0	E	H	C053	83.3005	87.4130	91.6034	95.9833	100.8074					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9040	PROGRAM MANAGER I	PEU1	E	H	C065	62.6358	65.6894	68.7741	72.1548	75.6195					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9016	PROGRAM MANAGER II	PEU1	E	H	C064	73.3329	76.9996	80.8497	84.8919	88.7414					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9026	PROGRAM MANAGER II	UNR2	E	H	C075	73.3329	76.9996	80.8497	84.8919	88.7414					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2151	PSYCHIATRIST	CSU0	E	H	C062	131.8429	138.4331	145.3562	152.6280	160.2559					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9037	PUBLIC HEALTH INVESTIGATOR	UNR2	N	H	C080	37.8975	39.7926	41.7821	43.8712	46.0647					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2153	PUBLIC HEALTH NURSE	CSU0	E	H	C063	70.6369	73.1676	76.1135	79.2917	82.3992					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1174	PUBLIC SAFETY BUS MANAGER	PEU0	E	H	C031	69.6613	72.9891	76.6021	80.3738	84.2191					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7016	PUBLIC SAFETY DISPATCHER I	MC00	N	H	C035			37.8274	39.6802	41.3391					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7018	PUBLIC SAFETY DISPATCHER II	MC00	N	H	C036			52.4770	54.6624	56.9513					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1178	PUBLIC WORKS OPERATIONS MANAGER	PEU0	E	H	C033	73.5878	77.4642	81.5410	85.8326	90.3466					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1176	PUBLIC WORKS SUPERINTENDENT	PEU0	E	H	C032	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5044	PUBLIC WORKS SUPERVISOR	MC00	N	H	C037			53.0707	54.8418	56.7562					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1180	REAL PROPERTY ADMIN	PEU0	E	H	C034	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4065	RECORDS ASSISTANT	MC01	N	H	C018		38.4523	40.6603	42.5990	43.5791					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1182	RECORDS MANAGER	PEU0	E	H	C035	58.7587	61.5479	64.6115	67.7915	71.0241					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6047	RECREATION ACTIVITY LEADER (R1)	CSPT	N	H	C001			29.4542	32.4539	36.1455					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1184	RECREATION COORDINATOR	MC01	N	H	C019	43.0406	44.7102	46.3796	48.2322	49.9664					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1186	RECREATION PROG SUPERVISOR	PEU1	E	H	C036	49.3391	51.8081	54.3974	57.1244	59.9806					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1188	RECREATION YOUTH SVCS MANAGER	PEU0	E	H	C036	71.0455	74.1515	77.8594	81.7470	85.8461					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2155	RECYCLING PROGRAM MANAGER	PEU0	E	H	C037	62.6358	65.6894	68.7741	72.1548	75.6195					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2157	REGISTERED ENV HEALTH SPECIALIST	CSU0	N	H	C064	53.6850	55.5558	57.6811	59.9537	62.2167					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2159	REGISTERED NURSE	CSU0	E	H	C065		68.4210	70.7841	73.2022	75.8364					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6049	REGISTERED VETERINARY TECH	MC00	N	H	C038			36.1740	38.0836	40.0894					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1190	RENT BOARD COMMISSIONER	ELEC		A	H003	19027.00									12/21/2025	Change was made by Section 19 of Berkeley City Charter Measure JJ
1191	RESILIENT BUILDINGS PROG MANAGER	PEU0	E	H	C051	72.2804	76.0628	80.0893	84.3045	88.7414					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1193	REVENUE COLLECTION MANAGER	PEU0	E	H	C038	66.7034	69.9675	73.2638	76.8135	80.5000					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2161	REVENUE DEVELOPMENT SPECIALIST I	CSU0	N	H	C066	44.3195	46.2264	48.0923	50.1135	52.3148					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2163	REVENUE DEVELOPMENT SPECIALIST II	CSU0	N	H	C067	55.2581	57.6790	60.2695	62.8594	65.6186					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1195	REVENUE DEVELOPMENT SUPERVISOR	PEU0	E	H	C039	58.9235	61.7209	64.7649	67.9235	71.2216					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9045	RISK MANAGER	UNR1	E	H	C072	71.6783	75.2658	79.0275	82.9738	87.1250					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5046	ROSARIAN	MC00	N	H	C039			43.1697	44.5163	45.8842					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1197	SCHOOL BOARD DIRECTOR	ELEC		A	C004	33228.78									1/1/2026	COMMISS. STIPEND CPI INCR. BY 1.5% EFF.1/1/26 PER RESO.22-12
4067	SECRETARY TO THE CITY MANAGER	UNR2	N	H	C060	50.4941	52.8716	55.5155	58.0711	60.7816					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2165	SENIOR ACCOUNTANT	PEU1	E	H	C037	59.0017	61.8436	64.8758	68.0662	71.3200					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9004	SENIOR ANIMAL CONTROL OFFICER	MC00	N	H	C040			44.6130	45.9488	47.2736					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6051	SENIOR AQUATICS SPECIALIST	UNR2	N	H	C061				35.3515	37.6773					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2167	SENIOR AUDITOR	PEU1	E	H	C038	58.9173	61.7170	64.7596	67.9287	71.2142					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2169	SENIOR BEHAVIOR HEALTH CLINICIAN	CSU0	E	H	C068	57.0054	59.3076	61.5110	63.9500	66.5456					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3036	SENIOR BUILDING INSPECTOR	CSU0	N	H	C069	62.1398	64.8247	67.7654	70.6316	73.7642					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1198	SENIOR BUILDING MAINT SUPERVISOR	PEU1	N	H	C039	58.7272	61.5097	64.5353	67.5375	70.7245					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2171	SENIOR BUILDING PLANS ENGINEER	PEU1	E	H	C040	77.9440	81.8629	85.9410	90.2405	94.1391					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3038	SENIOR BUILDING PLANS EXAMINER	CSU0	N	H	C070	62.1398	64.8247	67.7654	70.6316	73.7642					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2173	SENIOR BUYER	PEU1	N	H	C041	49.4732	51.8185	54.2058	56.8368	59.4454					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1200	SENIOR CITIZEN CENTER DIRECTOR	PEU0	N	H	C040	49.2764	51.4604	53.5833	55.7272	58.5815					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2175	SENIOR COMM DEVEL PROJ COORD	PEU1	E	H	C042	66.7034	69.9675	73.2638	76.8241	80.5000					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5048	SENIOR COMM HEALTH SPECIALIST	CSU0	N	H	C071	39.1466	40.5209	41.8209	43.2378	45.4435					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7025	SENIOR CRIME SCENE TECHNICIAN	MC00	N	H	C041			51.3020	53.2947	55.3627					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9019	SENIOR ECONOMIC DEV PROJ COORD	PEU0	E	H	C052	76.0901	80.0948	84.3102	88.7507	93.4182					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1202	SENIOR ELECTRICAL SUPERVISOR	PEU1	E	H	C044			68.6582	71.7664	75.3018					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9020	SENIOR ENGINEERING INSPECTOR	PEU1	E	H	C066	58.1472	60.9149	63.8146	66.8521	70.0391					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3040	SENIOR ENGINEERING TECH	PEU1	N	H	C043	46.8796	49.0430	51.3185	53.6849	56.3059					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2177	SENIOR ENV HEALTH SPECIALIST	CSU0	N	H	C072	56.3788	58.3570	60.5413	62.9608	65.3309					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1204	SENIOR EQUIPMENT SUPERVISOR	PEU1	E	H	C045	63.4012	66.4214	69.7164	73.1064	76.6523					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4069	SENIOR FIELD REPRESENTATIVE	CSU0	N	H	C073			44.7190	46.6902	48.5972					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5050	SENIOR FORESTRY CLIMBER	MC00	N	H	C042			48.4812	50.0019	51.5672					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1206	SENIOR FORESTRY SUPERVISOR	PEU1	N	H	C046	59.7599	62.5834	65.6714	68.7190	71.9597					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6053	SENIOR GROUNDSKEEPER	MC00	N	H	C043			39.0661	40.1864	41.5219					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2181	SENIOR HEALTH MGMT ANALYST	CSU0	N	H	C074	56.9936	59.7316	62.6511	65.7516	68.9054					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2183	SENIOR HEALTH SVCS PROG SPECIALIST	PEU1	E	H	C048	58.6110	60.8297	63.1959	65.8477	68.3725					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2179	SENIOR HEARING EXAMINER	PEU1	E	H	C047	74.0790	78.9294	83.0407	86.7606	92.0874					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9015	SENIOR HOUSING INSPECTOR (CERT)	CSU0	N	H	C090	57.8634	60.3721	63.1146	65.7751	68.6467					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2185	SENIOR HR ANALYST	UNR2	E	H	C062	63.8698	66.8901	70.2100	73.6483	77.1818					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2187	SENIOR INFO SYSTEMS SPECIALIST	CSU0	N	H	C075	55.4189	57.8868	60.4926	63.2250	66.0462					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1208	SENIOR LANDSCAPE GARDEN SUPERVISOR	PEU1	N	H	C049	59.7599	62.5834	65.6714	68.7190	71.9597					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6055	SENIOR LANDSCAPE GARDENER	MC00	N	H	C044			44.1956	45.5146	46.9719					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5000	SENIOR LEGAL SECRETARY	UNR2	N	H	C063	44.3687	46.4250	48.7063	50.8801	53.1611					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

Public

City of Berkeley

Publicly Available Pay Schedule [BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly Rate
D = Daily Rate
A = Annual Rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	FLSA	PAY BASIS	PAY GRADE	1 / BAND MIN	2 / BAND MAX	3	4	5	6	7	8	9	EFFECTIVE DATE	RESOLUTION
2189	SENIOR LIBARARIAN	CSU0	N	H	C076	49.8332	51.9856	54.2765	56.7699	59.2309					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2191	SENIOR MANAGEMENT ANALYST	PEU1	E	H	C050	60.7874	63.6924	66.8301	70.1050	73.4962					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2193	SENIOR MANAGEMENT ANALYST	UNR2	E	H	C064	61.5145	64.4485	67.6506	70.9705	74.3546					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7027	SENIOR MARINA ASSISTANT	MC00	N	H	C045			39.4428	40.5525	41.8772					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9042	SENIOR PARALEGAL	UNR2	N	H	C082	50.5962	53.1261	55.7822	58.5715	61.5000					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3042	SENIOR PERMIT SPECIALIST	CSU0	N	H	C077	42.7519	44.9061	47.1404	49.5080	52.6688					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2195	SENIOR PLANNER	CSU0	E	H	C078	61.8841	64.6539	67.6057	70.5784	73.7325					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1210	SENIOR PUB WORKS SUPERVISOR	PEU1	N	H	C051	58.3135	61.0764	64.0806	67.0617	70.2262					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2197	SENIOR PUBLIC HEALTH NURSE	CSU0	E	H	C079	73.3571	76.1695	79.0690	82.4283	85.5961					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6059	SENIOR SERVICE ASSISTANT	CSU0	N	H	C081			38.3156	39.3171	40.2654					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1212	SENIOR SOLID WASTE SUPERVISOR	PEU1	N	H	C052	58.8640	61.6501	64.6881	67.6925	70.8792					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1214	SENIOR SYSTEMS ANALYST	PEU1	E	H	C053	66.1647	69.4607	72.9786	76.6655	80.5956					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1216	SENIORS NUTRITION PROG SUPERVISOR	PEU0	N	H	C041	51.2265	53.6773	56.1708	58.8543	61.8225					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5052	SERVICE TECHNICIAN	MC00	N	H	C046			42.7284	44.0345	45.3409					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5054	SEWER MAINT ASSISTANT SUPERVISOR	MC00	N	H	C047			49.9033	51.5494	53.2406					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6061	SKILLED LABORER	MC00	N	H	C048			39.7402	40.9568	42.2450					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2199	SOCIAL SERVICES SPECIALIST	CSU0	N	H	C082	44.3195	46.2262	48.0922	50.1134	52.3147					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6063	SOLID WASTE LOADER OPERATOR	MC00	N	H	C049	37.2371	39.9780	41.9800	44.0816	46.2742					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1219	SOLID WASTE RECYCLING MANAGER	PEU0	E	H	C042	80.3313	84.1558	88.2440	92.5752	97.0756					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6065	SOLID WASTE SUPERVISOR	PEU1	N	H	C054			52.9946	54.9954	57.2712					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6067	SOLID WASTE TRUCK DRIVER	MC00	N	H	C050			45.4479	47.3000	48.5885					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6069	SOLID WASTE WORKER	MC00	N	H	C051			39.6986	41.5011	42.7089					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6072	SPORTS OFFICIAL (R1)	CSPT	N	H	C002	25.1649	29.3751	33.5850	37.7942	42.0201					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2201	STAFF ATTORNEY I	UNR2	E	H	C065	68.9937	72.6505	76.5009	80.5554	84.8248					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2203	STAFF ATTORNEY II	UNR2	E	H	C066	79.3427	83.5479	87.9761	92.6386	97.5484					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2205	STAFF ATTORNEY III	UNR2	E	H	C067	91.2443	96.0802	101.1723	106.5345	112.1809					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1220	SUPERIVISING BUILDING INSPECTOR	PEU1	E	H	C055	67.5803	70.9292	74.7536	77.9226	81.6732					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1222	SUPERVISING CIVIL ENGINEER	PEU0	E	H	C043	78.1655	81.9370	85.8989	90.0506	94.3818					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1224	SUPERVISING HEARING EXAMINER	PEU0	E	H	C044	80.1216	84.2219	88.4878	92.9471	97.6460					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2207	SUPERVISING LIBRARIAN	CSU0	N	H	C083	56.7802	59.4120	62.2144	65.1981	68.4050					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5002	SUPERVISING LIBRARY ASSISTANT	CSU0	N	H	C084	38.5071	40.1054	41.8524	43.6533	47.3900					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9009	SUPERVISING MENTAL HEALTH NURSE	PEU1	E	H	C063	79.4692	83.4427	87.6148	91.9956	96.5953					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2209	SUPERVISING PSYCHIATRIST	UNR1	E	H	C034	139.8947	170.0476								7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2211	SUPERVISING PUBLIC HEALTH NURSE	PEU1	E	H	C056	76.5194	79.5662	82.8552	86.2708	89.8441					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7023	SUPERVISING PUBLIC SAFETY DISPATCHER	MC00	N	H	C052			60.1929	62.6889	65.3195					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1226	SUPERVISING SYSTEMS ANALYST	PEU0	E	H	C045	78.9687	82.8456	86.8073	91.0858	95.4491					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1228	SUPERVISING TRANSPORTATION ENGINEER	PEU0	E	H	C046	78.7570	82.7718	86.9975	91.4344	96.1565					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3044	SURVEY TECHNICIAN	PEU1	N	H	C057	44.9189	47.0113	49.1649	51.4807	54.0001					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2213	SYSTEMS ACCOUNTANT	PEU1	E	H	C058	66.1647	69.4607	72.9786	76.6655	80.5956					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6076	TOOL LENDING SPECIALIST	MC00	N	H	C053			41.9955	44.2055	46.5321					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6078	TRACTOR TRAILER DRIVER	MC00	N	H	C054	41.9800	44.0816	46.2741	48.6000	51.0215					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3046	TRAFFIC ENGINEERING ASSISTANT	PEU1	N	H	C059			45.6907	47.9197	50.1067					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5056	TRAFFIC MAINTENANCE SUPERVISOR	MC00	N	H	C055			53.0707	54.8418	56.7562					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6080	TRAFFIC MAINTENANCE WORKER I	MC00	N	H	C056			37.3968	38.4628	39.7124					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6082	TRAFFIC MAINTENANCE WORKER II	MC00	N	H	C057		39.7124	40.9189	42.2007	43.4177					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2215	TRAINING OFFICER	UNR2	E	H	C069	67.1473	70.5851	74.0548	77.6421	81.3048					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1230	TRANSPORTATION MANAGER	PEU0	E	H	C047	85.0420	89.2892	93.7578	98.4385	103.3675					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1239	TRANSPORTATION SVCS COORDINATOR	PEU0	E	H	C048	47.8423	50.2407	52.7495	55.3905	58.1568					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1233	TREASURY MANAGER	PEU0	E	H	C049	71.5050	75.0702	78.8281	82.7638	86.9073					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4000	VECTOR CONTROL TECHNICIAN	CSU0	N	H	C085			39.3478	40.7094	41.9661					7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9039	VETERINARIAN	UNR1	E	H	C040	76.2505	80.0629	84.0660	88.2694	92.6829					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5058	WAREHOUSE OPERARATIONS SPECIALIST	MC00	N	H	C061		44.1715	46.3687	48.5661	50.7416					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1235	WATERFRONT MANAGER	PEU0	E	H	C050	68.8478	72.1861	75.6512	79.3910	83.1836					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1237	WATERFRONT SUPERVISOR	PEU1	E	H	C060	55.6428	58.5782	61.6617	64.9083	68.3252					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2217	WATERSHED RESOURCES SPECIALIST	PEU1	E	H	C061	49.2743	51.8927	54.3234	57.0325	59.8886					7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6086	WEIGHMASTER	MC00	N	H	C058		39.1307	41.3818	43.3530	44.3439					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6088	WEIGHMASTER TRAINEE	MC00	N	H	C059			38.1939	39.9280	41.0910					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5060	WELDER MECHANIC	MC00	N	H	C060			51.5586	53.1243	54.6897					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2219	WORKERS COMP ANALYST	UNR2	N	H	C070	57.5518	60.1648	63.2384	66.1620	69.2997					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6090	YARDMASTER	MC00	N	H	C062			42.2900	43.6406	44.9292					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
2001	ACCOUNTANT I	CSU0	H	H001	41.9785	43.7785	45.5504	47.4523	49.5486		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2003	ACCOUNTANT II	CSU0	H	H002	49.0865	51.1857	53.4565	55.6969	58.1595		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4003	ACCOUNTING OFF SPEC II	MC03	H	H001			35.4416	36.9917	38.6031		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4007	ACCOUNTING OFF SPEC III	MC03	H	H002			41.0508	42.8657	44.7526		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4011	ACCOUNTING OFF SPEC SUP	MC03	H	H003	42.0491	44.1300	46.2934	48.5810	50.6309		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3003	ACCOUNTING TECHNICIAN	MC03	H	H004	40.3979	42.3766	44.4668	46.6597	48.6282		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2089	ADA PROGRAM COORDINATOR	CSU0	H	H032	52.3359	54.6204	57.0897	59.5400	62.1454		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4015	ADMIN ASSISTANT	MC03	H	H005	40.6814	42.7313	44.8629	47.1166	49.1361		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1005	ADMIN FISCAL SVCS MGR	PEU2	H	H002	58.1494	61.0616	64.1147	67.3243	70.6906	74.1584	7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2140	ADVANCED PRACTICE PROVIDER	CSU0	H	H057	76.6863	79.7398	83.0360	86.4590	90.0401		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6001	ANIMAL CONTROL OFFICER	MC03	H	H006			38.3968	39.5492	40.7016		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6003	ANIMAL SERVICES ASSISTANT	MC03	H	H007			33.8689	34.7664	35.7759		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1007	ANIMAL SERVICES MANAGER	PEU2	H	H003	65.1578	68.2872	71.6010	75.1182	78.7319		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2008	APP PROGRAMMER/ANALYST I	CSU0	H	H003	52.0440	54.2627	56.6983	59.1956	61.7552		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2011	APP PROGRAMMER/ANALYST II	CSU0	H	H004	54.3075	56.7054	59.2615	61.9356	64.7388		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1009	AQUATICS COORDINATOR	MC03	H	H008	40.7529	42.3336	43.9142	45.6686	47.3103		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6005	AQUATICS FACILITIES SUP	MC03	H	H009	32.3996	34.0275	35.7239	37.5183	39.3916		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6007	AQUATICS SPECIALIST I	UNR5	H	H009	25.1077	25.1077	25.1077	25.1077	25.1077		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6009	AQUATICS SPECIALIST II	UNR5	H	H010	25.9572	26.7359	27.5381	28.3642	29.2152		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2013	ARCHITECT	CSU0	H	H005	63.1345	66.1522	69.3511	72.6814	76.1224		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2029	ASSISTANT AQUATICS COORD	MC03	H	H010	34.3888	35.8372	37.2037	38.5089	39.9879		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2031	ASSISTANT ARCHITECT	CSU0	H	H008	54.1123	56.5850	59.2894	62.1762	65.2334		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1011	ASSISTANT BLDG & SAFETY MGR	PEU2	H	H004	66.4255	69.9170	73.5963	77.4714	81.5495		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2035	ASSISTANT ENV HEALTH SPEC	CSU0	H	H009			44.4751	46.8563	48.7233		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5005	ASSISTANT MENTAL HEALTH CLIN	CSU0	H	H011	35.3013	36.5527	37.7234	39.0454	41.0135		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2039	ASSISTANT MGMT ANALYST	CSU0	H	H010	41.9520	43.7685	45.5442	47.4213	49.5207		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2043	ASSISTANT PLANNER	CSU0	H	H012	42.2139	44.0710	45.8475	47.7852	49.8538		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2045	ASSISTANT PUB WORKS ENG	PEU2	H	H007	54.9359	57.4259	60.1099	63.1037	66.1753		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2047	ASSISTANT RECREATION COORD	MC03	H	H011	34.3901	35.8416	37.2044	38.5088	39.9896		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2049	ASSISTANT TO THE MAYOR	UNR5	H	H019	46.0837	87.9040					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2051	ASSISTANT TRANSPORATION ENGINEER	PEU2	H	H008	55.5762	58.0944	60.8576	63.8827	66.9840		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2015	ASSOCIATE CIVIL ENGINEER	PEU2	H	H009	63.2491	66.3590	69.5173	72.8119	76.4259		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2019	ASSOCIATE MGMT ANALYST	CSU0	H	H006	52.3359	54.6204	57.0897	59.5400	62.1454		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2023	ASSOCIATE PLANNER	CSU0	H	H007	50.9740	53.2246	55.3839	57.8565	60.5109		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2025	ASSOCIATE TRANSPORATION ENGINEER	PEU2	H	H010	63.2491	66.3590	69.5173	72.8119	76.4259		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2027	ASSOCIATE UTILITY ENGINEER	PEU2	H	H011	63.2491	66.3590	69.5173	72.8119	76.4259		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2033	ASST CIVIL ENGINEER (REG)	PEU2	H	H005	57.4259	60.1099	63.1037	66.1753	69.4497		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2053	AUDITOR I	CSU0	H	H013	41.9785	43.7785	45.5504	47.4523	49.5486		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2055	AUDITOR II	CSU0	H	H014	52.3359	54.8050	57.1482	59.6077	62.1454		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2057	AUTOMATION LIBRARIAN	CSU0	H	H015	50.7317	53.0932	55.5957	58.2603	61.1163		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2059	BEHAVIORAL HEALTH CLINICIAN I	CSU0	H	H016	44.8758	46.7936	48.7138	50.6716	52.6754		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2061	BEHAVIORAL HEALTH CLINICIAN II	CSU0	H	H017	49.4655	51.4322	53.4635	55.5975	57.7778		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6011	BLDG MAINT MECHANIC TRAINEE	MC03	H	H013			36.7904	37.9441	39.2271		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1027	BUILDING & SAFETY MANAGER	PEU2	H	H012	78.5864	82.5103	86.6575	90.9788	93.8753		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3001	BUILDING INSPECTOR I (CERT)	CSU0	H	H018	49.8233	51.9831	54.3448	56.6351	59.1079		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3006	BUILDING INSPECTOR II (CERT)	CSU0	H	H020	51.3370	53.5576	55.9895	58.3510	60.9044		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5007	BUILDING MAINT MECHANIC	MC03	H	H012			45.9500	47.4510	49.0177		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5008	BUILDING MAINT SUPERVISOR	MC03	H	H014			51.0406	52.6508	54.4460		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2065	BUILDING PLANS ENGINEER	PEU2	H	H013	58.5175	61.5950	64.8378	68.2538	71.8432		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3009	BUILDING PLANS EXAMINER	CSU0	H	H021	53.4063	55.6969	58.2300	60.6925	63.3466		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2067	BUYER	CSU0	H	H022	44.8782	46.8767	48.7336	50.7724	52.9619		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5011	CAMP MAINTENANCE MECHANIC	UNR5	H	H023	40.2167	47.9308					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1029	CAMP MANAGER	PEU2	H	H014	38.8354	40.7786	42.8103	44.9574	47.2023		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6012	CAMP MEDICAL STAFF MEMBER	UNR5	D	D001	115.4499	131.9411					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6013	CAMP STAFF LEADER	UNR5	D	D002	115.4499	131.9411					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6014	CAMP STAFF MEMBER	UNR5	D	D003	91.6203	109.9490					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6015	CAMP STAFF SUPERVISOR	UNR5	D	D004	143.4791	178.1163					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4020	CASHIER ATTENDANT	UNR5	H	H025	25.1077	25.1077	25.1077	25.1077	25.1077		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9001	CENTRAL LIBRARY CIRC SUP	CSU0	H	H023	39.7316	41.4167	43.2033	45.0701	47.4112		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
9036	CERT CIVILIAN INSTRUCTOR NC	UNR5	H	H107	33.6396	35.4056	37.2644	39.2208	41.2799		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
8004	CERT INSTRUCTOR	UNR5	H	H026	39.5003						7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3011	CHIEF OF PARTY	PEU2	H	H015	50.4475	52.8418	55.3758	58.0958	60.7976		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1033	CIRCULATION SERVICES MANAGER	PEU2	H	H016	54.8707	57.4198	60.1484	63.0316	66.1025		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2069	CIVIC ARTS COORDINATOR	PEU2	H	H017	49.9859	52.3655	54.9444	57.6356	60.4091		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2071	CLINICAL PSYCHOLOGIST	CSU0	H	H024	54.7180	56.8471	59.0975	61.4091	63.8812		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3013	CODE ENFORCEMENT OFFICER I	CSU0	H	H026	39.4590	41.2958	43.2129	45.2318	47.3506		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3012	CODE ENFORCEMENT OFFICER II	CSU0	H	H025	47.9061	49.9748	52.2454	54.4454	56.8373		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1042	CODE ENFORCEMENT SUPERVISOR	PEU2	H	H018	53.0949	55.6919	58.4143	61.2338	64.1210		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2072	COMM DEV PROJ COORDINATOR	CSU0	H	H027	54.4957	57.1099	59.9256	62.8621	65.8897		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5015	COMM HEALTH WORKER SPEC	CSU0	H	H029	35.3013	36.5527	37.7234	39.0454	41.0135		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1045	COMMUNICATIONS MANAGER	PEU2	H	H019	57.1723	60.1747	63.3447	66.6827	70.1879		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5013	COMMUNIT HEALTH WORKR	CSU0	H	H028		32.5163	33.2524	34.0802	35.7657		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7003	COMMUNITY SERVICE OFFICER	MC03	H	H015	35.0841	36.5430	38.0616	39.6506	41.3094		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6058	COMMUNITY SERVICES AIDE	CSU0	H	H080			28.4189	29.4578	30.6289		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7001	COMMUNITY SVC OFFICER SUP	MC03	H	H016	43.5003	45.2360	47.0499	49.1488	51.3548		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2075	COMMUNITY SVC SPECIALIST I	CSU0	H	H030	41.6665	43.4527	45.2113	47.0990	49.1799		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2077	COMMUNITY SVC SPECIALIST II	CSU0	H	H031	52.3359	54.6204	57.0897	59.5400	62.1454		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2079	COMMUNITY SVC SPECIALIST III	PEU2	H	H020	55.7496	58.4143	61.2919	64.2953	67.4056		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5017	CONCRETE FINISHER	MC03	H	H017			45.4243	46.7495	48.0746		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5018	CONSTRUCTION EQUIP OPERATOR	MC03	H	H018			42.5411	43.8540	45.2771		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6017	CONTAINER MAINT WELDER	MC03	H	H019			37.8650	39.0342	40.1605		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2080	CONTRACT ADMINISTRATOR	PEU2	H	H021	49.1620	52.0590	55.1336	58.3846	61.7384		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2083	CRIME ANALYST	PEU2	H	H022	50.1496	51.4440	54.0130	56.7169	59.5494		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1048	CRIME SCENE SUPERVISOR	PEU2	H	H023	50.0140	52.2329	54.8489	57.5808	60.4684		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1050	CUSTOMER SERVICE MANAGER	PEU2	H	H024	61.1756	64.1694	67.1924	70.4478	73.8290		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4022	CUSTOMER SERVICE SPECIALIST II	MC03	H	H020			36.2879	38.1989	40.2126		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4024	CUSTOMER SERVICE SPECIALIST III	MC03	H	H021			41.0508	42.8657	44.7526		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4026	CUSTOMER SERVICE SUPERVISOR	MC03	H	H022	41.4279	43.4777	45.6091	47.8633	49.8827		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2085	DATABASE ADMINISTRATOR	PEU2	H	H025	56.3137	59.2777	62.3980	65.6813	69.1414		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3019	DRAFTING TECHNICIAN	PEU2	H	H026	39.1914	41.0324	42.8828	44.8985	47.0975		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2091	ECONOMIC DEV PROJ COORD	PEU2	H	H027	61.1756	64.1694	67.1924	70.4576	73.8290		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2095	EMERGENCY MEDICAL SERVICES ADV	PEU2	H	H028	54.3417	56.3352	59.1487	62.1114	65.2137		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2097	EMERGENCY SERVICES COORD	CSU0	H	H033	52.3376	54.6305	57.0842	59.5373	62.1508		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2099	EMPLOYMENT PROGRAMS ADMIN	PEU2	H	H029	55.0963	57.7141	60.5648	63.5366	66.5926		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1098	ENERGY PROGRAM MANAGER	PEU2	H	H030	61.0013	64.0518	67.2546	70.6172	74.1495		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3021	ENGINEERING INSPECTOR	PEU2	H	H031	47.1777	49.3480	51.8167	54.2205	56.7825		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2158	ENIVRONMENTAL HEALTH SPECIALIST (REG)	CSU0	H	H064	50.8478	52.6198	54.6328	56.7851	58.9281		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2101	ENVIRONMENTAL COMPLIANCE SPEC	CSU0	H	H034	56.6830	58.6869	60.8950	63.3255	65.6816		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2103	ENVIRONMENTAL HEALTH SUPERVISOR	PEU2	H	H032	55.3196	57.4338	59.6309	61.9107	64.2809		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2105	EPIDEMIOLOGIST	CSU0	H	H035	45.4160	47.6848	50.0674	52.5703	55.2010		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5023	EQUIPMENT PARTS TECHNICIAN	MC03	H	H023	36.4085	38.4990	40.3345	41.2628			7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1100	EQUIPMENT SUPERINTENDENT	PEU2	H	H033	59.5962	62.4747	65.4743	68.6513	72.0145		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1104	FACILITIES MAINT SUPERINTENDENT	PEU2	H	H034	63.1424	66.2041	69.3818	72.8119	76.2903		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4030	FIELD REPRESENTATIVE	CSU0	H	H036			39.1462	40.7307	42.5673		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3023	FIRE & LIFE SAFETY PLANS EXAMINER	CSU0	H	H037	58.8557	61.3987	64.1838	66.8989	69.8655		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7005	FIRE PREVENTION INSPECTOR (N-SWN)	CSU0	H	H038	47.9061	49.9748	52.2454	54.4454	56.8373		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5025	FORESTRY CLIMBER	MC03	H	H024			43.7184	45.0949	46.5057		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5027	FORESTRY CLIMBER SUP	MC03	H	H025			50.8596	52.3591	53.8752		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6019	FORESTRY CLIMBER TRAINEE	MC03	H	H026			33.7361	35.1536	36.5816		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5029	FORESTRY TECHNICIAN	MC03	H	H027			50.8596	52.3591	53.8752		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1108	GENERAL SERVICES MANAGER	PEU2	H	H035	62.4931	65.6130	68.9461	72.4245	76.1159		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6021	GROUNDSKEEPER	MC03	H	H028			34.1944	35.0945	36.1198		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6023	HARBORMASTER	PEU2	H	H036			49.5332	51.4293	53.5512		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1110	HAZARDOUS MAT MANAGER	PEU2	H	H037	66.7044	69.9741	73.2722	76.8402	80.4919		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2107	HAZARDOUS MAT SPECIALIST I	CSU0	H	H039	49.9140	51.6602	53.6082	55.7372	57.8462		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2109	HAZARDOUS MAT SPECIALIST II	CSU0	H	H040	56.6858	58.6839	60.8938	63.3262	65.6876		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2111	HEALTH EDUCATOR	CSU0	H	H041	49.3774	51.2898	53.2816	55.3617	57.5568		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1112	HEALTH NUTRITION PROG COORD	PEU2	H	H038	49.4617	51.4091	53.4149	55.4687	57.6971		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
2113	HEALTH PLNG, EDUCAT & PROMO SUP	PEU2	H	H039	51.1313	53.1176	55.3565	57.6380	60.0293		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1118	HEALTH SERVICES SUPERVISOR	PEU2	H	H041	61.5535	63.9368	66.5823	69.3917	72.2111		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2115	HEALTH SVC PROG SPEC	PEU2	H	H040	47.1268	48.9581	50.8569	52.8429	54.9359		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2117	HEARING EXAMINER	PEU2	H	H042	59.6448	63.5101	66.8628	69.8374	74.1102		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1120	HOME ENERGY ADMINISTRATOR	PEU2	H	H043	51.8224	54.0983	56.5255	58.9529	61.5402		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2119	HOMELESS SERVICES COORD	PEU2	H	H044	55.3277	57.9795	60.8268	63.8159	66.8992		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3024	HOUSING INSPECTOR	CSU0	H	H042	47.9061	49.9748	52.2454	54.4454	56.8373		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3026	HOUSING INSPECTOR (CERT)	CSU0	H	H043	49.8233	51.9831	54.3448	56.6351	59.1079		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1122	HOUSING INSPECTOR SUPERVISOR	PEU2	H	H045	53.0949	55.6919	58.4143	61.2338	64.1210		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2121	INFO SYSTEM SPECIALIST	CSU0	H	H044	47.6102	49.6693	51.8864	54.1412	56.5067		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3029	INFO SYSTEM SUPPORT TECH	CSU0	H	H045	39.5196	41.0035	42.5266	44.1214	45.7666		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
9002	INTERN	UNR5	H	H067		25.1077	25.1077	26.3810	28.2278		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6025	JANITOR	MC03	H	H029			31.3807	32.1656	33.0735		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6027	JANITOR SUPERVISOR	MC03	H	H030			36.5816	37.8667	38.9781		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2123	JR PUBLIC WORKS ENGINEER	PEU2	H	H046	46.2641	48.3958	50.7116	53.1435	55.7305		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6029	LABORER	MC03	H	H031			34.9271	35.9200	37.0718		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9033	LACTATION COUNSELOR	UNR5	H	H106	46.4810	48.8051	51.2454	53.8075	56.4980		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1130	LAND USE PLANNING MANAGER	PEU2	H	H047	78.5962	82.5103	86.6476	90.9688	93.8753		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2125	LANDSCAPE ARCHITECT	CSU0	H	H046	60.8915	63.6719	66.7149	69.9819	73.4234		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5031	LANDSCAPE EQUIPMENT OPERATOR	MC03	H	H032			42.8884	44.1931	45.4890		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6031	LANDSCAPE GARDENER	MC03	H	H033			39.2334	40.3246	41.6604		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6033	LANDSCAPE GARDENER SUPERVISOR	MC03	H	H034			49.6365	51.3082	52.7665		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6035	LANDSCAPE GARDENER TRAINEE	MC03	H	H035			33.0735	34.0010	34.9498		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2132	LIBRARIAN I	CSU0	H	H048	41.0236	42.9710	45.1405	47.1492	49.1877		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2134	LIBRARIAN II	CSU0	H	H049	45.1405	47.1492	49.1877	51.4786	53.6885		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4038	LIBRARY AIDE	CSU0	H	H050	25.1077	25.8150	26.9248	28.0757	28.8427		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4040	LIBRARY ASSISTANT	CSU0	H	H051	29.9224	31.2242	32.5865	33.9689	35.5638		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1132	LIBRARY INFO SYS ADMINISTRATOR	PEU2	H	H048	57.4269	63.1992	66.3841	69.7302	73.3130		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2136	LIBRARY LIT PROGRAM COORD	CSU0	H	H052	43.2334	45.1611	47.1290	49.2782	51.4280		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2137	LIBRARY LITERACY INSTRUCTOR	UNR5	H	H072	40.9648	43.0098	45.1638	47.4130	49.7849		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2138	LIBRARY PAGE	CSU0	H	H055	25.1077						7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1134	LIBRARY SERVICES MANAGER	PEU2	H	H049	57.8427	60.6040	63.5587	66.4465	69.7021		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2130	LIBRARY SPECIAL SERVICES COORD	CSU0	H	H047	48.6026	50.9233	53.3862	55.8789	58.5528		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4042	LIBRARY SPECIALIST I	CSU0	H	H053	33.7774	35.2206	36.7445	38.2985	40.3072		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4044	LIBRARY SPECIALIST II	CSU0	H	H054	35.5638	37.4709	39.0657	40.6803	42.7193		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4046	MAIL AND COURIER SERVICES AIDE	MC03	H	H036			33.1227	34.2918	35.5772		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1136	MANAGER FAM HEALTH & NURSING SVCS	PEU2	H	H057	70.2200	73.7333	77.4144	81.2869	85.3513		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1151	MANAGER OF AGING SERVICES	PEU2	H	H050	65.4621	68.2345	71.6484	75.2311	78.9915		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1153	MANAGER OF ECONOMIC DEVEL	PEU2	H	H051	70.5254	74.0717	77.7724	81.6095	85.7659		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1155	MANAGER OF ENGINEERING	PEU2	H	H052	80.2241	84.8550	89.7578	94.9607	100.4642		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1145	MANAGER OF ENVIRONMENT HEALTH	PEU2	H	H053	65.4677	68.6455	71.9013	75.3989	78.9936		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1147	MANAGER OF HOUSING & COMM SVCS	PEU2	H	H054	68.4045	71.8432	75.4322	79.1568	83.1899		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1149	MANAGER OF MENTAL HEALTH SERVICES	PEU2	H	H055	73.6742	77.1817	80.9312	84.9035	89.0311		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1143	MANAGER OF PUBLIC HEALTH SERVICES	PEU2	H	H056	68.8830	72.5129	76.3336	80.3512	84.5862		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7006	MARINA ASSISTANT	MC03	H	H037			36.6808	37.7126	38.8866		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6037	MEALSITE COORDINATOR	CSU0	H	H056			31.3453	32.0819	32.8486		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5035	MECHANIC	MC03	H	H039			48.1911	49.6483	51.0879		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5037	MECHANIC LEAD	MC03	H	H040			51.5539	53.1129	54.6799		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5039	MECHANIC SUPERVISOR	MC03	H	H041			55.1545	56.7804	58.5168		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6039	MECHANICAL SWEEPER OPERATOR	MC03	H	H038			42.0668	43.3288	44.5149		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9029	MEDICAL DIRECTOR	UNR5	H	H105	103.1858	117.2165					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1139	MENTAL HEALTH CLINIC SUPERVISOR	PEU2	H	H058	52.9199	55.7071	58.6426	61.7267	64.9760		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9041	MENTAL HEALTH NURSE	CSU0	H	H086	72.4803	76.1042	79.9095	83.9048	88.1035		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1141	MENTAL HEALTH PROGRAM SUPERVISOR	PEU2	H	H059	57.9843	60.6394	63.5087	66.3688	69.3782		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6041	MINI BUS DRIVER	CSU0	H	H058			31.6885	32.9193	34.2719		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2142	NUTRITIONIST	CSU0	H	H059	43.9299	45.6654	47.3914	49.1877	51.2060		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
4048	OFFICE SPECIALIST I	MC03	H	H042			30.1468	31.4925	32.8796		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4052	OFFICE SPECIALIST II	MC03	H	H043			34.6951	36.2451	37.8563		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
4056	OFFICE SPECIALIST III	MC03	H	H044			40.3040	42.1192	44.0062		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
4060	OFFICE SPECIALIST SUPERVISOR	MC03	H	H045	40.6811	42.7418	44.8629	47.1116	49.1422		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1157	PARKING ENFORCEMENT MANAGER	PEU2	H	H060	50.2856	52.5730	55.3420	58.2538	61.3240		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7009	PARKING ENFORCEMENT OFFICER	MC03	H	H046			37.3836	38.4507	39.5540		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7011	PARKING ENFORCEMENT SUPERVISOR	MC03	H	H047		40.8168	42.8535	45.0059	47.2476		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6043	PARKING METER COLLECT SUPERVISOR	MC03	H	H048	43.2618	45.4238	47.6979	49.1766	50.7470		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6045	PARKING METER MAINT WORKER	MC03	H	H051			34.2362	35.1845	36.3166		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5043	PARKING METER MECHANIC	MC03	H	H050			38.5804	39.7940	41.0793		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5041	PARKING METER MECHANIC TRAINEE	MC03	H	H049			34.2362	35.1845	36.3166		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1159	PARKING SERVICES MANAGER	PEU2	H	H061	57.7457	60.5748	63.4814	66.4850	69.7021		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1161	PARKS SUPERINTENDENT	PEU2	H	H062	63.1424	66.2041	69.3818	72.8119	76.2903		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1163	PERMIT CENTER COORDINATOR	PEU2	H	H063	62.7236	65.8160	68.9687	72.3169	75.7405		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3033	PERMIT SPECIALIST	CSU0	H	H060	37.4405	39.2270	40.9829	42.9007	44.9085		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1165	PH PROG PHYSICIAN/DEP HEALTH OFFICER	PEU2	H	H065	94.2709	99.0128	103.9038	109.0841	114.5154		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2148	PHYSICIAN	UNR5	H	H080	116.0347						7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3035	PLANNING TECHNICIAN	CSU0	H	H061	37.6757	39.6600	41.7464	43.9387	46.2480		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6046	PLAYGROUND LEADER TRAINEE	UNR5	H	H081				25.1077	25.1077		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7013	POLICE AIDE	UNR5	H	H084	25.1077	25.1077	25.1077	29.1081	33.5007		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1171	PRINCIPAL PLANNER	PEU2	H	H064		66.9650	70.0305	73.0950	76.3837		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2154	PUBLIC HEALTH NURSE	CSU0	H	H063	70.6369	73.1676	76.1135	79.2917	82.3992		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1175	PUBLIC SAFETY BUS MANAGER	PEU2	H	H066	63.8883	66.9404	70.2541	73.7130	77.2397		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7017	PUBLIC SAFETY DISPATCHER I	MC03	H	H052			35.8168	37.5712	39.1418		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7019	PUBLIC SAFETY DISPATCHER II	MC03	H	H053			49.6879	51.7571	53.9240		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1179	PUBLIC WORKS OPS MANAGER	PEU2	H	H068	67.4894	71.0446	74.7837	78.7195	82.8597		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1177	PUBLIC WORKS SUPERINTENDENT	PEU2	H	H067	59.4280	62.3162	65.2416	68.4460	71.7257		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5045	PUBLIC WORKS SUPERVISOR	MC03	H	H054			50.2496	51.9267	53.7394		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1181	REAL PROPERTY ADMINISTRATOR	PEU2	H	H069	63.1424	66.2041	69.3818	72.8119	76.2903		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1189	REC YOUTH SERVICES MANAGER	PEU2	H	H072	65.1578	68.0062	71.4070	74.9726	78.7319		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4066	RECORDS ASSISTANT	MC03	H	H056		36.4085	38.4990	40.3345	41.2628		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1183	RECORDS MANAGER	PEU2	H	H070	53.8894	56.4474	59.2573	62.1734	65.1382		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6048	RECREATION ACTIVITY LEADER (R2)	CSPT	H	H001			28.8321	31.6174	35.2534		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1185	RECREATION COORDINATOR	MC03	H	H055	40.7529	42.3336	43.9142	45.6686	47.3103		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1187	RECREATION PROGRAM SUPERVISOR	PEU2	H	H071	45.2505	47.5147	49.8892	52.3905	55.0101		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2156	RECYCLING PROGRAM MANAGER	PEU2	H	H073	57.4453	60.2456	63.0748	66.1753	69.3529		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2160	REGISTERED NURSE	CSU0	H	H065		68.4210	70.7841	73.2022	75.8364		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6050	REGISTERED VET TECHNICIAN	MC03	H	H057			34.2512	36.0594	37.9584		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7020	RESERVE POLICE OFFICER	UNR5	H	H086	25.1077	39.6096					7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9003	RETIRED ANNUITANT	UNR5	H	H088	23.3300	148.4554					7/1/2026	Living Wage Increase to $23.33 per Ordinance No. 7,640-N.S.
1194	REVENUE COLLECTION MANAGER	PEU2	H	H074	61.1756	64.1694	67.1924	70.4478	73.8290		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2162	REVENUE DEVELOPMENT SPECIALIST I	CSU0	H	H066	41.9772	43.7834	45.5504	47.4648	49.5498		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2164	REVENUE DEVELOPMENT SPECIALIST II	CSU0	H	H067	52.3376	54.6305	57.0842	59.5373	62.1508		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1196	REVENUE DEVELOPMENT SUPERVISOR	PEU2	H	H075	54.0405	56.6061	59.3976	62.2947	65.3194		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5047	ROSARIAN	MC03	H	H058			40.8751	42.1498	43.4453		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
7022	SCHOOL CROSSING GUARD	UNR5	H	H089	30.1431						7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2166	SENIOR ACCOUNTANT	PEU2	H	H076	54.1123	56.7186	59.4995	62.4255	65.4098		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
9005	SENIOR ANIMAL CONTROL OFFICER	MC03	H	H065			42.2418	43.5064	44.7607		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6052	SENIOR AQUATICS SPECIALIST	UNR5	H	H091				31.3036	33.2960		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2168	SENIOR AUDITOR	PEU2	H	H077	54.0349	56.6026	59.3927	62.2992	65.3128		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2170	SENIOR BEHAVIORAL HEALTH CLINICIAN	CSU0	H	H068	53.9928	56.1729	58.2603	60.5700	63.0287		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2172	SENIOR BLDG PLANS ENGINEER	PEU2	H	H079	71.4844	75.0787	78.8189	82.7622	86.3377		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3039	SENIOR BLDG PLANS EXAMINER	CSU0	H	H070	58.8557	61.3987	64.1838	66.8989	69.8655		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
3037	SENIOR BUILDING INSPECTOR	CSU0	H	H069	58.8557	61.3987	64.1838	66.8989	69.8655		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2174	SENIOR BUYER	PEU2	H	H080	45.3731	47.5241	49.7136	52.1265	54.5193		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1201	SENIOR CITIZEN CENTER DIRECTOR	PEU2	H	H081	45.1929	47.1957	49.1431	51.1090	53.7268		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1203	SENIOR ELECTRICAL SUPERVISOR	PEU2	H	H084			62.9685	65.8194	69.0614		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3041	SENIOR ENGINEERING TECH	PEU2	H	H083	42.9945	44.9787	48.6422	49.2362	51.6397		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1205	SENIOR EQUIPMENT SUPERVISOR	PEU2	H	H085	51.4578	53.9087	56.5830	59.3346	62.2123		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4070	SENIOR FIELD REPRESENTATIVE	CSU0	H	H073			42.3555	44.2226	46.0288		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5051	SENIOR FORESTRY CLIMBER	MC03	H	H067			45.9042	47.3439	48.8262		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1207	SENIOR FORESTRY SUPERVISOR	PEU2	H	H086	54.8074	57.3970	60.2293	63.0243	65.9962		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
6054	SENIOR GROUNDSKEEPER	MC03	H	H068			36.9897	38.0504	39.3150		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2180	SENIOR HEARING EXAMINER	PEU2	H	H088	67.9403	72.3885	76.1591	79.5705	84.4561		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6056	SENIOR LANDSCAPE GARDENER	MC03	H	H069			41.8440	43.0880	44.4753		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2190	SENIOR LIBRARIAN	CSU0	H	H076	47.1997	49.2381	51.4081	53.7696	56.1005		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7028	SENIOR MARINA ASSISTANT	MC03	H	H070			37.3463	38.3968	39.6514		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2192	SENIOR MGMT ANALYST	PEU2	H	H090	55.7496	58.4143	61.2919	64.2953	67.4056		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3043	SENIOR PERMIT SPECIALIST	CSU0	H	H077	40.4925	42.5329	44.6488	46.8915	49.8852		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2196	SENIOR PLANNER	CSU0	H	H078	58.6134	61.2369	64.0328	66.8485	69.8357		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2198	SENIOR PUBLIC HEALTH NURSE	CSU0	H	H079	73.3571	76.1695	79.0690	82.4283	85.5961		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1211	SENIOR PUBLIC WORKS SUPERVISOR	PEU2	H	H091	49.2775	51.6123	54.1510	56.6702	59.3442		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6060	SENIOR SERVICE ASSISTANT	CSU0	H	H081			36.2907	37.2392	38.1374		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1215	SENIOR SYSTEMS ANALYST	PEU2	H	H093	60.6817	63.7044	66.9308	70.3123	73.9165		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1217	SENIORS NUTRITION PROG SUPERVISOR	PEU2	H	H094	46.9814	49.2290	51.5160	53.9767	56.6994		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5053	SERVICE TECHNICIAN	MC03	H	H059			40.4572	41.6939	42.9309		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5055	SEWER MAINT ASSISTANT SUPERVISOR	MC03	H	H060			47.2509	48.8095	50.4106		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6062	SKILLED LABORER	MC03	H	H061			37.6279	38.7800	39.9994		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2200	SOCIAL SERVICES SPECIALIST	CSU0	H	H082	41.9772	43.7833	45.5503	47.4647	49.5496		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6064	SOLID WASTE LOADER OPERATOR	MC03	H	H062	35.2577	37.8531	39.7485	41.7384	43.8145		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6066	SOLID WASTE SUPERVISOR	PEU2	H	H096			48.6028	50.4379	52.5249		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6068	SOLID WASTE TRUCK DRIVER	MC03	H	H063			43.0322	44.7857	46.0058		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6070	SOLID WASTE WORKER	MC03	H	H064			37.5884	39.2952	40.4387		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1218	SOLID WASTER RECYCLING MANAGER	PEU2	H	H095	73.6742	77.1817	80.9312	84.9035	89.0311		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6071	SPORTS FIELD MONITOR (R2)	CSPT	H	H002	25.1077	25.8609	26.6368				7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
6073	SPORTS OFFICIAL (R2)	CSPT	H	H003	25.1077	28.6262	32.7524	36.8269	40.9271		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1199	SR BLDG MAINTENANCE SUPERVISOR	PEU2	H	H078	49.2775	51.6123	54.1510	56.6702	59.3442		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2176	SR COMMUNITY DEVEL PROJ COORD	PEU2	H	H082	61.1756	64.1694	67.1924	70.4576	73.8290		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5049	SR COMMUNITY HEALTH SPECIALIST	CSU0	H	H071	37.0777	38.3794	39.6106	40.9526	43.0418		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
7026	SR CRIME SCENE TECHNICIAN	MC03	H	H066			48.5751	50.4620	52.4199		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
2178	SR ENVIRONMENTAL HEALTH SPECIALIST	CSU0	H	H072	53.3991	55.2728	57.3417	59.6332	61.8783		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2182	SR HEALTH MANAGEMENT ANALYST	CSU0	H	H074	53.9814	56.5747	59.3400	62.2765	65.2638		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2184	SR HEALTH SVCS PROG SPECIALIST	PEU2	H	H087	53.7540	55.7886	57.9589	60.3908	62.7063		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2188	SR INFO SYSTEMS SPECIALIST	CSU0	H	H075	52.4899	54.8275	57.2953	59.8836	62.5556		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
1209	SR LANDSCAPE GARDENER SUPERVISOR	PEU2	H	H089	54.8074	57.3970	60.2293	63.0243	65.9962		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1213	SR SOLID WASTE SUPERVISOR	PEU2	H	H092	49.7426	52.0970	54.6645	57.2034	59.8962		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1221	SUPERVISING BUILDING INSPECTOR	PEU2	H	H097	61.9799	65.0511	68.5586	71.4649	74.9051		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1223	SUPERVISING CIVIL ENGINEER	PEU2	H	H098	71.6881	75.1469	78.7804	82.5882	86.5604		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1225	SUPERVISING HEARING EXAMINER	PEU2	H	H099	73.4817	77.2424	81.1550	85.2445	89.5541		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2208	SUPERVISING LIBRARIAN	CSU0	H	H083	53.7793	56.2721	58.9261	61.7523	64.7895		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5003	SUPERVISING LIBRARIAN ASSISTANT	CSU0	H	H084	36.4721	37.9858	39.6404	41.3463	44.8854		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
2212	SUPERVISING PUBLIC HEALTH NURSE	PEU2	H	H100	67.6264	70.3189	73.2258	76.2440	79.4021		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
7024	SUPERVISING PUBLIC SAFETY DISPATCHER	MC03	H	H071			56.9934	59.3568	61.8473		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1227	SUPERVISING SYSTEMS ANALYST	PEU2	H	H101	72.4245	75.9800	79.6134	83.5376	87.5394		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1229	SUPERVISING TRANSPORTATION ENGINEER	PEU2	H	H102	72.2304	75.9124	79.7878	83.8570	88.1882		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
3045	SURVEY TECHNICIAN	PEU2	H	H103	41.1964	43.1154	45.0907	47.2148	49.5248		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2214	SYSTEMS ACCOUNTANT	PEU2	H	H104	61.5917	64.6600	67.9350	71.3669	75.0253		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
6077	TOOL LENDING SPECIALIST	MC03	H	H072			38.6010	40.4630	42.3658		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6079	TRACTOR TRAILER DRIVER	MC03	H	H073	39.7485	41.7384	43.8145	46.0168	48.3095		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
3047	TRAFFIC ENGINEERING ASSISTANT	PEU2	H	H105			41.9043	43.9484	45.9544		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
5057	TRAFFIC MAINTENANCE SUPERVISOR	MC03	H	H074			47.6979	49.1665	50.7470		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6081	TRAFFIC MAINTENANCE WORKER I	MC03	H	H075			35.4091	36.4185	37.6016		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6083	TRAFFIC MAINTENANCE WORKER II	MC03	H	H076		37.6016	38.7440	39.9575	41.1099		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1231	TRANSPORTATION MANAGER	PEU2	H	H106	77.9944	81.8900	85.9880	90.2808	94.8014		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1232	TRANSPORTATION SERVICES COORD	PEU2	H	H107	43.8776	46.0772	48.3782	50.8003	53.3373		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1234	TREASURY MANAGER	PEU2	H	H108	65.5793	68.8490	72.2954	75.9054	79.7051		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
4001	VECTOR CONTROL TECHNICIAN	CSU0	H	H085			37.2683	38.5578	39.7482		7/5/2026	Change was made by 2.5% Resolution No. 71,583-N.S.
5059	WAREHOUSE OPS SPECIALIST	MC03	H	H080		41.8236	43.9041	45.9846	48.0447		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
1236	WATERFRONT MANAGER	PEU2	H	H109	63.1424	66.2041	69.3818	72.8119	76.2903		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
1238	WATERFRONT SUPERVISOR	PEU2	H	H110	53.6201	56.4486	59.4200	62.5485	65.8413		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.
2218	WATERSHED RESOURCES SPECIALIST	PEU2	H	H111	45.1910	47.5923	49.8218	52.3062	54.9258		7/5/2026	Change was made by 2.5% Resolution No. 71,586-N.S.

City of Berkeley
Publicly Available Pay Schedule [NON-BENEFITED]
Changes made 07/05/2026
Resolution No. xx,xxx-N.S

Pay Basis Key
H = Hourly rate
D = Daily rate

JOB CLASS	CLASSIFICATION TITLE	GROUP/BU	PAY BASIS	PAY GRADE	1/BAND MIN	2/BAND MAX	3	4	5	6	EFFECTIVE DATE	RESOLUTION
6087	WEIGHMASTER	MC03	H	H077		37.0509	39.1821	41.0487	41.9868		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6089	WEIGHMASTER TRAINEE	MC03	H	H078			36.1637	37.8059	38.9068		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
5061	WELDER MECHANIC	MC03	H	H079			48.8182	50.3004	51.7827		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
6091	YARDMASTER	MC03	H	H081			40.0419	41.3210	42.5411		7/5/2026	Change was made by 2.5% Resolution No. 71,408-N.S.
9006	YOUTH ENROLLEE	UNR5	H	H103					19.6100		7/1/2026	Minimum Wage Ord No. 7,505-N.S.

California Public Employees' Retirement System
P.O. Box 942715 | Sacramento, CA 94229-2715
888 CalPERS (or **888**-225-7377) | TTY: (877) 249-7442
www.calpers.ca.gov

Payroll

Circular Letter

January 8, 2020
Circular Letter: 200-003-20
Distribution: IV, VI, X, XII, XVI

To: **All CalPERS Contracted Agencies (Public Agency, Schools, and State)**
Subject: **Statutory and Regulatory Requirements for Publicly Available Pay Schedules**

Purpose

The purpose of this Circular Letter is to inform all CalPERS Contracted Agencies of the requirements for providing CalPERS with a Publicly Available Pay Schedule in compliance with the Public Employees' Retirement Law (PERL), Public Employees' Pension Reform Act of 2013 (PEPRA), and Title 2 of the California Code of Regulations (CCR).

Purpose of Publicly Available Pay Schedules

Under the PERL and PEPRA, compensation earnable and pensionable compensation are determined in accordance with amounts identified on publicly available pay schedules.

Compensation Earnable

Under Government (Gov.) Code sections 20636 and 20636.1, compensation earnable means the pay rate and special compensation of the member, as further defined by those statutes.

Pay rate for contracting agency and school members is deemed the normal monthly rate of pay or base pay of the member paid in cash to similarly situated members of the same group or class of employment for services rendered on a full-time basis during normal working hours, pursuant to publicly available pay schedules. Pay rate for contracting agency and school members who are not in a group or class is deemed the monthly rate of pay or base pay of the member, paid in cash and pursuant to publicly available pay schedules, for services rendered on a full-time basis during normal working hours, subject to specified limitations.

Pay rate for state members is deemed the average monthly remuneration paid in cash out of funds paid by the employer to similarly situated members of the same group or class of employment, in payment for the member's services or for time during which the member is excused from work, as further specified by subdivision (g) of Gov. Code 20636, pursuant to publicly available pay schedules.

Pensionable Compensation

Pursuant to Gov. Code section 7522.34, pensionable compensation of a new member of any public retirement system means the normal monthly rate of pay or base pay of the member paid in cash to similarly situated members of the same group or class of employment for services rendered on a full-time basis during normal working hours, pursuant to publicly available pay schedules, subject to specified limitations.

Requirements of Publicly Available Pay Schedules

Subdivision (a) of CCR section 570.5 defines the requirements for a publicly available pay schedule used to determine pay rates.

Pay rates shall be limited to the amount listed on a pay schedule that must meet all the following eight (8) requirements:

1. Be duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws
2. Identify the position title for every employee position
3. Show the pay rate as a single amount or multiple amounts within a range for each identified position
4. Indicate the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually
5. Be posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's website
6. Indicate an effective date and date of any revisions
7. Is retained by the employer and available for public inspection for not less than five years
8. Does not reference another document in lieu of disclosing the pay rate

Here is an example of a compliant pay schedule, to the extent it has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meeting laws, it is posted on the employer's website, and it is retained by the employer and available for public inspection for not less than five years:

City of CalPERS Salary Schedule for Fiscal Year 17-18 Effective as of 07/01/2017						
Classification	**Rate Type**	**Step 1**	**Step 2**	**Step 3**	**Step 4**	**Step 5**
City Manager	Monthly	$10,500	$11,000	$11,500	$12,000	$12,500
City Counsel	Monthly	$10,000	$10,500	$11,000	$11,500	$12,000
City Clerk	Monthly	$5,500	$6,000	$6,500	$7,000	$7,500
Call Center Representative	Monthly	$5,000	$5,500	$6,000	$6,500	$7,000
Analyst	Monthly	$5,000	$5,500	$6,000	$6,500	$7,000
Assistant	Monthly	$4,500	$5,000	$5,500	$6,000	$6,500
Revised as of 09/01/2017 and adopted by the Board as of 09/15/2017						

Special Compensation

Pursuant to CCR section 571 for classic members, and CCR section 571.1 for new members under PEPRA, special compensation items are defined under an exclusive list. Each special compensation item shall be reported separately from pay rate, in accordance with the criteria described in those regulations. Therefore, a publicly available pay schedule in which the special compensation items are reflected in the pay rates does not comply with CCR section 570.5.

Absence of Publicly Available Pay Schedule

If an employer fails to meet the requirements of subdivision (a) of CCR section 570.5, under subdivision (b), the board may determine in its sole discretion an amount that will be considered as pay rate, taking into consideration all information it deems relevant including, but not limited to, the following:

- Documents approved by the employer's governing body in accordance with requirements of public meeting laws and maintained by the employer
- Last pay rate listed on a pay schedule that conforms to the requirements of subdivision (a) with the same employer for the position at issue
- Last pay rate for the member that is listed on a pay schedule that conforms with the requirements of subdivision (a) with the same employer for a different position
- Last pay rate for the member in a position that was held by the member and that is listed on a pay schedule that conforms to the requirements of subdivision (a) of a former CalPERS employer.

Importance of Publicly Available Pay Schedule

Publicly available pay schedules are required by CalPERS and are a critical component to verify all members' pay rates when calculating members' retirement benefits. Maintaining a compliant publicly available pay schedule will support transparency and expedite CalPERS' review process.

Failure to provide CalPERS with a compliant publicly available pay schedule may result in a retirement benefit being delayed.

Questions

It is the employer's responsibility to comply with all terms and conditions set forth in the employer's contract with CalPERS and to ensure all reportable information is compliant with the PERL, PEPRA, and the CCR.

If you have any questions or concerns, contact the CalPERS Customer Contact Center at **888 CalPERS** (or **888**-225-7377), or email MOU_Review@calpers.ca.gov.

Renee Ostrander, Chief
Employer Account Management Division

08

Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Janelle Rodrigues, Director of Human Resources

Subject: Appointment of Director of Police Accountability

RECOMMENDATION

Adopt a Resolution approving the appointment of Mary Opler as Director of Police Accountability and approving an employment agreement effective October 5, 2026, at an annual salary of $230,000.

FISCAL IMPACTS OF RECOMMENDATION

Salary and benefits for the Director of Police Accountability are included in the adopted budget for the Office of the Director of Police Accountability. The proposed annual salary for Mary Opler is $230,000 and is within the Council-approved salary range for the position. Any benefits and other employment terms will be provided in accordance with the attached employment agreement and applicable City policies.

CURRENT SITUATION AND ITS EFFECTS

The Director of Police Accountability position became vacant following the departure of the prior director. Consistent with Berkeley City Charter Section 125, the City conducted a recruitment and selection process for a new director. The process included a national search and review of qualified applicants, stakeholder engagement, and interviews of finalists by the City Council.

Mary Opler was selected as the recommended finalist. Ms. Opler is an attorney and an experienced civilian police-oversight professional. She currently serves as an Investigations Supervisor in Seattle's Office of Police Accountability, where she supervises investigations of alleged police misconduct, including complex and high-profile matters.

Ms. Opler previously worked in civilian oversight with the City of Sacramento Office of Public Safety Accountability, monitoring investigations involving the Police and Fire Departments. Earlier in her career, she served as a criminal trial prosecutor with the King County Prosecuting Attorney's Office and as a San Francisco police officer. Her combined experience in law enforcement, prosecution, independent oversight, and investigations directly supports the duties of Berkeley's Director of Police Accountability.

BACKGROUND

In 1973, Berkeley voters established the Police Review Commission to provide community participation in setting Police Department policies, practices, and procedures and a means to investigate complaints against sworn Police Department employees.

On November 3, 2020, Berkeley voters adopted Measure II, amending the City Charter to establish the Office of the Director of Police Accountability and the Police Accountability Board, which replaced the Police Review Commission. The purpose of the Police Accountability Board is to promote public trust through independent, objective civilian oversight of the Berkeley Police Department; provide community participation in setting and reviewing Police Department policies, practices, and procedures; and provide a means for prompt, impartial, and fair investigation of complaints against sworn employees of the Berkeley Police Department.

Under Charter Section 125, the City Council appoints the Director of Police Accountability at a noticed public meeting. The Director investigates complaints filed against sworn employees of the Berkeley Police Department, carries out the work of the Police Accountability Board, and oversees the day-to-day operations of the Office of the Director of Police Accountability, among other Charter duties. The Police Accountability Board and the Director are independent of the City Manager, except for administrative purposes, and report to the Mayor and City Council.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or climate impacts associated with the subject of this report.

RATIONALE FOR RECOMMENDATION

Ms. Opler's extensive experience leading and supervising police-misconduct investigations, monitoring internal-affairs processes, practicing criminal law, and working within law enforcement makes her well qualified to serve as Director of Police Accountability. Her background demonstrates the independence, judgment, and investigative rigor needed to carry out the duties established by Measure II and Charter Section 125.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

Janelle Rodrigues, Director of Human Resources, (510) 981-6807

Attachments:

1: Resolution

Exhibit A: Employment Agreement

RESOLUTION NO. ##,###-N.S.

APPOINTMENT OF MARY OPLER AS DIRECTOR OF POLICE ACCOUNTABILITY

WHEREAS, Section 125 of the City Charter provides that the Director of Police Accountability shall be appointed by the City Council to implement Measure II adopted on November 3, 2020, oversee the operations of the Office of the Director of Police Accountability, and carry out the work of the Police Accountability Board; and

WHEREAS, Mary Opler has extensive experience in civilian police oversight, police-misconduct investigations, criminal prosecution, and law enforcement; and

WHEREAS, Ms. Opler currently serves as an Investigations Supervisor with the Seattle Office of Police Accountability and previously worked with the Sacramento Office of Public Safety Accountability, the King County Prosecuting Attorney's Office, and the San Francisco Police Department; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council hereby appoints Mary Opler as Director of Police Accountability, with an annual salary of $230,000, on the terms and conditions stated in the attached employment agreement, effective October 5, 2026.

Exhibits
A: Employment Agreement

EMPLOYMENT AGREEMENT

DIRECTOR OF POLICE ACCOUNTABILITY

This Employment Agreement (the "Agreement") is made and entered into this 29th day of September, by and between the City of Berkeley ("Employer" or "City") and Mary C. Opler ("Employee"), collectively ("Parties").

RECITALS

WHEREAS, the City's Director of Police Accountability is a regular position that is currently vacant and information regarding the recruitment for the position has been posted; and

WHEREAS, the Parties have determined that Employee is specially trained, experienced, competent, and possesses the requisite specialized skills and training necessary to perform satisfactorily in the role; and

WHEREAS, the City desires to retain Employee on full-time basis to perform the duties of Director of Police Accountability; and

WHEREAS, Employee has signed a conditional offer letter for the Director of Police Accountability role; and

WHEREAS, Employee is willing to serve under the terms and conditions set forth herein.

NOW THEREFORE, in consideration of these recitals and the mutual covenants contained herein, the City and Employee agree as follows:

1.0 COMMENCEMENT, AT-WILL STATUS AND TERMINATION

1.1 Commencement of Employment. Employee shall begin employment with the City as the Director of Police Accountability only after the appointment is approved by the City Council at a noticed public meeting, as set forth in the City Charter, Article XVIII, Section 125(14)(a). The effective date of Employee's appointment (the "Effective Date") shall be on the date set forth in the City Council's resolution approving this Agreement. As a condition of employment, Employee shall execute this Agreement.

1.2 No Set Term; At-Will Status. Employee shall serve at the pleasure of the City Council on an "at-will" basis. Employee's appointment as the Director of Police Accountability shall not have a fixed term but rather shall continue until Employee's resignation, death, or removal by the City Council. As set forth in City Charter, Article XVIII, Sections 125(14)(d) and 125(14)(e), the City Council may terminate Employee's employment at any time, with or without cause, upon a two-thirds vote either on its own motion or based on the recommendation of the Police Accountability Board. Employee may also resign at any time

upon providing two weeks' prior written notice to the City. Such notice shall be in the form of a letter to the City Manager and City Council.

1.3. No Rights Created by Agreement. This Agreement does not create, and shall not be construed to create, any due process and/or property rights to employment, including without limitation a right to advance notice of termination, appeal, disciplinary hearing, progressive discipline, performance improvement plan, statement of reasons for termination, or continued employment. For avoidance of doubt, nothing in this Agreement shall be construed to incorporate any due process and/or property rights to employment from the City's Unrepresented Employee Manual or any other City policy.

1.4 Severance. In the event that Employee is terminated by the City Council without cause, the City shall pay Employee as severance pay a lump-sum cash payment equivalent to five (5) months of salary, at the rate of pay Employee had been receiving immediately prior to termination. No other post-termination compensation shall be paid to Employee other than compensation earned for hours worked and vested and accrued benefits payable under applicable law or City policy. As a condition precedent to receiving the severance pay referenced in this subsection, Employee must sign a comprehensive release and waiver of all claims arising out of and related to Employee's employment with the City.

2.0 DUTIES AND AUTHORITY; PERFORMANCE EXPECTATIONS

2.1 Authority. The City shall employ Employee as Director of Police Accountability, vested with the authority necessary to lead the Office of the Director of Police Accountability and its staff.

2.2 Duties. Employee shall perform such duties consistent with the classification specification and the City Charter, Berkeley Municipal Code, and applicable policies.

2.3 Performance Evaluation. The City Council and/or Police Accountability Board may, in their discretion, conduct a performance evaluation for Employee at any time during employment. However, any performance evaluation or performance plan, whether written or otherwise, is for performance-management purposes only and shall not be construed to modify Employee's at-will status or the ability of the City Council to remove Employee with or without cause pursuant to this Agreement and the City Charter. No performance evaluation or assessment shall be required, either before the City Council exercises its authority to terminate Employee's employment or at any other time.

2.4 Mayor Role in Approving Employee Requests. In appropriate cases, the Mayor may act in the stead of the City Council to approve any requests by Employee that might require supervisor approval. The City in its sole discretion may determine the circumstances in which the Mayor may exercise this approval authority.

3.0 COMPENSATION AND BENEFITS

3.1 Salary. The City shall pay Employee an annual salary of $230,000. The above rate is within the City's established salary range for the Director of Police Accountability classification.

3.2 Payroll Treatment. Employee's salary shall be paid on the City's regular payroll cycle, subject to applicable withholdings and deductions. Although an hourly equivalent may be used for purposes of payroll processing, such an hourly equivalent is for administrative purposes only and shall not be construed to establish eligibility for overtime compensation or other benefits that may be available to non-exempt employees.

3.3 Vacation Leave. Employee shall receive four weeks (160 hours) of vacation leave annually. Annual vacation leave shall be administered in the same manner as vacation is administered for department head employees of the City with regard to timing of credits and buyback policy. Maximum vacation accrual is 320 hours.

3.4 Sick Leave. Employee shall accrue fifteen (15) days of sick leave annually with unlimited accumulation. Sick leave may be used in accordance with policies applicable to department head employees of the City.

3.5 Other Benefits in Unrepresented Employee Manual. Aside from the vacation and sick leave specified above, the City may authorize Employee to receive other employee benefits provided to regular at-will employees under the City's Unrepresented Employee Manual or any cost-of-living increases the City Council approves for regular at-will employees covered by the Unrepresented Employee Manual. Employee may receive only those benefits under the Unrepresented Employee Manual that apply to at-will employees, consistent with Article 9 of the Unrepresented Employee Manual. Sections of the Unrepresented Employee Manual applicable only to employees in the career service who are not at-will, including without limitation Section 12.1 and Sections 12.4 through 12.8, shall not apply to Employee.

4.0. INDEMNIFICATION

To the maximum extent permitted by law and City policy, the City shall defend and indemnify Employee for acts or omissions within the course and scope of duties under this Agreement, consistent with Government Code and City policies.

5.0 CONFIDENTIALITY AND ETHICS

5.1 Ethics; Conflict of Interest. Employee shall comply with all applicable conflict-of-interest and ethics laws and City policies, including filing any required Form 700 disclosures, if designated.

5.2 Confidentiality. Employee shall comply with all applicable records retention, confidentiality, and public records laws and policies, whether set forth in federal law,

state law, or City law or policy. For example, as set forth in City Charter, Article XVIII, Section 125(3)(d)(3) and Section 20(b), Employee must maintain the confidentiality of peace officer personnel file information protected by California Penal Code section 832.7 or any other state or federal law. Employee must also maintain the confidentiality of attorney-client privileged communications, unless privilege is waived by the City Council.

5.3 Survival of Confidentiality Obligations After Employment. Employee acknowledges and agrees that Employee's obligation to comply with any applicable confidentiality, privilege, records-protection, or similar nondisclosure obligations shall continue after Employee's separation from employment with the City, regardless of the reason for the separation.

5.4 Financial Interest Prohibited. Employee will not maintain any financial interest or engage in any other contract employment, occupation, work, endeavor or association, whether compensated for or not, that would in any way conflict with, or impair, Employee's ability to perform the duties described in this Agreement.

6.0 WORKPLACE POLICIES

Employee shall comply with all City policies (including code of conduct, harassment prevention, information security, and timekeeping), as those policies may be changed from time to time.

7.0 MODIFICATIONS

The Agreement may be modified only by a written amendment approved by the City Council.

8.0 GENERAL PROVISIONS

8.1 Assignment. Employee shall not assign any interest in this Agreement and shall not transfer any interest in the same without the prior written consent of the City.

8.2 Ownership of Records. Employee agrees that all documents and writings of any type produced in the performance of this Agreement and delivered to the City or its staff shall be the sole property of the City, including all rights therein of whatever kind and whether arising from common or civil law or equity. Upon termination of this Agreement for any reason, or upon expiration of this Agreement, all such documents and writings produced in the performance of this Agreement shall be transferred to and become the property of the City upon its request without additional compensation.

8.3 Severability. If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable, shall not be affected and shall remain in full force and effect.

8.4 Governing Law. This Agreement shall be governed by the laws of the State of California and any litigation brought pursuant to it shall be in Alameda County.

8.5 Entire Agreement. This Agreement constitutes the entire agreement between the City and Employee and supersedes and replaces any and all prior or contemporaneous agreements, understandings or commitments between the City and Employee. No waiver, alteration or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of both the City and Employee consistent with Section 7.0 of this Agreement.

8.6 This Agreement may be signed in counterpart or duplicate copies, and any signed counterpart of duplicate copy shall be equivalent to a signed original for all purposes.

8.7 This Agreement shall not be construed against any one party but shall be construed as if jointly prepared by City and Employee.

Executed on the 29th day of September 2026, in Berkeley, Alameda County, California.

CITY OF BERKELEY:

_____

Adena Ishii, Mayor

Employee:

_____

Mary C. Opler

APPROVED AS TO FORM:

_____

Farimah Faiz Brown, City Attorney

ATTEST:

_____

Mark Numainville, City Clerk

09

Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Janelle Rodrigues, Director of Human Resources

Subject: Contract: Agile Occupational Medicine for Occupational Health Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with Agile Occupational Medicine for Employee Occupational Health Services for the period of January 1, 2027 through June 30, 2030 for a total not to exceed amount of $150,000.

FISCAL IMPACTS OF RECOMMENDATION

The City spends approximately $50,000 per fiscal year for Occupational Health services. Services include pre-employment medical examinations, annual physical exams, communicable disease services, medical diagnostics, medical education and consultation. Expenditures for these services are covered by various funding sources within each Department's budgets. Departments that are the primary users of this service include: Police, Fire, Public Works, Health, Housing and Community Services and Parks, Recreation and Waterfront.

CURRENT SITUATION AND ITS EFFECTS

On December 16, 2025, the City released Request For Proposal (RFP) specification number 26-11766C. The City received six responses from prospective bidders of which only four submitted complete responses. After careful review of the submitted proposals and subsequent interviews, the City's selection committee determined that Agile Occupational Medicine was ranked the highest based on the selection criteria and has the highest probability of effectively meeting the needs of the City.

BACKGROUND

Historically, the City has successfully utilized local occupational health services to assess and improve the health status of its staff. The City's emergency services departments are expected to be the primary users of the service. The examinations are extensive, and the ability to conduct them at a single location significantly improves efficiency and continuity of care. Centralizing the exams reduces logistical challenges, minimizes scheduling delays, and ensures a more streamlined experience for City staff. Agile Occupational Medicine was recommended by the selection panel for their

experience and familiarity with health service requirements specific to cities/municipalities.

RATIONALE FOR RECOMMENDATION

Agile Occupational Medicine was selected as the City's Occupational Health Services provider based on its comprehensive capability to perform all required medical evaluations for current and prospective employees and provide high level occupational medical services. The selection was determined by the ranking of its proposal submitted in response to RFP Specification No. 26-11766C.

CONTACT PERSON

Kevin Walker Occupational Health and Safety Officer, 981-6825

RESOLUTION NO. ##,###-N.S.

CONTRACT: AGILE OCCUPATIONAL MEDICINE FOR OCCUPATIONAL HEALTH SERVICES

WHEREAS, a Request for Proposal (Specification 26-11766C) was posted on the City's website on December 16, 2025; and

WHEREAS, four complete proposals were received by the February 26th deadline; and

WHEREAS, after careful analysis by a three-member review panel; Agile Occupational Medicine was ranked the highest based on the selection criteria and has the highest probability of effectively meeting the needs of the City.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute a three-year agreement with Agile Occupational Medicine to provide occupational health services for the period of January 1, 2027 through June 30, 2030 in the amount not to exceed $150,000 to be paid by departments utilizing the services from a variety of funding sources in budgets previously adopted by the departments of Police, Fire, Public Works, Health, Housing and Community Services, Parks, Recreation and Waterfront.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Contract No. 32100138 Amendment: AnchorCM for On-call Waterfront Project and Construction Management Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32100138 for AnchorCM, for on-call Waterfront project and construction management services, increasing the contract amount by $1,000,000 for a total Not-to-exceed amount of $3,000,000 and duration by twelve months, from December 31, 2026 to December 31, 2027.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this contract amendment will be appropriated from the FY 2027 and FY 2028 Marina Fund, Parks Tax Fund, and the Capital Improvements Fund (Fund 501). Funds will be expended only for actual Waterfront project and construction management.

CURRENT SITUATION AND ITS EFFECTS

At present, AnchorCM and Consor North America Inc. (Park Engineering Inc.) are contracted to provide on-call Waterfront project and construction management services for a range of current projects that include Piling Replacements; Finger Dock Replacements; L&M, N Dock Garbage Relocation; Marina Restroom Upgrades; O&K Dock Electrical Upgrades; South Cove East Parking Lot Slurry and Striping; South Cove Seawall Replacement; West Frontage Road Landscaping and Irrigation Improvements; and Perimeter Pathway Improvements (contract number 32100138). The contract with AnchorCM will reach its spending limit by the end of 2026, and a contract amendment in the amount of $1,000,000 is needed in order to ensure that AnchorCM can provide on-call Waterfront project and construction management services through 2027, including the current Tom Bates Fields construction project.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

The Department of Parks, Recreation, and Waterfront (PRW) requires Waterfront-specific project and construction management services to implement the City's Capital Improvement Program. The PRW Department regularly conducts a competitive Request For Qualifications process (RFQ) for on-call Waterfront project and construction management services. This reduces the need for multiple RFQ processes and reduces the time it takes to complete a project, sometimes by up to two years. The City will conduct a new competitive RFQ process for on-call Waterfront project and construction management projects in FY2027.

On October 29, 2020, the City issued a Request for Qualifications (RFQ) for On-Call Waterfront Project and Construction Management Services (Specification No. 21-11424-C). The City received Statements of Qualifications (SOQs) from 11 firms. After evaluation of the SOQs by the review panel, AnchorCM was among the firms selected.

On March 9, 2021, Council authorized a $1,000,000 contract for On-call Waterfront Project and Construction Management services with AnchorCM, for the period April 1, 2021 through June 30, 2024 (Resolutions No. 69,744-N.S.).

On May 9, 2023, Council authorized an amendment to the Contract, increasing the total not to exceed contract amount to $2,000,000, and extending the duration to June 30, 2025. Subsequently, on January 27, 2025, the City Manager extended the duration of the contract from June 30, 2025 to December 31, 2026, as provided for under the terms of the Contract.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no anticipated negative environmental effects of this action. The execution of this contract amendment will help ensure the successful completion of several ongoing Waterfront capital improvement projects that will incorporate the sourcing of sustainable and renewable resources used in construction projects, as well as comply with all regulatory agency requirements such as Bay Conservation Development Commission, Fish and Wildlife, Army Corp of Engineers, and Regional Water Control Board. This action will help the City promote Strategic Plan goal #1 of providing state-of-the-art, well-maintained infrastructure, amenities, and facilities.

RATIONALE FOR RECOMMENDATION

AnchorCM is highly qualified for the proposed projects, as previously evaluated through the City's contracting process. They have the required expertise in Waterfront project and construction management, support the City's on-going capital program needs, and complement the personnel and capacity available in the Parks, Recreation and Waterfront Departments to complete existing projects. City staff does not have the capacity to provide the necessary project and construction management services.

ALTERNATIVE ACTIONS CONSIDERED

None

CONTACT PERSON
Scott Ferris, Director, Parks Recreation & Waterfront, (510) 981-6700
Nelson Lam, Supervising Civil Engineer, PRW, (510) 981-6395

Attachments: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32100138 AMENDMENT: ANCHORCM FOR ON-CALL WATERFRONT PROJECT AND CONSTRUCTION MANAGEMENT SERVICES

WHEREAS, on March 9, 2021, Council authorized a $1,000,000 contract for On-call Waterfront Project and Construction Management services with AnchorCM, for the period April 1, 2021 through June 30, 2024 (Resolutions No. 69,744-N.S.); and

WHEREAS, on May 9, 2023 by Resolution No. 70,823-N.S. the City Council authorized an amendment to Contract No. 32100138, increasing the total not to exceed contract amount to $2,000,000, and extending the duration to June 30, 2025; and

WHEREAS, on January 27, 2025, the City Manager extended the duration of Contract No. 32100138 from June 30, 2025 to December 31, 2026, as provided for under the terms of the Contract; and

WHEREAS, City staff does not have the capacity to provide Waterfront project and construction management services; and

WHEREAS, the contract with AnchorCM will reach its spending limit by the end of 2026, and a contract amendment in the amount of $1,000,000 is needed in order to ensure that AnchorCM can provide on-call Waterfront project and construction management services through 2027, including the Tom Bates Fields Construction Project; and

WHEREAS, funding for this contract amendment will be appropriated from the FY 2027 and FY 2028 Marina Fund, Parks Tax Fund, and the Capital Improvements Fund (Fund 501). Funds will be expended only for actual Waterfront project management and construction management required.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute an amendment to Contract No. 32100138 with AnchorCM for Waterfront project and construction management services, increasing the amount by $1,000,000 for a revised contract amount not to exceed $3,000,000, and extending the contract to December 31, 2027.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks, Recreation & Waterfront

Subject: Contract No. 32400043 Amendment: Elavon, Inc. for Online Credit Card Processing Services for Recreation Programs and Facilities

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an amendment to contract 32400043 with Elavon, Inc. for online credit card processing services for Recreation programs and facilities by $125,000 for a new not-to-exceed amount of $485,000 with no change to the contract term ending on May 31, 2027.

FISCAL IMPACTS OF RECOMMENDATION

Funding for the amendment to contract 32400043 is available in the FY27 budget in the Camps Fund (Fund 125) and General Fund (Fund 011).

CURRENT SITUATION AND ITS EFFECTS

The City's Recreation Division uses CivicRec software to manage all online registration for recreation programs, picnic site and court rentals, afterschool programs, swim lessons and lap swim, sports field reservations, and camps. Online credit card payments by residents in the CivicRec system are processed by a credit card gateway system provided by Elavon, Inc. Due to a large increase in participation in City recreation programs in the last three years, the spending authority on the contract with Elavon will be reached a full year earlier than projected. As a result, a contract amendment is needed to increase the spending authority through FY 2027.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

On September 12, 2023, the City executed a contract with Elavon to provide third-party credit card processing services for Recreation programs and facilities via a piggyback contract with the State of California Department of General Services in the amount of $360,000 (City contract number 324000043, Resolution 70,825, May 9, 2023). Elavon,

a subsidiary of US Bank, is one of the State of California's two contracted credit card processors. Elavon processes payments for 80% of the state's entities (approximately 6,000 organizations).

The City of Berkeley Parks, Recreation and Waterfront Department (PRW) provides a wide range of recreation facilities, programs, classes, and events for Berkeley resident and non-resident community members. The City operates two swimming pools, five community centers, eleven sports fields, over 50 parks, two remote residential camp sites, and one skate park. The City accepts online payments by residents who register for activities for families, adults and youth, including after-school programs, day camps, classes, residential camps, special events, sports and swimming. In addition, PRW offers tennis court, picnic site, camp and field rentals.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

In addition to time savings for residents, paying online via credit card has substantial environmental benefits compared to the alternative of driving to a City recreation site, completing paper-based transactions, paying via cash or check, processing that payment, and driving it to the City's Treasury Division, and then to the bank.

RATIONALE FOR RECOMMENDATION

Due to a large increase in participation in City recreation programs in the last three years, the spending authority on the contract with Elavon, Inc. for credit-card processing services will be reached a full year earlier than projected. This contract amendment will allow the City to continue to accept online credit card payments from residents for City of Berkeley Recreation programs, camps, classes, and rentals for one additional year before the contract expires.

ALTERNATIVE ACTIONS CONSIDERED

None

CONTACT PERSON

Scott Ferris, Director, Parks, Recreation, and Waterfront, 981-6700
Stephanie Chu, Recreation and Youth Services Manager, 981-6707

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32400043 AMENDMENT: ELAVON, INC. FOR RECREATION ONLINE REGISTRATION PAYMENT PROCESSING

WHEREAS, on September 12, 2023, the City executed a contract with Elavon to provide third-party credit card processing services for Recreation programs and facilities via a piggyback contract with the State of California Department of General Services in the amount of $360,000 (City contract number 324000043, Resolution 70,825, May 9, 2023); and

WHERAS, due to a large increase in participation in City recreation programs in the last three years, the spending authority on the contract with Elavon will be reached a full year earlier than projected; and

WHEREAS, funding for an amendment to contract 32400043 for one additional year are available in the FY27 budget in the Camps Fund (Fund 125) and General Fund (Fund 011).

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager or his designee is authorized to execute an amendment to contract 32400043 with Elavon, Inc. for online credit card processing services for Recreation programs and facilities by $125,000 for a new not-to-exceed amount of $485,000 with no change to the contract term ending on May 31, 2027.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Donation: Memorial Bench at the Berkeley Marina in Memory of Mike Parker

RECOMMENDATION
Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Marina in memory of Mike Parker.

FISCAL IMPACTS OF RECOMMENDATION
The value of a single bench and memorial plaque is $3,400, which covers the purchasing and installation costs performed by the City. The cash donation will be deposited into Marina Fund donation revenue budget code 608-52-544-591-0000-000-000-481110 and will be appropriated in FY 2027.

CURRENT SITUATION AND ITS EFFECTS
The family of Mike Parker wishes to donate a memorial bench in his memory to be placed at the Berkeley Marina with a cash donation of $3,400. Per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation. The Director has determined that the proposed donation complies with the City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the donation, subject to Council approval.

BACKGROUND
Benches are placed throughout the City in accordance with the City's Park Bench Donation Policy approved by Council on July 22, 2008 (Resolution No. 64,148-N.S.). The City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.)

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACT
The City's vendor for benches, Dumor, Inc., makes its priority to purchase only sustainably-harvested wood derived from stringently-regulated timber source locations,

including California, Oregon, Washington and British Columbia. This policy reduces solid waste volumes in landfills, helps conserve natural resources and limits the environmental effects resulting from the extraction of virgin materials. The benches therefore comply with the City's environmentally preferable purchasing policy, specifically section 3.7 Forest Conservation.

CONTACT PERSON
Scott Ferris, Director, 510-981-6700

Attachments:
1: Resolution

RESOLUTION NO. _____ -N.S.

DONATION: MEMORIAL BENCH AT THE BERKELEY MARINA IN MEMORY OF MIKE PARKER

WHEREAS, on July 22, 2008, Council adopted the Park Bench Donation Policy (Resolution No. 64,148-N.S.); and

WHEREAS, the City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.); and

WHEREAS, the family of Mike Parker wishes to donate a memorial bench in his memory to be placed at the Berkeley Marina with a cash donation of $3,400; and

WHEREAS, per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation; and

WHEREAS, the Director has determined that the proposed donation complies with City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the proposed donation; and

WHEREAS, the cash donation will be deposited into Marina Fund donation revenue budget code 608-52-544-591-0000-000-000-481110 and will be appropriated in FY 2026.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Marina in memory of Mike Parker is hereby accepted.

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CONSENT CALENDAR

September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jen Louis, Chief of Police

Subject: Amendment to BMC Chapter 2.99 to Establish Surveillance Technology Vendor Accountability Requirements and to Revise the Annual Surveillance Technology Reporting Schedule

RECOMMENDATION

Adopt the first reading of an Ordinance amending Berkeley Municipal Code Chapter 2.99 to require enforceable violation, sanction, and termination provisions in agreements with surveillance technology vendors; to change the annual Surveillance Technology Report to a calendar-year reporting period due to the City Council at the first regular meeting in March, beginning with a report in March 2027 covering October 1, 2025 through December 31, 2026; and to conform references to the Police Accountability Board.

CURRENT SITUATION AND ITS EFFECTS

On May 7, 2026, the City Council considered the Public Safety Technology item (Item 1a), covering surveillance technology and police equipment approvals, policy updates, and contract authority. The Council adopted supplemental recommendations, including Recommendation 8, to amend Chapter 2.99 to include a violation/termination clause for surveillance technology vendors and to establish enforceable mechanisms to sanction vendors for misuse, unauthorized access, or data security failures. The proposed ordinance carries out that referral.

The proposed ordinance adds a new Section 2.99.085 establishing a baseline for every surveillance technology agreement entered into, renewed or amended after the effective date. Each agreement must define as a material breach any misuse of collected information; any access, use, sale, sharing, or disclosure of that information by the vendor, a subcontractor, or any third party, including any federal, state, or local agency, that the agreement and the applicable Surveillance Use Policy prohibit, including access enabled through a vendor's activation of any feature or setting without the City's prior written approval; and any failure to maintain safeguards protecting that information consistent with prevailing industry standards. Each agreement must further require the vendor to notify the City in writing within 72 hours of discovering a material breach, and

must authorize the City to suspend the vendor's data access and use of the technology pending investigation and cure, terminate for cause, require the return or certified destruction of collected information, recover damages, and pursue any other available remedy. The section also directs the City to investigate suspected violations, take interim protective measures, notify the Council of substantiated violations within 30 days, and report all vendor violations and sanctions in the annual Surveillance Technology Report; termination, cancellation, or non-interim suspension of an agreement requires Council approval.

In addition to the referral and as discussed during the same May 7 Council meeting, the proposed ordinance revisions also change the annual reporting schedule in Section 2.99.070. Chapter 2.99 was adopted in March 2018, and Section 2.99.050 required the City Manager to bring forward a Surveillance Acquisition Report and a proposed Surveillance Use Policy for every Surveillance Technology the City already possessed at the first regular Council meeting in November 2018. The recurring November submittal date in Section 2.99.070 was set to that same initial compliance milestone; it does not correspond to a defined reporting period, and the Chapter does not state what period each report must cover. The result is a reporting year that splits across two calendar years and is misaligned with the vendor usage, audit, and cost records underlying the report. The November date is also not ideal because there are only a few days between the close of the period covered and the agenda deadline in which to collect data from departments and vendors, verify it, and prepare the report. The amendment therefore establishes a calendar-year reporting period (January 1 through December 31) with the report due at the first regular Council meeting in March, providing approximately one month after the close of the reporting year for departments and vendors to produce year-end usage, audit, and cost data and for staff to prepare the report, and one month for agenda review and publication. To ensure continuous coverage through the transition, the first report under the new schedule will be submitted in March 2027 and will cover October 1, 2025 through December 31, 2026; no separate report will be due in November 2026.

Finally, the ordinance conforms references in Chapter 2.99 to the Police Accountability Board, which succeeded to the duties of the Police Review Commission in 2020.

BACKGROUND

The City Council adopted the Surveillance Technology Ordinance in 2018 (Ordinance No. 7,592–N.S.), establishing Council approval requirements, Surveillance Acquisition Reports, legally enforceable Surveillance Use Policies, and annual public reporting for all City surveillance technologies. Since the ordinance was adopted, the City’s surveillance technologies have shifted toward vendor-hosted, cloud-based platforms in which the vendor stores and secures the collected data. As a Sanctuary City, Berkeley has a particular interest in preventing unauthorized access to locally collected information by federal immigration authorities and out-of-state agencies. Codifying mandatory vendor accountability terms in Chapter 2.99 ensures that these protections apply uniformly to every surveillance technology vendor and do not depend on the outcome of individual contract negotiations.

FISCAL IMPACTS

There are no direct financial implications associated with this item beyond existing staff time to negotiate the required contract terms at execution, renewal, amendment, or extension, and to prepare the annual Surveillance Technology Report. Enforceable remedies are expected to reduce the City's financial and legal exposure arising from vendor data incidents. The revised reporting schedule may also produce a modest reduction in costs. Preparing the report under the current schedule concentrates data collection, verification, and drafting into a short window, which has required overtime for sworn and professional staff compiling usage, audit, and cost data. A defined reporting period with a longer interval before the submittal deadline allows this work to be scheduled within regular hours and absorbed into existing workload.

ENVIRONMENTAL SUSTAINABILITY

No environmental impacts have been identified due to the adoption of this ordinance.

CONTACT INFORMATION

Jen Louis, Chief of Police, (510) 981-5700

Arlo Malmberg, Office of Strategic Planning and Accountability, (510) 981-5700

ATTACHMENTS

1. Ordinance

ORDINANCE NO. ##-###N.S.

AMENDMENT TO BMC CHAPTER 2.99 TO ESTABLISH SURVEILLANCE TECHNOLOGY VENDOR ACCOUNTABILITY REQUIREMENTS AND TO REVISE THE ANNUAL SURVEILLANCE TECHNOLOGY REPORTING SCHEDULE

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. Findings

A. In 2018, the City Council adopted Ordinance No. 7,592–N.S., enacting Berkeley Municipal Code Chapter 2.99, which requires City Council approval of a Surveillance Acquisition Report and a legally enforceable Surveillance Use Policy prior to the funding, acquisition, or use of Surveillance Technology and requires an annual Surveillance Technology Report. In 2019, the City Council adopted Ordinance No. 7,676–N.S., prohibiting City use of Face Recognition Technology.

B. Chapter 2.99 does not currently require that agreements with Surveillance Technology vendors contain enforceable safeguards, sanctions, or termination rights addressing vendor misuse of collected information, unauthorized access or disclosure, or data security failures.

C. On May 7, 2026, in connection with the Public Safety Technology item (Item 1a), the City Council adopted a recommendation to amend Chapter 2.99 to include a violation/termination clause for surveillance technology vendors and to establish enforceable mechanisms to sanction vendors for misuse, unauthorized access, or data security failures (Recommendation 8).

D. Aligning the annual Surveillance Technology Report with the calendar year, with submission to the City Council at the first regular meeting in March, will define the reporting period in the Municipal Code, align reporting with the calendar-year cadence of vendor usage, audit, and cost data, and provide adequate time following the close of the reporting period for preparation of the report and completion of the agenda process. A transition provision ensures that no period is omitted from annual reporting.

E. In November 2020, the voters of Berkeley adopted Measure II, adding Section 125 to the City Charter and establishing the Police Accountability Board, which succeeded to the duties of the Police Review Commission. References in Chapter 2.99 are conformed accordingly.

Section 2. That Berkeley Municipal Code Section 2.99.020, subdivision 2, is amended to read as follows:

> 2. "Surveillance Technology Report" means an annual written report by the City Manager covering all of the City of Berkeley's Surveillance Technologies that includes all of the following information with regard to each type of Surveillance Technology:

a. Description: A description of all non-privileged and non-confidential information about use of the Surveillance Technology, including but not limited to the quantity of data gathered and sharing of data, if any, with outside entities. If sharing has occurred, the report shall include general, non-privileged and non-confidential information about recipient entities, including the names of the entities and purposes for such sharing;

b. Geographic Deployment: Where applicable, non-privileged and non-confidential information about where the surveillance technology was deployed geographically;

c. Complaints: A summary of each complaint, if any, received by the City about the Surveillance Technology;

d. Audits and Violations: The results of any non-privileged internal audits, any information about violations or potential violations of the Surveillance Use Policy, and any actions taken in response;

e. Data Breaches: Non-privileged and non-confidential information about any data breaches or other unauthorized access to the data collected by the surveillance technology, including information about the scope of the breach and the actions taken in response;

f. Effectiveness: Information that helps the community assess whether the Surveillance Technology has been effective in achieving its identified outcomes;

g. Costs: Total annual costs for the Surveillance Technology, including personnel and other ongoing costs~~.~~; and,

h. Vendor Compliance: A summary of any violation by a vendor of the agreement provisions required by Section 2.99.085 or of an applicable Surveillance Use Policy. The summary shall include information regarding any misuse of collected information, unauthorized access or disclosure, and data security failures, and a description of any sanctions, remedies, or corrective actions taken in response.

Section 3. That Berkeley Municipal Code Section 2.99.030, subdivision 2, is amended to read as follows:

2. The City Manager must present a Surveillance Use Policy for each Surveillance Technology to the Police ~~Review Commission~~Accountability Board, prior to adoption by the City Council. The Police ~~Review Commission~~Accountability Board shall also be provided with the corresponding Surveillance Acquisition Report that had been presented to council for that Surveillance Technology. No later than 30 days after receiving a Surveillance Use Policy for review, the Police ~~Review Commission~~Accountability Board must vote to recommend approval of the policy, object to the proposal, recommend modifications, or take no action. Neither opposition to approval of such a policy, nor failure by the Police ~~Review Commission~~Accountability Board to act, shall prohibit the City Manager from proceeding with its own review and potential adoption.

Section 4. That Berkeley Municipal Code Section 2.99.070 is amended to read as follows:

2.99.070 Oversight Following City Council Approval.

The City Manager must submit to the Council Action Calendar a written Surveillance Technology Report, covering all of the City's Surveillance Technologies, annually at the first regular Council meeting in ~~November~~March. Each Surveillance Technology Report shall cover the preceding calendar year, January 1 through December 31.

The first Surveillance Technology Report submitted following the effective date of the ordinance amending this Section shall be submitted at the first regular Council meeting in March 2027 and shall cover the period from October 1, 2025 through December 31, 2026, so that no period is omitted from annual reporting as a result of the transition to a calendar-year reporting period.

After review of the Surveillance Technology Report, Council may make modifications to Surveillance Use Policies.

Section 5. That Berkeley Municipal Code Chapter 2.99 is amended to add Section 2.99.085 to read as follows:

2.99.085 Vendor Accountability.

1. Required Contract Provisions. Any agreement between the City and a vendor for the acquisition, lease, use, operation, maintenance, or support of Surveillance Technology, or for the storage, hosting, processing, or analysis of information collected by Surveillance Technology, that is entered into, renewed or amended on or after the effective date of this Section shall include legally enforceable provisions that, at a minimum:

a. Define as a material breach of the agreement each of the following: misuse of information collected by or derived from the Surveillance Technology; any access to, or use, sale, sharing, or disclosure of, such information by the vendor, a subcontractor, or any third party, including any federal, state, or local agency, that the agreement and the applicable Surveillance Use Policy prohibit, including through the enabling or activation of any feature or setting that expands access to such information without the City's prior written approval; and any failure to maintain administrative, technical, or physical safeguards protecting such information against misuse, loss, or unauthorized access or disclosure, consistent with prevailing industry standards;

b. Require the vendor to provide written notice to the City within 72 hours of discovering any material breach described in subparagraph a, including a description of the scope of the incident and the corrective actions taken or proposed; and

c. Authorize the City, upon a material breach described in subparagraph a or a failure to provide the notice required by subparagraph b, to suspend the vendor's access to such information and to suspend use of the Surveillance Technology pending investigation and cure; to terminate the agreement for cause; to require the return or certified destruction of all such information held by the vendor or its subcontractors; to recover damages, including liquidated damages where the agreement so provides; and to pursue any other remedy available under the agreement, at law, or in equity, all such remedies being cumulative.

2. Enforcement. Upon receiving notice of, or otherwise learning of, a suspected violation of any provision required by subdivision 1 of this Section, the City shall promptly investigate; shall take appropriate interim measures to protect collected information and the public, which may include suspension of the vendor's access to collected information and suspension of use of the Surveillance Technology pending investigation and cure; and shall pursue available contractual remedies as warranted. The City shall provide written notice of any substantiated violation, and of any sanctions, remedies, or corrective actions imposed or pursued, to the City Council within 30 days of substantiation, unless such information is confidential or privileged. Any proposed termination or cancellation of an agreement for Surveillance Technology, or any suspension of such an agreement other than an interim protective measure under this subdivision, shall be presented to the City Council for approval. All vendor violations and any sanctions, remedies, or corrective actions taken shall be summarized in the annual Surveillance Technology Report as provided in Section 2.99.020, subdivision 2, subparagraph h.

3. Existing Agreements. For agreements in effect on the effective date of this Section, the City Manager shall seek to incorporate the provisions required by subdivision 1 of this Section at the earliest practicable opportunity. Nothing in this Section impairs the obligations of any agreement in effect on the effective date of this Section prior to its renewal or amendment.

Section 6. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

14

Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jennifer Louis, Chief of Police

Subject: Contract No. 31900143 Resolution Amendment: Passport Labs Incorporated for Parking Citation and Permit Management System (CPMS)

RECOMMENDATION

Adopt a Resolution amending Resolution No. 72,068-N.S., to clarify the total contract authority required to execute and operationalize the contract with Passport Labs Inc. for a Parking Citation and Permit Management System. The amendment reflects a total contract authority of $9.3 million for the initial three-year term, from September 1, 2026 through August 31, 2029, with the option to extend the contract for two additional one-year periods, provided that the final extension shall end no later than August 31, 2031.

FISCAL IMPACTS OF RECOMMENDATION

There is no change to the fiscal impact as a result of this amendment. As reported in the original December 2, 2025 item (Resolution No. 72,068-N.S.), the annual fiscal impact to the General Fund is approximately $550,000, allocated in the Police Department budget under expenditure code 011-71-703-812-0000-000-421-612990, totaling $1.7 million over the three-year initial term. The contract is also supported by a contra revenue account that absorbs citation processing, permit, and collection fees, previously projected at $7.6 million over the same three-year period. Both figures were provided to Council in the original item; combined, they total the $9.3 million in contract authority reflected in this amendment.

Resolution No. 72,068-N.S., however, authorized the City Manager to execute the contract only for the $1.7 million General Fund amount and did not include authority to access the associated contra revenue account. This amendment does not request additional funding. It corrects that omission by authorizing the City Manager to execute the contract for the full $9.3 million, allowing the City to access the contra revenue account funding needed to operationalize the contract as originally intended.

Because contra revenue account fees depend on citation and permit volume, payment rates, and delinquent collections, the actual amount absorbed is estimated at $7.6 million over the three-year term but may fluctuate.

CURRENT SITUATION AND ITS EFFECTS

The City's current agreement with Passport Labs, Inc. was extended until August 4, 2027 in order to allow for the award of the new contract for the citation and permit management system. The City released a Request for Proposals ("RFP") for a new citation and permit management system in anticipation of the expiration of its current contract. The new system is expected to enhance service delivery, improve compliance, and support the City's broader goals for curbside management and customer service.

BACKGROUND

In August 2024, the City hired a parking consulting firm to prepare an RFP for a parking citation and permit management system, including citation issuance devices. RFP No. 25-11708-C was posted on the City's Bid & Proposal Opportunities website on Tuesday, February 11, 2025, along with other required documentation including a Technical Compliance Matrix, Proposer Pricing Workbook, and a copy of the City's Sample Agreement. The City received four responses to the RFP and based upon the evaluation criterion, the evaluation committee recommended to award a contract with Passport Labs, Incorporated. Upon approval by the City Council, staff will begin working with Passport on implementation.

ENVIRONMENTAL SUSTAINABILITY

The Parking Citation and Permit system from Passport Labs, Inc. allows the ability for customers to purchase permits and make payments online, which may result in reduced greenhouse gas emissions from customers and residents. The CPMS allows for digital permits and electronic records, which may result in the reduction of paper and other resources. This internet-based platform is utilized by Customer Service-Finance, Police, Public Works-Transportation, 311-IT, and Hearing Officer-CMO.

RATIONALE FOR RECOMMENDATION

Without this contract, the City of Berkeley would not be able to continue the issuance, processing, and collection of parking violations occurring within the City of Berkeley. This would include the revenue generated for the City of Berkeley in various facets of the parking program.

This contract also assists in support of Council directives to implement parking and enforcement programs in support of the expanded Citywide Residential Preferential Parking (RPP) Program, football and special event parking, and citation payment programs.

Passport's Citation and Permit Management system will continue to provide the City of Berkeley with mobile handheld ticket issuance, online citation and permit payments, digital permitting, end to end citation processing and collections, and the industry's most data-driven backend management software.

ALTERNATIVE ACTIONS CONSIDERED

Taking no action would limit the City of Berkeley to entering into a one-year contract under the current not to exceed amount, which would effectively end the existing contract and prevent the City from maintaining the Parking Management Program, thereby jeopardizing the revenue required to support parking operations, including staff costs that rely on this revenue stream.

CONTACT PERSON

Jennifer Louis, Chief of Police, 981-5700

Attachment:

1. Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 31900143 RESOLUTION AMENDMENT: PASSPORT LABS, INC. FOR A CITATION AND PERMIT MANAGEMENT SYSTEM

WHEREAS, the City of Berkeley issued a Request for Proposal for a Citation and Permit Management System; and

WHEREAS, on December 2, 2025 the City Council of the City of Berkeley approved, under Resolution No. 72,068-N.S., the execution of a contract and any necessary amendments with Passport Labs, Incorporated for a three-year initial term with an option for two additional years, and identified a General Fund allocation of $1.7million for the three-year initial term; and

WHEREAS, the December 2, 2025 item also provided that this contract is associated with a contra revenue account that absorbs the citation processing, permit, and collection fees to support this contract, projected to result in $7.6 million dollars of expenses charged against the revenue, for a combined total contract authority of $9.3 million, previously reported to Council; and

WHEREAS, the authorizing language of Resolution No. 72,068-N.S. referenced only the $1.7 million General Fund amount and did not include express authority to access the contra revenue account, resulting in the need to amend the resolution to clarify the total contract authority required to operationalize the contract with Passport Labs, with no change to the fiscal impacts previously disclosed to Council.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager, or designee, is authorized to execute a contract, and any necessary amendments, with Passport Labs, Incorporated for a three-year initial term at a total contract authority of $9.3 million, comprising the $1.7 million General Fund allocation and $7.6 million contra revenue account amount, for the period of September 1, 2026 through August 31, 2029, with the option to extend the contract for up to two additional one-year periods, provided that the final extension shall end no later than August 31, 2031.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jennifer Louis, Chief of Police

Subject: Contract No. 32400003 Amendment for Cooke & Associates Background Investigations

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a contract amendment with Cooke & Associates, a background investigation services provider for public safety personnel, to increase the contract amount by $350,000 to a total contract of $930,000 expiring on July 31, 2028.

FISCAL IMPACTS OF RECOMMENDATION

Funds for this contract in FY 2027 & FY2028 are allocated in the following budget codes:

- Berkeley Police Department special fund:126-71-702-805-0000-000-421-612990-
- Berkeley Fire Department: Measure FF 164-72-742-831-0000-000-422-612990-

CURRENT SITUATION AND ITS EFFECTS

The ability to conduct background investigations quickly and thoroughly is critical for filling vacancies in public safety positions. Delays in hiring lead to extended vacancies, increased workload on current staff, and reduced service capacity. Cooke & Associates has consistently delivered high-quality, efficient investigations that support timely hiring decisions.

Both BPD and BFD continue to experience staffing shortages and face a competitive hiring landscape. The existing contract with Cooke & Associates has enabled both departments to process more applicants, particularly for urgent roles such as police officers, dispatchers, and firefighter/paramedics. This ensures we can identify and select the most qualified candidates.

As the expiration of this contract will mark five years from the original contract award, staff will conduct a competitive Request for Proposal (RFP) process for background investigation services before contract expiration to ensure compliance with the City's procurement process.

This amendment will allow the Berkeley Police Department (BPD) and Berkeley Fire Department (BFD) to continue utilizing Cooke & Associates for timely, thorough, and high-quality background investigations of candidates, and will provide the City Manager with the authority to spend funds as needed under the amended contract to support ongoing public safety hiring needs.

BACKGROUND

Cooke & Associates has been a trusted vendor for the City of Berkeley, providing detailed, timely, and POST-compliant background investigations. They have demonstrated strong communication, flexibility, and responsiveness to department needs, especially during high-volume recruitment periods.

Their services have helped both BPD and BFD avoid delays in academy enrollments and onboarding processes. The proposed amendment will ensure continued support as the Berkeley Police and Fire Departments continue to address ongoing staffing needs and recruit qualified public safety personnel.

ENVIRONMENTAL SUSTAINABILITY

No identifiable environmental effects or opportunities are associated with this report's subject.

RATIONALE FOR RECOMMENDATION

Cooke & Associates has a proven track record with the City of Berkeley. Their investigative work supports effective public safety hiring by ensuring thorough candidate vetting. The additional funding will support ongoing hiring efforts and help the City meet current and future staffing demands.

ALTERNATIVE ACTIONS CONSIDERED

Relying solely on internal staff for all background investigations would extend hiring timelines and reduce capacity during peak hiring periods. Additionally, current staffing levels would require much of this internal work to be performed on overtime, making outsourcing this work the more fiscally responsible approach.

CONTACT PERSON

Administrative Lieutenant, Berkeley Police Department, 510-981-5970

Attachments:

1. Resolution

RESOLUTION NO. ##,### N.S.

CONTRACT NO. 32400003 AMENDMENT: FOR BACKGROUND INVESTIGATION SERVICES FOR PUBLIC SAFETY PERSONNEL

WHEREAS, the City of Berkeley continues to face critical public safety staffing needs; and

WHEREAS, timely and comprehensive background investigations are essential to hiring qualified personnel in law enforcement and fire services; and

WHEREAS, Cooke & Associates has provided the City of Berkeley with professional and reliable background investigation services that meet POST standards; and

WHEREAS, the City's existing contract and authorized pursuant to Resolution Number. 71,776-N.S. with Cooke & Associates needs to be amended to provide additional funding to support continued services for the Berkeley Police Department and Berkeley Fire Department; and

WHEREAS, funds for this contract amendment have been allocated in the following budget codes:

- Berkeley Police Department special fund: 126-71-702-805-0000-000-421-612990
- Berkeley Fire Department: Measure FF 164-72-742-831-0000-000-422-612990

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is hereby authorized to execute an amendment to the existing contract with Cooke & Associates for background investigation services, increasing the contract by $350,000, for a total not-to-exceed amount of $930,000 through the previously adopted expiration date of July 31, 2028.

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Berkeley Police Department

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen City Manager

Submitted by: Jennifer Louis, Chief of Police

Subject: Grant: Fiscal Year 2027 Alcohol Policing Partnership (APP) Grant

RECOMMENDATION

Adopt a Resolution authorizing the City Manager, to execute a grant contract and any subsequent amendments with the Alcoholic Beverage Control (ABC) in the amount of $97,330 for fiscal year 2027.

FISCAL IMPACTS OF RECOMMENDATION

The City of Berkeley Police Department (BPD) will be the direct recipient of the grant in the amount of $97,330 dollars for fiscal year 2027. The grant will support Berkeley Police Department operations to reduce underage drinking, limit youth access to alcohol, and verify that alcohol-licensed businesses are operating in compliance with the California Business and Professions Code. Grant revenues will be deposited into the Police Department's One-Time Grant Fund. There is no required local match of funds to obtain the grant.

CURRENT SITUATION AND ITS EFFECTS

The City of Berkeley faces a significant and detrimental issue with underage drinking and alcohol-related disturbances, particularly in areas surrounding the University of California, Berkeley. These issues significantly impact public safety, strain local law enforcement, and disrupt the quality of life for residents, students, and visitors.

One of the most problematic areas is located in the south campus, a popular gathering spot for students and young adults. Throughout 2025 and 2026, BPD has responded to more than 1800 calls for service in the 2400-2600 block of Durant Ave and the 2300-2500 block of Telegraph Ave. These calls include incidents of public intoxication, noise disturbances, fights, intoxicated armed individuals, and vandalism. The frequency of alcohol-related offenses, including DUIs and assaults, highlights the need for proactive enforcement to address these issues.

The consequences of unchecked underage drinking and alcohol-related misconduct extend beyond immediate safety concerns. Excessive alcohol consumption can lead to long-term health issues, impaired academic performance, increased risks of addiction, violent criminal behavior, and risk of physical harm. Community stakeholders, including

residents, business owners, and University officials, have voiced concerns over the impact of alcohol misuse on Berkeley's reputation as a safe, vibrant, and cultured city. For businesses that fail to comply with state and local alcohol regulations, BPD will work closely with ABC and the Alameda County District Attorney's Office to bring those businesses into compliance.

Addressing these challenges requires a comprehensive, data-driven initiative that combines targeted enforcement, education, and community collaboration. Without a coordinated response, Berkeley risks continued strain on public safety resources, reduced quality of life, and long-term social and economic repercussions.

BACKGROUND

The California Alcoholic Beverage Control (ABC) created the Alcohol Police Partnership (APP) grant in 1995. The primary purpose of the grant is to create strong collaboration between ABC and local law enforcement agencies. The goal of the grant is to deliver education and training to officers, businesses and underage people, and use proactive enforcement measures such as business compliance checks and Minor Decoy operations to target businesses that facilitate sales to minors or intoxicated individuals.

Previously, the City of Berkeley received funding from ABC through targeted enforcement grants, most recently in Fiscal Year 2025-26. During these grant periods, Berkeley saw a 13% noncompliance in sales to minors of the businesses visited. Underage alcohol use and public drinking have remained prevalent in Berkeley, even with the ABC grant funding and enhanced enforcement efforts and continue to pose an ongoing challenge for the department.

In two recent ABC APP operations 84 citations/arrests for alcohol related offenses were issued. One of these operations occurred during UC Berkeley's "CAL Day," where throngs of students were openly imbibing, carrying, and sharing gallon jugs of alcohol, many to the point of intoxication. Events similar to "CAL Day" and "Welcome Week" occur several times throughout the year where there are large spikes of underage alcohol consumption, and alcohol-related medical emergencies and disturbances.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental impacts associated with this report

RATIONALE FOR RECOMMENDATION

The BPD has been awarded an Alcoholic Beverage Control (ABC) grant in the amount of $97,330 to support the department's enforcement of alcohol-related laws including but not limited to underage sales, underage drinking and liquor license compliance checks. Without this funding, BPD would be greatly hindered in the effort to reduce alcohol- related crimes as well as alcohol related injuries and overconsumption.

ALTERNATIVE ACTIONS CONSIDERED
If the award is not accepted, the City's enforcement of alcohol related laws would be constrained.

CONTACT PERSON
Jennifer Louis, Chief of Police, 981-5700

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

GRANT CONTRACT: BERKELEY POLICE DEPARTMENT TO ACCEPT ALCOHOLIC BEVERAGE CONTROL ALCOHOL POLICING PARTNERHSIP GRANT FOR THE FISCAL YEAR 2027. ALCOHOLIC BEVERAGE CONTROL AWARDED DOLLARS TO THE BERKELEY POLICE DEPARTMENT TO ENFORCE LAWS PROHIBITING THE FURNISHING OF ALCOHOL TO MINORS AND POSSESSION OF ALCOHOL BY PERSONS UNDER THE AGE OF 21 AS WELL AS OTHER ALCOHOL RELATED CRIMES.

WHEREAS, the Police Department is committed to providing a safe and secure environment through vigorous law enforcement within the City of Berkeley; and

WHEREAS, underage access to alcohol and excessive drinking is currently a problem within the City of Berkeley; and

WHEREAS, there has been a longstanding problem with underage drinking and the availability of alcohol to people under the age of 21 throughout the City; and

WHEREAS, the Police Department does not have sufficient resources within the existing budget and staffing constraints to expand their work on these specific issues; and

WHEREAS, establishments that sell alcoholic beverages and/or bars can attract criminal activity; and

WHEREAS, the underage minors and the young adult community continue to acquire alcoholic beverages through fake identification, merchants who fail to check identification or asking someone to purchase products for them; and

WHEREAS, the Berkeley Police Department desires to undertake enforcement to limit access to alcoholic beverages by minors funded in part from state funds from Alcoholic Beverage Control (ABC); and

WHEREAS, the funds have been appropriated into the ABC Alcohol Policing Partnership grant find with the understanding that grant funds received hereunder shall not be used to supplant expenditures controlled by this body.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager, is hereby authorized to execute a contract and any amendments or extensions with Alcoholic Beverage Control in order to accept funds in the amount of $97,330 from ABC for the enforcement of alcohol related laws for FY 2027.

BE IT FURTHER RESOLVED that any liability arising out of the performance of this contract, including civil court actions for damages, shall be the responsibility of the grant recipient and the authorizing agency. Alcoholic Beverage Control disclaims responsibility for any such liability.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jennifer A. Louis, Chief of Police

Subject: Revenue Grant: Cannabis Tax Fund Grant Program (CTFGP) Acceptance

RECOMMENDATION

Adopt a Resolution authorizing the City Manager, or their designee, to accept the Cannabis Tax Fund Grant Program (CTFGP) and execute any resultant revenue agreements and amendments with the California Highway Patrol in the amount of $90,629.70 for the period of July 1, 2026, through June 30, 2027.

FISCAL IMPACTS OF RECOMMENDATION

The total of this project will not exceed $90,629.70. Grant revenues will be deposited into budget code 336-71-703-812-0000-000-000-432110 to offset expenditures. This grant will fund overtime, benefits, training costs, and reduce additional General Fund expenditures.

CURRENT SITUATION AND ITS EFFECTS

Securing CTFGP funding is a Strategic Plan Priority Project that advances the City's goal to foster a resilient, safe, connected, and prepared community.

The Traffic Bureau at the Berkeley Police Department is currently staffed by two motor officers, one traffic data analyst, a Sergeant, and a Lieutenant. Motor officers are responsible for injury-collision investigations and traffic enforcement; however, their availability is often constrained due to ancillary duties and personnel shortages within the Operations/Patrol Division.

CTFGP funding strengthens the City's traffic-safety initiatives by enabling both patrol and motor officers to address critical traffic-safety concerns, most notably impaired driving, outside of their regularly scheduled duties. In addition to enhancing impaired-driving enforcement, the grant supports leadership development and specialized training in traffic safety and DUI/impaired-driving enforcement. These improvements bolster the department's overall mission to promote public safety for all roadway users.

BACKGROUND

Office of Traffic Safety (OTS) has ranked the City of Berkeley in the top three for the past several years in pedestrian and bicycle related injury collisions when compared to sixty-one other cities with comparable populations. Each year hundreds of people are injured in traffic collisions that occur in the City of Berkeley. Berkeley maintains a high ranking in total fatal and injury collisions, hit and run injury collisions, motorcycle involved collisions, night-time collisions, and speed related collisions. With assistance from the 2025-2026 CTFGP grant we will continue our efforts to reduce the number of citizens injured in collisions whether they choose to walk, drive, bike or ride a motorcycle in our city.

The CTFGP Grant and the City Council's Vision Zero Program have shared ideologies. BPD's participation directly supports two of three of Vision Zero's tenets. BPD's efforts directly support Public Awareness Education and Traffic Enforcement. Public Awareness through our social media, departmental messaging, and direct contact with the public (in the field and at community meetings) and data-driven enforcement of primary collision factor offenses in areas where they have the highest probability of occurring.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The City of Berkeley continues to have one of the highest bicycle and pedestrian usage rates in the Alameda County and, as a result, there are many bicyclists and pedestrians sharing the roadway with motorists. This grant will support the City of Berkeley's efforts to promote more sustainable forms of transportation, reducing greenhouse gas emissions-with the goal of reducing traffic injuries and fatalities related to all modes of transportation.

RATIONALE FOR RECOMMENDATION

The Police Department requests this funding be approved to enhance our current mission of providing a safer environment for pedestrians, bicyclists, motorcyclists, and motorists on all City of Berkeley roadways and highways.

ALTERNATIVE ACTIONS CONSIDERED

The California Highway Patrol currently provides grant funding specifically to traffic enforcement and related education. Not accepting this grant funding would require additional overtime expenditures from General Fund resources or could result in a decrease in the overall safety for people in Berkeley.

CONTACT PERSON

Lieutenant Rashawn Cummings, Police Traffic Bureau, (510) 981-5983

RESOLUTION NO. ##,###-N.S.

REVENUE GRANT: CANNABIS TAX FUND GRANT PROGRAM GRANT (CTFGP) FROM THE CALIFORNIA HIGHWAY PATROL TO FUND STRATEGIES TO REDUCE THE NUMBER OF INJURIES AND DEATHS RELATED TO TRAFFIC COLLISIONS IN THE CITY OF BERKELEY

WHEREAS, the Police Department is committed to providing a safe and secure environment through law enforcement within the City of Berkeley; and

WHEREAS, the California Highway Patrol (CHP) has made grant funding available to the Police Department to assist them in their mission of increasing traffic safety; and

WHEREAS, this grant will provide funding to support efforts to reduce injury and fatal collisions involving pedestrians, bicyclists, motorcyclists, and motorists on all City of Berkeley roadways and highways; and

WHEREAS, grant revenues will be deposited into budget code 336-71-703-812-0000-000-000-432110, in the DUI Enforcement Education Program Fund.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager, or their designee, is authorized to accept the CTFGP Grant and enter into the resultant grant agreement and any amendments, with the CHP to fund increased levels of impaired driving enforcement in the amount of $90,629.70 for the period of July 1, 2026 to June 30, 2027.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Alameda County Transportation Commission Comprehensive Investment Program 2028 and One Bay Area Grant 4 Applications

RECOMMENDATION

Adopt Resolutions of local support for Alameda County Transportation Commission Comprehensive Investment Program (CIP) 2028 and One Bay Area Grant (OBAG) 4 grant applications submitted on July 27, 2026, for the Sacramento Crossings Improvement Project and the North and West Berkeley Safe Routes to Schools Project; accept the funds; and execute any resultant agreements and amendments.

SUMMARY

On July 27, 2026, the City submitted applications for two projects to the Alameda County Transportation Commission (ACTC)/Metropolitan Transportation Commission (MTC) OBAG 4 and CIP 2028 grant programs. The Sacramento Crossings Improvement Project and the North and West Berkeley Safe Routes to Schools Project will implement priority bicycle, pedestrian, and transit safety upgrades at various locations, including along high injury streets. The sources of funding for these grant programs include $200 million in combined ACTC and MTC-administered discretionary local, regional, state, and federal funding sources. ACTC and MTC require supporting resolutions from the City Council for each project submitted to each program.

Any agency seeking OBAG 4 funding via MTC must also present a Complete Streets checklist for the project to the agency's Bicycle and Pedestrian Advisory Committee (BPAC). The City presented the Complete Streets checklist for the Sacramento Crossings Improvement Project to the Transportation and Infrastructure Commission on August 20, 2026. It was Moved / Seconded (Gattu / Budimir) to support the City Manager and Department of Public Works' statement of compliance that the Sacramento Crossings Improvement project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Metropolitan Transportation Commission's One Bay Area Grant Cycle 4 program, in the Commission's capacity as the City of BerkeleyBPAC.

Transportation and Infrastructure Commission Vote:

7:31 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

7:31 Motion passed 7-0-0-0-0-0

FISCAL IMPACTS OF RECOMMENDATION

If the Sacramento Crossings Improvement Project is awarded this grant, ACTC/MTC will provide up to $10,000,000 to the City's Capital Grants – Local Fund (Fund 307) for pedestrian, bicycle, transit, and ADA improvements to Sacramento Street from Channing Way to Alcatraz Ave. The program requires applicants to provide at least 25% of the total project cost in matching funds; additional matching funds exceeding the minimum requirement create a more competitive application.

If the North and West Berkeley Safe Routes to Schools Project is awarded CIP 2028 Safe Routes to Schools Capital Grant Pilot funding, ACTC will provide up to $914,025 to the City's Capital Grants – Local Fund (Fund 307) for pedestrian safety improvements at the school sites included in the scope. This program also requires applicants to provide at least 25% of the total project cost in matching funds. Total matching funds in the amount of $4,286,000 for the Sacramento Crossings Improvement Project and $304,675 for the North and West Berkeley Safe Routes to School Project are available starting in fiscal year 2028 from Measure FF (FUND 166). See summary in table below of the grant capital requests and the total matching funds for each project.

Project:	**Sacramento Crossings Improvement Project**	**North and West Berkeley Safe Routes to Schools Project**
Grant Capital Request:	$10,000,000	$914,025
Total Matching Funds:	$4,286,000	$304,675
Total Project Cost:	$14,286,000	$1,218,700

CURRENT SITUATION AND ITS EFFECTS

The Sacramento Crossings Improvement Project and the North and West Berkeley Safe Routes to Schools Project both align with the City's Strategic Plan Priority, advancing our goal to create a resilient, safe, connected, and prepared city. Both projects make important safety improvements to high injury streets and provide active transportation connections between key community spaces for people of all ages and abilities. These projects will deliver high-impact capital investments, many within equity-priority areas, benefitting transit-dependent and youth populations through new and enhanced signalizations, median diverters, pedestrian bulb outs, pedestrian refuge islands, high visibility crosswalks, and a rectangular rapid flashing beacon (RRFB).

The *Sacramento Street Crossings Improvement Project* is from Channing Way to Alcatraz Avenue and includes a middle school, two existing bicycle boulevards, a senior health center, and is a priority AC Transit bus route for lines 88 and J. It has been designated as a historically underserved area of Berkeley. It carries over 17,000 vehicles per day and average speeds are over the posted speed limit. This has resulted in 246 injury and fatality collisions in the last 12 years with 47% of severe injury and fatality collisions involving a pedestrian or cyclist. In response to these issues the project will add signalized intersections, median diverters, curb extensions, curb ramps, bus bulbs, and more safety countermeasures.

The *North and West Berkeley Safe Routes to Schools Project* combines several improvements located near Martin Luther King Jr Middle, Ruth Acty Elementary, Rosa Park Elementary, and Cragmont Elementary. The improvements were sourced from school safety assessments conducted as part of Alameda County's Safe Routes to School program. These assessments provide safety recommendations for selected schools based on data and walk audits completed by Alameda County program staff, school staff, parent volunteers, and Public Works Department staff. Existing conditions noted during audits include high vehicle speeds, wide vehicle turns, vehicles rolling through stop signs, congestion, loading/unloading in travel lanes and red curbs, and parked vehicles blocking pedestrian/school bus access. In response to these issues the project will construct quick build curb extensions, an RRFB, high visibility crosswalks, updated signs and striping, and more safety countermeasures known to be effective at preventing or reducing unsafe driving behaviors.

BACKGROUND

The Sacramento Crossings Improvement Project comprises safety and transit recommendations from the 2020 Pedestrian Plan, 2023 Transit First Policy Implementation Plan, and 2026 Bicycle Plan. Sacramento is a high injury street identified in the 2020 Vision Zero Action Plan. This project would make the recent pedestrian improvements from Oregon Street to Fairview Street permanent, add new signalized intersections and median diverters at bicycle boulevards, pedestrian bulb-outs, Americans with Disabilities Act (ADA) curb ramps; signalized intersection upgrades including leading pedestrian intervals, protected left-turn phases, countdown

pedestrian signal heads, accessible pedestrian signals, and signal hardware to support future interconnect; and bus bulb-outs, bus pads, bus benches, and trash cans. These improvements would reduce vehicle turning radii to encourage slower turns, add new signalized bicycle and pedestrian crossings, shorten pedestrian crossing distances, elevate the transit rider experience, and prepare the City for future signal interconnect to support transit and emergency response/evacuation goals.

The North and West Berkeley Safe Routes to Schools Project includes a rectangular rapid flashing beacon (RRFB) at Ada St and Sacramento St, quick build curb extensions, high visibility crosswalks, accessible curb ramps, updated signs, and stop bar/advance yield bar striping. These improvements are recommended countermeasures for the observed issues in the project area. The project is in alignment with the City's 2020 Vision Zero Action Plan (Resolution no. 69,324-N.S.) by implementing upgrades on several streets identified in the plan as high injury streets, including Rose Street, Sacramento Street, Spruce Street, and Martin Luther King Jr Way. The project acts on public interest and prioritization of needs shown in the 2020 Pedestrian Plan (Resolution no. 69,711-N.S.) and 2026 Bicycle Plan (Resolution no. 72,328-N.S.).

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Increasing walking, biking, and transit use in the City would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050. The Climate Action Plan states that, to meet these targets, "Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs."

The Sacramento Crossings Improvement Project encourages cycling by closing gaps in the low-stress bike network of crossing a 4-lane divided roadway. It encourages pedestrian access by shortening crossing distances, improving curb ramps, providing more information about crossing times, and separating both bikes and pedestrians from vehicles. It prioritizes transit by allowing buses to remain in the travel lane when serving bus stops which reduces dwell times and prevents merge delays. These actions all reduce greenhouse gas emissions by encouraging mode shifts away from driving. The North and West Berkeley Safe Routes to Schools Project encourages walking and biking for students and others by providing traffic calming measures that improve pedestrian and cycling safety and comfort. The proposed safety improvements can support environmental sustainability in the area by encouraging more people to walk and use transit.

The improvements proposed by these projects are statutorily exempt from the requirements of the California Environmental Quality Act (CEQA) under Section 21080.25 which exempts the following:

- Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way (Section 21080.25(b)(1)

- Transit prioritization projects (Section 21080.25(b)(2) including Transit stop access and safety improvements, including, but not limited to, the installation of bus shelters, lighting, transit bulbs, and the installation of transit boarding landings and islands (Section 21080.25(a)(11)(E)

RATIONALE FOR RECOMMENDATION
Council could opt not to adopt these Resolutions, and the City would forego $10,914,025 in potential Alameda County-administered discretionary funding for these projects. The projects included in the applications are priorities based upon City Council approved transportation plans, and these grant applications leverage our programmed Measure FF funding to increase and accelerate safety improvements on the public right of way.

ALTERNATIVE ACTIONS CONSIDERED
Staff considered a range of projects to submit for these grants before selecting these applications as being competitive and impactful. Staff considered funding these projects from alternative sources, however the ACTC CIP 2028/OBAG 4 and ACTC CIP 2028/SR2S funding programs are ideally suited for these priority projects.

CONTACT PERSON
Wahid Amiri, Deputy Director, Public Works, 510-981-6396
Mark Helmbrecht, Transportation Division Manager, Public Works (510) 981-6403
Eric Anderson, Principal Planner, Public Works, 510-981-7062
Dani Dynes, Associate Planner, Public Works, 510-981-7053

Attachments:
1: Resolution of Local Support for the Sacramento Crossings Improvement Project
2: Resolution authorizing the filing of an application for Alameda County Transportation Commission Administered funding for the Sacramento Crossings Improvement Project
3: Resolution authorizing the filing of an application for Alameda County Transportation Commission Administered funding for the North and West Berkeley Safe Routes to Schools Project

RESOLUTION NO. ##,### N.S.

RESOLUTION OF LOCAL SUPPORT FOR THE SACRAMENTO CROSSINGS IMPROVEMENT PROJECT

WHEREAS, City of Berkeley (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $10,000,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Sacramento Crossings Improvement Project (herein referred to as PROJECT) for the One Bay Area Grant Program Cycle 4 (OBAG 4) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, Berkeley's Transporation and Infrastructure Commission passed a unanimous resolution in support of the applications on August 20, 2026; and
WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding.

BE IT FURTHER RESOLVED that APPLICANT will provide any required matching funds; and

BE IT FURTHER RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

BE IT FURTHER RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

BE IT FURTHER RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

BE IT FURTHER RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

BE IT FURTHER RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

BE IT FURTHER RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

BE IT FURTHER RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution, accept the funds, and execute any resultant agreements and amendments; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING FOR THE SACRAMENTO CROSSINGS IMPROVEMENT PROJECT

WHEREAS, the Alameda County Transportation Commission ("ALAMEDA CTC") administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee ("VRF"), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the "ALAMEDA CTC ADMINISTERED FUNDS"; and

WHEREAS, the ALAMEDA CTC adopted 2028 Comprehensive Investment Plan ("CIP") Guidelines at its Commission meeting on May 28, 2026 which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of ALAMEDA CTC ADMINISTERED FUNDS; and

WHEREAS, City of Berkeley ("APPLICANT") is the project sponsor for Sacramento Crossings Improvement Project ("PROJECT"); and

WHEREAS, the PROJECT will implement new signalized intersections and median diverters at bicycle boulevards; permanent pedestrian refuge areas, pedestrian bulb-outs, Americans with Disabilities Act (ADA) curb ramps; signalized intersection upgrades including leading pedestrian intervals, protected left-turn phases, countdown pedestrian signal heads, accessible pedestrian signals, and signal hardware to support future interconnect; bus bulb-outs, bus pads, bus benches, and trash cans to Sacramento Street from Channing Way to Alcatraz Avenue; and

WHEREAS, as the Project Sponsor, APPLICANT has the legal authority to apply for funding for PROJECT and plans to submit a 2028 CIP application ("APPLICATION") to ALAMEDA CTC for $10,000,000; and

WHEREAS, there are no legal impediments to APPLICANT applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed PROJECT or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its City Manager or designee to execute and file an application with ALAMEDA CTC for discretionary ALAMEDA CTC ADMINISTERED FUNDS for the PROJECT as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive ALAMEDA CTC ADMINISTERED FUNDS, ALAMEDA CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. APPLICANT will implement the PROJECT as described in the APPLICATION; and
2. APPLICANT will have adequate staffing resources to deliver and complete the PROJECT within the time period identified in the APPLICATION; and
3. APPLICANT understands it will enter into a Project Funding Agreement ("AGREEMENT") with ALAMEDA CTC, and will comply with the AGREEMENT's requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. APPLICANT is committed to deliver the PROJECT consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the PROJECT; and
5. APPLICANT is committed to secure matching funds as proposed in the APPLICATION required for awarded ALAMEDA CTC ADMINISTERED FUNDS, by phase; and
6. APPLICANT is committed to provide any additional funding that may be required beyond the original proposed APPLICATION match amount to deliver the phase of the PROJECT that is awarded with ALAMEDA CTC ADMINISTERED FUNDS; and
7. APPLICANT understands that ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional ALAMEDA CTC ADMINISTERED FUNDS; and
8. APPLICANT understands that any cost savings in the ALAMEDA CTC-funded phase(s) will be shared proportionally between APPLICANT and ALAMEDA CTC; and
9. APPLICANT is committed to comply with the applicable requirements set forth in ALAMEDA CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to ALAMEDA CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that that APPLICANT is authorized to file an APPLICATION to ALAMEDA CTC for funding for the PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT hereby confirms that there is no pending or threatened litigation that might in any way adversely affect APPLICANT's ability to implement and deliver the proposed PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its City Manager or designee to execute the funding AGREEMENT with ALAMEDA CTC and all subsequent amendments; and

BE IT FURTHER RESOLVED that APPLICANT shall provide ALAMEDA CTC with a fully-executed copy of this Resolution concurrently with submittal of the APPLICATION; and

BE IT FURTHER RESOLVED that the City Council of APPLICANT, by adopting this resolution, hereby confirms that:

1. APPLICANT will commit to implementing the PROJECT as described in the APPLICATION; and
2. APPLICANT will have adequate staffing resources to deliver and complete the PROJECT within the time period identified in the application; and
3. APPLICANT understands it will enter into an AGREEMENT with ALAMEDA CTC, and will comply with the AGREEMENT 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. APPLICANT commits to delivering the PROJECT consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the PROJECT; and
5. APPLICANT will commit matching funds as proposed in the APPLICATION against the awarded ALAMEDA CTC ADMINISTERED FUNDS by phase in the amount(s) of $198,000 for Scoping/Environmental/PE Phase, $302,000 for Design (PSE), and $3,786,000 for construction, anticipated to be from local Measure FF Funds source(s); and
6. APPLICANT will provide any additional funding that may be required beyond the original proposed APPLICATION match amount to deliver the phase of the PROJECT that is awarded with ALAMEDA CTC ADMINISTERED FUNDS; and
7. APPLICANT understands that ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional ALAMEDA CTC ADMINISTERED FUNDS; and
8. APPLICANT understands that any cost savings in the ALAMEDA CTC-funded phase(s) will be shared proportionally between APPLICANT and ALAMEDA CTC; and APPLICANT will comply with the applicable requirements set forth in ALAMEDA CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to ALAMEDA CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

Duly passed and adopted by the Berkeley City Council at the Berkeley City Council meeting held on Tuesday, September 29, 2026 in Berkeley, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

_____
Adena Ishii, Mayor

ATTEST:

_____
Rose Thomsen, Deputy City Clerk

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING FOR THE NORTH AND WEST BERKELEY SAFE ROUTES TO SCHOOLS PROJECT

WHEREAS, the Alameda County Transportation Commission ("ALAMEDA CTC") administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee ("VRF"), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the "ALAMEDA CTC ADMINISTERED FUNDS"; and

WHEREAS, the ALAMEDA CTC adopted 2028 Comprehensive Investment Plan ("CIP") Guidelines at its Commission meeting on May 28, 2026 which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of ALAMEDA CTC ADMINISTERED FUNDS; and

WHEREAS, City of Berkeley ("APPLICANT") is the project sponsor for North and West Berkeley Safe Routes to Schools Project ("PROJECT"); and

WHEREAS, the PROJECT will implement major traffic safety improvements Martin Luther King Jr Middle, Rosa Parks Elementary, Ruth Acty Elementary, and Cragmont Elementary, including traffic calming and pedestrian crossing safety measures such as quick build curb extensions, a rectangular rapid flashing beacon, and high visibility crosswalks; and

WHEREAS, as the Project Sponsor, APPLICANT has the legal authority to apply for funding for PROJECT and plans to submit a 2028 CIP application ("APPLICATION") to ALAMEDA CTC for $914,025; and

WHEREAS, there are no legal impediments to APPLICANT applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed PROJECT or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its CITY MANAGER or designee to execute and file an application with ALAMEDA CTC for discretionary ALAMEDA CTC ADMINISTERED FUNDS for the PROJECT as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive ALAMEDA CTC ADMINISTERED FUNDS, ALAMEDA CTC requires a resolution adopted by the responsible implementing agency stating the following:

- APPLICANT will implement the PROJECT as described in the APPLICATION; and
- APPLICANT will have adequate staffing resources to deliver and complete the PROJECT within the time period identified in the APPLICATION; and
- APPLICANT understands it will enter into a Project Funding Agreement ("AGREEMENT") with ALAMEDA CTC, and will comply with the AGREEMENT 's requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
- APPLICANT is committed to deliver the PROJECT consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the PROJECT; and
- APPLICANT is committed to secure matching funds as proposed in the APPLICATION required for awarded ALAMEDA CTC ADMINISTERED FUNDS, by phase; and
- APPLICANT is committed to provide any additional funding that may be required beyond the original proposed APPLICATION match amount to deliver the phase of the PROJECT that is awarded with ALAMEDA CTC ADMINISTERED FUNDS; and
- APPLICANT understands that ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional ALAMEDA CTC ADMINISTERED FUNDS; and
- APPLICANT understands that any cost savings in the ALAMEDA CTC-funded phase(s) will be shared proportionally between APPLICANT and ALAMEDA CTC; and
- APPLICANT is committed to comply with the applicable requirements set forth in ALAMEDA CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to ALAMEDA CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that APPLICANT is authorized to file an APPLICATION to ALAMEDA CTC for funding for the PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT hereby confirms that there is no pending or threatened litigation that might in any way adversely affect APPLICANT's ability to implement and deliver the proposed PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its City Manager or designee to execute the funding AGREEMENT with ALAMEDA CTC and all subsequent amendments; and

BE IT FURTHER RESOLVED that APPLICANT shall provide ALAMEDA CTC with a fully-executed copy of this Resolution concurrently with submittal of the APPLICATION; and

BE IT FURTHER RESOLVED that the City Council of APPLICANT, by adopting this resolution, hereby confirms that:

1. APPLICANT will commit to implementing the PROJECT as described in the APPLICATION; and
2. APPLICANT will have adequate staffing resources to deliver and complete the PROJECT within the time period identified in the application; and
3. APPLICANT understands it will enter into an AGREEMENT with ALAMEDA CTC, and will comply with the AGREEMENT 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. APPLICANT commits to delivering the PROJECT consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the PROJECT; and
5. APPLICANT will commit matching funds as proposed in the APPLICATION against the awarded ALAMEDA CTC ADMINISTERED FUNDS by phase in the amounts of $40,725 (ENV/PE), $ 93,075 (Design/PSE), and $780,225 (CON) anticipated to be from local Measure FF Fund source(s); and
6. APPLICANT will provide any additional funding that may be required beyond the original proposed APPLICATION match amount to deliver the phase of the PROJECT that is awarded with ALAMEDA CTC ADMINISTERED FUNDS; and
7. APPLICANT understands that ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional ALAMEDA CTC ADMINISTERED FUNDS; and
8. APPLICANT understands that any cost savings in the ALAMEDA CTC-funded phase(s) will be shared proportionally between APPLICANT and ALAMEDA CTC; and
9. APPLICANT will comply with the applicable requirements set forth in ALAMEDA CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to ALAMEDA CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

Duly passed and adopted by the Berkeley City Council at the Berkeley City Council meeting held on Tuesday, September 29, 2026 in Berkeley, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

_____
Adena Ishii, Mayor

ATTEST:

_____
Rose Thomsen, Deputy City Clerk

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Contract No. 32600193 Amendment: Bay Construction Co. for Transfer Station Aboveground Storage Tank Specification No. 25-11733-C

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to amend Contract No. 32600193 with Bay Construction Co. for the Transfer Station Aboveground Storage Tank Project, increasing the contract amount by $110,964.00 for a revised total amount not to exceed $765,600.00, for the contract term beginning June 23, 2026, through December 30, 2026.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this project is available in the Fiscal Year 2027 budget in Zero Waste Fund 601 consistent with the funding source identified in the original Council report for this project. The $110,964.00 requested for this amendment is within the approved project budget. It is being requested to match the intended Not to Exceed (NTE) recommendation.

Council Approved Amounts per resolution 72,278-N.S.

Original Approved NTE……	$545,530.00
Original Contingency……	$109,106.00
Original (NTE)	$654,636.00
This Amendment……	$110,964.00
Amended Contract Amount (NTE)	$765,600.00

CURRENT SITUATION AND ITS EFFECTS

The original resolution NTE did not provide enough funds to honor the intended NTE allocation of $765,600.00. This is due to a clerical error in the text of the resolution; the body of the accompanying council report contained the intended NTE value of $765,600.00.

This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND
Refer to Resolution No. 72,278-N.S. Contract: Bay Construction Co. For Transfer Station Aboveground Storage Tank; 1201 Second Street

On May 19, 2026, council authorized Resolution 72,278-N.S. to fund construction, but due to a clerical error, the amount authorized is short of the intended NTE allocation.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
This project will address the City's sustainability and climate goals by reducing the risk of tank leaks into the surrounding soil/groundwater. There are no anticipated negative environmental effects of this action.

RATIONALE FOR RECOMMENDATION
Contracted services are required for this project as the City does not have the in-house expertise to complete this specialized work. The City maintains an on-site diesel fueling source to ensure reliable fuel access for public works vehicles. During emergencies or supply disruptions, a municipal fuel depot helps guarantee that critical operations can continue. A centralized fueling facility improves operational efficiency by allowing municipal vehicles to refuel quickly at a dedicated location, and gives the City more control over fuel inventory, usage tracking, and compliance for storage and environmental regulations.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Wahid Amiri, Deputy Director, Department of Public Works (510) 981-6396
Priya Chopra, Associate Civil Engineer, Department of Public Works (510) 981-6338

Attachments:
1: Resolution
2: Resolution No. 71,949-N.S. Contract: Bayview Industrial Services, Inc. For removal of Transfer Station Underground Storage Tanks, 1201 Second Street
3: Resolution No. 72,278-N.S. Contract: Bay Construction Co. For Transfer Station Aboveground Storage Tank; 1201 Second Street
4: Contract: Bay Construction Co. for Transfer Station Aboveground Storage Tank

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32600193 AMENDMENT: BAY CONSTRUCTION CO. FOR TRANSFER STATION ABOVEGROUND STORAGE TANK; 1201 SECOND STREET

WHEREAS, to meet the California Water Resources Control Board requirements, the City removed two single-walled 10,000-gallon underground diesel storage tanks (USTs), associated piping, and fueling equipment at the Transfer Station prior to December 2025 per Resolution No. 71,949-N.S.; and

WHEREAS, City is installing one 10,000-gallon aboveground storage tank at the Transfer Station per Plans and Specifications; and

WHEREAS, funding in the amount of $110,964.00 is available in the FY 2027 budget in Zero Waste Fund 601; and

WHEREAS Council authorized Resolution No. 72,248-N.S. to construct this project; and

WHEREAS The Not to Exceed (NTE) amount authorized in Resolution 72,248-N.S. is insufficient to cover a sufficient project contingency and;

WHEREAS, an increase of $110,964.00 to the NTE contract amount is required to match the intended NTE allocation.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute an amendment to the contract with Bay Construction Co. for the Transfer Station Aboveground Storage Tank Project, increasing the contract amount by $110,964.00 for a revised total amount not to exceed $765,600.00, for the contract term beginning June 23, 2026, through December 30, 2026.

RESOLUTION NO. 71,949-N.S.

CONTRACT: BAYVIEW INDUSTRIAL SERVICES, INC. FOR REMOVAL OF TRANSFER STATION UNDERGROUND STORAGE TANKS; 1201 SECOND STREET

WHEREAS, to meet the California Water Quality Control Board requirements, the City requires the removal two 10,000-gallon undergrounds storage tanks (USTs), associated piping, and fueling equipment per Plans and Specifications; and

WHEREAS, the California Water Quality Control Board requires that all single-walled USTs and associated single-walled piping must be permanently closed and removed from service by December 31, 2025, or be subject to enforcement actions including civil penalties; and

WHEREAS, the City has neither the labor nor the equipment necessary to undertake this project; and

WHEREAS, informal bids (Plans and Specifications) were duly requested, and Bayview Industrial Services, Inc. was determined to be the lowest responsive and responsible bidder; and

WHEREAS, funds are available in the FY 2026 budget in the Zero Waste Fund.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Plans and Specifications for Removal of Transfer Station Underground Storage Tanks Project are approved.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley accepts the bid of Bayview Industrial Services, Inc. as the lowest responsive and responsible bidder.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager, or designee, to execute a contract and any amendments, extensions or change orders, until completion of the project in accordance with the approved plans and specifications with (Bayview Industrial Services, Inc.) for the Removal of Transfer Station Underground Storage Tanks Project in an amount not to exceed $292,200, which includes a contingency in the amount of $48,360. A record signature copy of the agreement and any amendments will be on file in the Office of the City Clerk.

The foregoing Resolution was adopted by the Berkeley City Council on September 9, 2025 by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

Adena Ishii, Mayor

Attest:

Mark Numainville, City Clerk

RESOLUTION NO. 72,278-N.S.

CONTRACT: BAY CONSTRUCTION CO. FOR TRANSFER STATION ABOVEGROUND STORAGE TANK; 1201 SECOND STREET

WHEREAS, to meet the California Water Resources Control Board requirements, the City removed two single-walled 10,000-gallon underground diesel storage tanks (USTs), associated piping, and fueling equipment at the Transfer Station prior to December 2025 per Resolution No. 71,949-N.S; and

WHEREAS, the City will be installing one 10,000 gallon aboveground storage tank at the Transfer Station per Plans and Specifications; and

WHEREAS, an invitation for bids (Plans and Specifications No. 25-11733-C) were duly advertised, and Bay Construction Co. was determined to be the lowest responsive and responsible bidder; and

WHEREAS, funds are available in the FY 2026 budget in the Zero Waste Fund; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Plans and Specifications for Transfer Station Aboveground Storage Tank Project are approved.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley accepts the bid of Bay Construction Co. as the lowest responsive and responsible bidder.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager, or designee, to execute a contract and any amendments, extensions or change orders, until completion of the project in accordance with the approved plans and specifications with Bay Construction Co. for the Transfer Station Aboveground Storage Tank in an amount not to exceed $654,636.00, which includes a contingency in the amount of $109,106.00. A record signature copy of the agreement and any amendments will be on file in the Office of the City Clerk.

The foregoing Resolution was adopted by the Berkeley City Council on May 19, 2026 by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

Adena Ishii, Mayor

Attest:

Mark Numainville, City Clerk

Office of the City Manager

CONSENT CALENDAR
May 19, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works Department

Subject: Contract: Bay Construction Co. for Transfer Station Aboveground Storage Tank

RECOMMENDATION

Adopt a Resolution:

1. Approving plans and specifications for Transfer Station Aboveground Storage Tank (Project), Specification No. 25-11733-C; and

2. Accepting the bid of Bay Construction Co. as the lowest, responsive and responsible bidder; and

3. Authorizing the City Manager to execute a contract and any amendments, extensions, or change orders until the Project is completed in accordance with the approved plans and specifications for an amount not to exceed $654,636.00, which includes a contingency of $109,106.00.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this project is available in the Fiscal Year 2026 budget in Zero Waste Fund.

Low bid by Bay Construction Co....	$638,000.00
20% Contingency	$127,600.00
Total Construction Cost NTE	**$765,600.00**

Fiscal Year 2026 Funding:

Zero Waste Fund ……	$765,600.00

CURRENT SITUATION AND ITS EFFECTS

The Project was advertised for bids on March 17, 2026, and bids were opened on April 7, 2026. The City received three bids ranging from $545,530.00 to $758,665.84. The lowest bidder was determined to be non-responsive. The lowest, responsive and responsible bidder was determined to be Bay Construction Co. Staff recommends that a construction contract for the Project be awarded to Bay Construction Co.

Since its construction, the Transfer Station has maintained an onsite diesel fueling source for City vehicles. As a result of California state mandate, SB 445, the existing underground diesel storage tanks were removed in November 2025. Currently the Transfer Station does not have an onsite diesel fueling source and is utilizing mobile fueling. This project will reestablish the Transfer Station's onsite fueling source by installing a new aboveground diesel storage tank.

The Project advances the Strategic Plan goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3204.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

The Transfer Station was constructed and began operation in 1983. It replaced the previous City landfill and has since served as the City's primary location for solid waste transfer and recycling operations. Effective September 25, 2014, SB 445 (Stats. 204, Ch. 547) required permanent closure of single-walled underground storage tanks (USTs) by December 31, 2025. The State Water Resources Control Board administers the CA Health & Safety Code and Code of Regulations sections concerning USTs, and penalties for non-compliance include fines of up to $5,000 per day per UST.

On September 9, 2025, Council approved plans and specifications and authorized the City Manager to enter into a construction contract with Bayview Industrial Services, Inc for removal of two USTs per Resolution No. 71,949 N.S. Two 10,000 gallon, single-walled underground diesel storage tanks on site were removed prior to the December 31, 2025, deadline.

Public Works engaged the services of an architectural consultant, structural engineer, and environmental consultant in 2024, to create the bid documents to replace those underground tanks with one aboveground tank.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

This project will address the City's sustainability and climate goals by reducing the risk of tank leaks into the surrounding soil/groundwater. There are no anticipated negative environmental effects of this action.

RATIONALE FOR RECOMMENDATION

Contracted services are required for this project as the City does not have the in-house expertise to complete this specialized work. The City maintains an on-site diesel fueling source to ensure reliable fuel access for public works vehicles. During emergencies or supply disruptions, a municipal fuel depot helps guarantee that critical operations can

continue. A centralized fueling facility improves operational efficiency by allowing municipal vehicles to refuel quickly at a dedicated location, and gives the City more control over fuel inventory, usage tracking, and compliance for storage and environmental regulations.

ALTERNATIVE ACTIONS CONSIDERED

None. The City may choose not to proceed with installing the Aboveground Storage Tank at the Transfer Station. However, this would leave the Transfer Station without a consistent and reliable fueling source for essential operations and function. The Transfer Station would continue to rely on mobile funding, which adds a recurring expenditure to the Zero Waste Budget, and adds additional staff time procuring vendors and managing mobile fueling locations.

CONTACT PERSON

Priya Chopra, Associate Civil Engineer, Department of Public Works (510) 981-6338
Wahid Amiri, Interim Director, Public Works (510) 981-6396

Attachments:
1: Resolution
2: Bid Abstract

RESOLUTION NO. ##,###-N.S.

CONTRACT: BAY CONSTRUCTION CO. FOR TRANSFER STATION ABOVEGROUND STORAGE TANK; 1201 SECOND STREET

WHEREAS, to meet the California Water Resources Control Board requirements, the City removed two single-walled 10,000-gallon underground diesel storage tanks (USTs), associated piping, and fueling equipment at the Transfer Station prior to December 2025 per Resolution No. 71,949-N.S ; and

WHEREAS, the City will be installing one 10,000 gallon aboveground storage tank at the Transfer Station per Plans and Specifications; and

WHEREAS, the City has neither the labor nor the equipment necessary to undertake this project; and

WHEREAS, an invitation for bids (Plans and Specifications No. 25-11733-C) were duly advertised, and Bay Construction Co. was determined to be the lowest responsive and responsible bidder; and

WHEREAS, funds are available in the FY 2026 budget in the Zero Waste Fund; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Plans and Specifications for Transfer Station Aboveground Storage Tank Project are approved.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley accepts the bid of Bay Construction Co. as the lowest responsive and responsible bidder.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager, or designee, to execute a contract and any amendments, extensions or change orders, until completion of the project in accordance with the approved plans and specifications with Bay Construction Co. for the Transfer Station Aboveground Storage Tank in an amount not to exceed $765,000 which includes a contingency in the amount of $127,600.00. A record signature copy of the agreement and any amendments will be on file in the Office of the City Clerk.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Contract: IDAX Traffic Data, LLC for On-call Traffic Survey Consulting Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with IDAX Traffic Data, LLC, for on-call traffic survey consulting services for an initial three-year period in the amount not to exceed $240,000, with an option of up to two, one-year extensions.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this on-call contract will be identified and expended only for actual data collection services required. Therefore, funding will be subject to appropriation in the specific fiscal year (covered in the contract term) in which the services are needed. Initial funding is available in the FY 2027 budget from the Capital Improvement Fund (Fund 501) for the on-call traffic survey consulting service. Additional funding sources may be requested for appropriation as projects arise. The total not-to-exceed contract amount is $240,000.

CURRENT SITUATION AND ITS EFFECTS

The Public Works Department issued a Request for Proposals (RFP), Specification No. 1 26-11789-C, on May 5, 2026. The City posted online for six weeks, answered submitted questions, and sent e-mail invitations to several traffic survey consulting firms. Five proposals were received (IDAX Traffic Data Inc., Metro Traffic Data, Inc., National Data & Surveying Services, Inc. (NDS), Quality Counts, LLC (QC), and Traffic Data Service LLC) on June 16, 2026, meeting all requirements and specifications. After evaluating all proposals, the highest score was awarded to IDAX Traffic Data, LLC. The selection criteria established in the RFP were:

- Project Approach
- Expertise & References
- Costs
- Related Experience of Personnel
- Resource Capability

Currently, the City does not maintain in-house traffic data-collection capabilities and the City relies on on-call consulting vendors to perform this work. The most recent on-call contract, with National Data and Surveying Services (NDS) Inc., expired on May 14, 2026. On-call traffic survey consulting services are critical to maintaining continuity of transportation engineering operations and ensuring the City can respond to traffic safety concerns, community requests, and Capital Improvement Project-related transportation data collection needs.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

On-call Traffic Survey Consulting Services advances the Strategic Plan goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

BACKGROUND

The City has consistently hired outside firms to conduct transportation surveys due to insufficient staff resources and a lack of necessary data-collection equipment. Requests for traffic surveys occur intermittently throughout the year and vary seasonally depending on project phases, community inquiries, and operational needs. While the timing and volume of requests are sporadic, the demand for these services is ongoing and largely driven by public requests and project needs.

This contract enables the Public Works department to be a community-focused organization that provides excellent, timely transportation safety improvements. This data is routinely used to support traffic calming evaluations, intersection control assessments, and other transportation engineering analyses. Without an active on-call consultant contract, the City's ability to respond to community concerns, complete traffic analyses, and advance Capital Improvement Project-related transportation projects would be significantly impacted.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Selection of this consultant is consistent with the City's efforts to improve the efficiency of the movement of people and goods throughout the City's roadway network. Data collected through the on-call contract informs decisions that make the City a more pedestrian, bicycle, and transit friendly community, thus working to reduce greenhouse gases and pollutants that impact air quality.

RATIONALE FOR RECOMMENDATION

The factors considered during the selection process included project approach, expertise, references, costs, personnel experience, resource capability, and conformance with the RFP requirements.

The selection committee conducted an independent review and assessment of the five submitted proposals and used the agreed upon scoring criteria to evaluate the proposals. The submitted score sheets were independently assessed, and those scores determined that IDAX Traffic Data, LLC was the highest-ranked respondent.

ALTERNATIVE ACTIONS CONSIDERED

There are insufficient in-house staff resources for the City to conduct the required data collection. The City also lacks the equipment necessary to perform traffic speed surveys, volume counts, and other traffic engineering data collection.

CONTACT PERSON

Mark Helmbrecht, Transportation Manager, Public Works, 510-981-6403
Areli Balderrama, Associate Planner, Public Works, 510-981-5214

Attachments:
1: Resolution
2. Signed Bid Abstract

RESOLUTION NO. ##,### - N.S.

CONTRACT: IDAX TRAFFIC DATA, LLC FOR ON-CALL TRAFFIC SURVEY CONSULTING SERVICES

WHEREAS, outside traffic data collection services are needed for speed surveys, and volume counts are essential to traffic engineering for evaluating streets and intersections for designing traffic control devices and traffic calming measures; and

WHEREAS, a Request for Proposals (Specification No. 26-11789-C) was issued, and IDAX Traffic Data, LLC was selected from five respondents as the most qualified; and

WHEREAS, initial funding is available in the FY 2027 budget in the Capital Improvement Fund 501 and additional funding will be subject to appropriation in the specific fiscal year (covered in the contract term) in which the data collection services services are needed; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1; and

WHEREAS, the City lacks both human resources and the equipment necessary to carry out all the traffic studies the vendor can provide; and

WHEREAS, the Public Works Department Transportation Division must conduct studies that require these services in order to proceed with crucial transportation tasks.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute a contract with any amendments with IDAX Traffic Data, LLC for On-call Traffic Survey Consulting Services in an amount not to exceed $240,000 for a three-year term of with an option to make two one-year extensions.

Finance Department

General Services Division

City of Berkeley

FOR: On-Call Transportaition and Parking Survey

SPEC# 26-11789-C

Bid Date: 06/16/2026

	Bidders		Local Vendor	WC	NF	OS	SC	LW	EBO
1	IDAX Traffic Data			X	X	X	X	X	X
2	Metro Traffic Data Inc.			X	X	X	X	X	X
3	NDS			X	X	X	X	X	X
4	Quality Counts LLC			X	X	X	X	X	X
5	Traffic Data Service LLC			X	X	X	X	X	X
6									
7									
8									
9									
10									

Bid Recorder: Roop Soorma DATE 06/16/202

Bid Opener: Sherri Degnan Sherri Degnan (Jun 16, 2026 14:58:44 PDT) DATE 06/16/2026

Project Manager: Areli Balderrama Areli Balderrama (Jun 16, 2026 14:37:29 PDT) DATE 06/16/2026

2180 Milvia Street, Berkeley, CA 94704 Tel: 510.981.7320 TDD: 510.981.6903 Fax: 510.981.7390
E-mail: finance@ci.berkeley.ca.us

26-11789-C ABSTRACT

Final Audit Report 2026-06-16

Created:	2026-06-16
By:	Roopreet Soorma (RSoorma@berkeleyca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvoaUcBOhFIHokIr3IjqPonaFuoSi9Ym5

"26-11789-C ABSTRACT" History

Document created by Roopreet Soorma (RSoorma@berkeleyca.gov)
2026-06-16 - 9:33:03 PM GMT

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Document emailed to Sherri Degnan (SDegnan@berkeleyca.gov) for signature
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2026-06-16 - 9:58:14 PM GMT

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Agreement completed.
2026-06-16 - 9:58:44 PM GMT

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Contract: One Workplace Construction LLC dba Vantis for 1947 Center St. Window Replacement Project

RECOMMENDATION

Adopt a Resolution:

1. Approving plans and specification for 1947 Center St. Window Replacement Project (Specification No. 26-11762-C); and

2. Accepting the bid of One Workplace Construction LLC dba Vantis as the lowest responsive and responsible bidder; and

3. Authorizing the City Manager to execute a contract and any amendments, extensions, or change orders until the Project is completed in accordance with the approved plans and specifications for an amount Not To Exceed (NTE) $1,764,620.00, including a contingency of $294,100.00, for the term of November 1, 2026, to September 31, 2031.

SUMMARY

The 1947 Center Street Window Project is a Capital Improvement Project (CIP) for which the City received five bids, with One Workplace Construction LLC dba Vantis (Vantis) submitting the lowest base bid of $1,162,000. Shortly thereafter, Mark Lee and Yong Kay Inc. dba Bay Construction Co. (Bay) submitted a bid protest challenging Vantis' responsiveness and responsibility. City staff, with the support of the City Attorney's Office, reviewed the protest, Vantis' response, and the bid documents, and City staff determined that none of the claims provided sufficient grounds to reject Vantis' bid.

Following this review, Vantis was determined to be the lowest responsive and responsible bidder. Staff therefore recommend awarding the construction contract to Vantis for a total construction cost not to exceed (NTE) $1,764,600, including the selected bid alternates and a 20% contingency.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this project is available in the Fiscal Year 2027 budget in the Capital Improvement Fund 501 and Measure T1 Fund 511.

Low bid by One Workplace dba Vantis (base Bid)……	$1,162,000.00
Additive Alternate #1: 5th Floor South Elevation……..	$208,700.00
Additive Alternate #5: 5th Floor Restroom……....	$99,800.00
20% Contingency	$294,100.00
Total Construction Cost NTE	**$1,764,600.00**

CURRENT SITUATION AND ITS EFFECTS

The 1947 Center St. Window replacement project is a Strategic Plan Priority Project, advancing our goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities. The existing windows have significantly exceeded their useful service life, presenting ongoing safety and reliability concerns, and they are a significant contributor to the building's poor energy performance.

The proposed project will replace existing steel windows with thermally broken aluminum windows, which have an insulating barrier between the inside and outside parts of the frame to stop heat from conducting through the metal. This will improve thermal efficiencies and comply with the latest building efficiency standards and support the City's climate action goals. Replacement of these windows will help ensure a safe, comfortable and secure environment within the building for City staff and members of the public who visit 1947 Center Street to conduct official City business.

The project has enough funding to replace all windows on the 6th floor and some of windows on the 5th floor. Mandatory accessibility improvements are included in the scope. As part of this work, the City will upgrade the restrooms on the 5th and 6th floors and replace the drinking fountains on all other floors, except for the 3rd floor, which was recently brought up to code.

The 1947 Center St. Window Replacement Project was advertised for bids on April 27, 2026, and opened on June 11, 2026. The City received a total of five bids, with base bids ranging from $1,162,000 to $1,724,255.

Bid Protest and Response

On June 18, 2026, the City received a bid protest from the second lowest bidder, Bay, protesting the bid from the apparent low bidder Vantis. The City has determined that the protest does not establish a sufficient basis to reject Vantis' bid as nonresponsive or determine that Vantis is not responsible.

The bid protest alleged that Vantis should be found non-responsive based on the following grounds:

1) Multiple unauthorized signatories on core bid documents, rendering the bid form, non-collusion affidavit, and bid bond legally invalid and non-binding;
2) Vantis' glazing subcontractor, B Side Inc., with an officer with a 2018 federal fraud conviction;
3) B Side Inc. has obscured the convicted officer's role by listing his wife as President, while he is identified as the primary contact on key documents;
4) Vantis' proposed Winco 3250 window system fails to meet the engineering performance requirements of the project specifications, which call for the Graham SR6700 Series;
5) Champion, listed by Vantis as its scaffolding subcontractor, does not possess swing stage equipment necessary to perform the glazing work at the 5th- and 6th-floor elevations; and
6) The City's affirmative determination that Vantis is a "responsible contractor" is legally and factually flawed given Vantis' corporate interconnection with One Workplace LLC.

Copies of the bid protests were provided to Vantis to provide them with an opportunity to respond to the protest issues. Public Works and City Attorney's office staff carefully reviewed the bids, protests, and responses. Subsequently, City staff concluded that:

1. The City reviewed Bay Construction's contention that the individuals who signed Vantis' bid documents lacked authority to bind Vantis because they were not identified as officers, managers, or responsible managing employees in records maintained by the California Secretary of State or Contractors State License Board. Robert Williamson, Vantis' President, was authorized to execute bids and contracts on behalf of Vantis, and Mike Spencer was authorized to execute bonding and insurance documents on behalf of Vantis. The fact that an individual is not identified in Secretary of State or CSLB records does not, by itself, establish that the individual lacks authority to execute documents on behalf of the company. Based on its review, the City determined that the bid documents were executed by individuals authorized to act on behalf of Vantis and that the bid is not non-responsive or non-responsible on this basis.

2. The City reviewed the protest's claim that Vantis should have disclosed pending litigation involving affiliated One Workplace entities and that such litigation undermines the City's determination that Vantis is a responsible bidder. The City reviewed the litigation identified in the protest against the disclosure requirement in Section 2.02 of Document 00 4513. Section 2.02 requires from Bidders a "[d]escription of litigation history for the past three years, including names of involved parties, nature of dispute, and disposition." The disclosure requirement

applies to the Bidder. The bidder for this Project is One Workplace Construction LLC dba Vantis. The litigation identified by Bay Construction does not establish that Vantis failed to disclose litigation required by Section 2.02. Section 2.02 does not require disclosure of litigation involving a bidder's parent companies, subsidiaries, affiliates, or other related entities. It requires the bidder to provide its "litigation history for the past three years." Accordingly, the City finds that Bay Construction has not identified litigation that Vantis was required, but failed, to disclose under Section 2.02.

3. The City considered Bay Construction's arguments regarding the prior federal conviction of an individual associated with B Side Inc., Vantis' glazing subcontractor. Neither B Side Inc. nor the individual is presently debarred from public contracting. The City found no evidence demonstrating that B Side Inc. presently lacks the integrity, qualifications, or ability to perform the subcontracted work. Accordingly, the prior conviction does not provide a basis for finding Vantis non-responsive or non-responsible.

4. The City reviewed Bay Construction's claim that Vantis specified Winco 3250 Windows instead of the specified Graham SR6700 windows. Based on information provided and City's review, the proper window was specified, and this does not establish that Vantis' bid is non-responsive or non-responsible.

5. The City reviewed Bay Construction's claim that the scaffolding company does not possess swing stage equipment. Scaffolding is considered the contractor's means and methods; therefore, the use of a swing stage is not required. Based on the City's review, this does not establish that Vantis' bid is non-responsive or non-responsible.

6. The City reviewed Bay Construction's allegation that B Side Inc. obscured the role of the individual with the prior federal conviction by identifying his spouse as President while he continued to serve as a primary contact for the company. The City did not identify any false statement or material omission in the subcontractor qualification information submitted with Vantis' bid, nor did the City identify a requirement in the bid documents prohibiting the individual from serving as a contactor or otherwise participating in B Side Inc.'s operations. Accordingly, the City determined that the record does not establish a material misrepresentation or other basis for finding Vantis non-responsive or non-responsible.

Following a review of the protest, the lowest responsive and responsible bidder was determined to be Vantis. References for Vantis were provided and were satisfactory. Staff recommend that a construction contract for the Project be awarded to Vantis.

BACKGROUND

1947 Center St. is located within the Berkeley's Civic Center in the downtown area. Historically known as the State Farm Insurance Company building, the property was acquired by the City in 2001.

The building was listed as a contributing resource in the Berkeley Civic Center District on the National Register of Historic Places on December 3, 1998. It was designated as a Landmark Structure by the Landmarks Preservation Commission on December 7, 1998.

Today, the building houses City offices that provide essential public services.

The existing windows have reached the end of their useful service life and require replacement to address safety concerns, improve energy efficiency, and enhance the overall performance of the building while preserving its historic character.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The project supports the City's climate action plan and complies with the latest energy efficiency standards, improving energy efficiency and reducing energy use overall.

RATIONALE FOR RECOMMENDATION

Contracted services are required for this project as the City does not have the in-house expertise to complete the specialized work.

ALTERNATIVE ACTIONS CONSIDERED

No alternative actions are recommended. The City determined it was necessary to move forward with the project. Deferring the work will lead to continued deterioration of the building and potential increased costs for additional repairs and maintenance.

CONTACT PERSON

Wahid Amiri, Deputy Director, Department of Public Works (510) 981-6396
Pejman Mehrfar, Manager of Engineering (510) 981-6439
Uriel Gonzalez, Assistant Public Works Engineer (510) 981-6627

Attachments:
1: Resolution
2: Bid Abstract

RESOLUTION NO. ##,###-N.S.

CONTRACT: ONE WORKPLACE CONSTRUCTION LLC DBA VANTIS FOR THE 1947 CENTER ST. WINDOW REPLACEMENT PROJECT

WHEREAS, the Civic Center Annex at 1947 Center st windows have reached the end of their useful service life; and

WHEREAS, the City has neither the labor nor the equipment necessary to undertake this project; and

WHEREAS, an invitation for bids (plans and specifications No. 26-11762-C) was duly advertised, on April 27, 2026, bids were opened on June 11, 2026, and the City received 5 bids; and

WHEREAS, upon receipt of a bid protest, review of the submitted bids, and careful consideration, the basis of the protest was found to not be material and would not significantly impact the bid; and

WHEREAS, One Workplace Construction LLC dba Vantis was determined to be the lowest responsive and responsible bidder; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1; and

WHEREAS, funds are programmed into the FY 2027 budget in the Capital Improvement Fund (CIP) and Measure T1 Phase 2.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Plans and Specifications No. 26-11765-C for the 1947 Center St. Window Replacement Project are approved, and that One Workplace Construction LLC dba Vantis is determined to be the lowest responsive and responsible bidder; and

BE IT FURTHER RESOLVED that the council of the City of Berkeley authorizes the City Manager to execute a contract and any amendments, extensions, and change orders, until completion of the projects in accordance with the approved plans and specifications with One Workplace Construction LLC dba Vantis for the 1947 Center St. Window Replacement Project, in an amount not to exceed $1,764,600.00, which includes a 20% contingency for unforeseen conditions. A record signature copy of the agreement and any amendments will be filed in the Office of the City’s Clerks.

Docusign Envelope ID: 7C0444D6-314E-8B17-8120-E6AF2FABEEBD

Finance Department

General Services Division

City of Berkeley
Abstract of Bid Worksheet

For: 1947 Center St., Window Replacement Project

SPEC#: 26-11762-C **Bid Date: 6/11/2026**

	Bidders	Base Bid	Addenda (#)	Bid Bond	Reg / Exp	Subcontractors	Non-Collusion	CERTS	Qualifications (Envelope B)
				required w/ bid					
1	MFS Construction	*$1,713,799.53 ~~$1,724,225.27~~	x	x	x	x	x		x
2	One Workplace	*$1,162,100.00 ~~$1,162,000.00~~	x	x	x	x	x	x	x
3	Stronger Building Services	$1,537,645.00	x	x	x	x	x	x	x
4	Bay Construction Company	*$1,326,500.00 ~~$1,320,000.00~~	x	x	x	x	x	x	x
5	Mar Con Builders	$1,657,000.00	x	x	x	x	x	x	x
6									
7									
8									
9									
	*Error in tabulation found. Corrections in red.								

Bid Recorder: Borna Zandipour Signed by: Borna Zandipour DocuSigned by: 3617AF905D0A4AF7... Date 7/7/2026

Bid Opener: Roopreet Soorma Soorma, Roopreet Signed by: A846C508ADCC43D... Date 7/7/2026

Project Manager: Uriel Gonzalez 3343EE46A377496... Date 7/7/2026

2180 Milvia Street, Berkeley, CA 94704 Tel: 510.981.7320 TDD: 510.981.6903 Fax: 510.981.7390
E-mail: finance@ci.berkeley.ca.us

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Contract: Shaw Integrated and Turf Solutions Inc., for Civic Center Building, Fourth Floor/IT Department Carpet Replacemet Project

RECOMMENDATION

Adopt a Resolution:

1. Accepting the California Multiple Award Schedule (CMAS) bid procedures;
2. Approving the CMAS Contract with Shaw Integrated and Turf Solutions, Inc. for Carpet Replacements at the Civic Center Building; and,
3. Authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project in accordance with the terms and conditions of the agreements with Shaw Integrated and Turf Solutions, Inc. in an amount not to exceed $90,542, which includes a contingency of $11,810.

FISCAL IMPACTS OF RECOMMENDATION

Funding for this carpet replacement project is available in the Fiscal Year 2027 Facilities Capital Improvement Program (CIP) budget from the Capital Improvement Fund (501).

Cost:
Carpet Replacement …….. $ 78,732
15% Contingency ……. $ 11,810
Total Cost $ 90,542

Fiscal Year 2027 Funding:

- CIP Fund…….. $90,542

CURRENT SITUATION AND ITS EFFECTS

Existing floor carpets at the Civic Center Building, located at 2180 Milvia Street, need replacement on the fourth floor (IT Department). The carpets have surpassed their typical life expectancy of twenty years and their age is showing with duct tape patches over rips and decades old stains.

Shaw Integrated and Turf Solutions, Inc. was selected through the California Multiple Award Schedule (CMAS) bid procedure. This allows the City to procure a contractor that was previously selected through the State of California bidding process. All pricing, products and/or services offered to the State of California through this system are made available to the City. Making use of this process results in cost savings and expedites contractor selection.

The services provided will support the Strategic Plan goals of creating a resilient, safe, connected and prepared city as well as providing state-of-the-art, well-maintained facilities.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3204.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

Many of the carpets in the Civic Center Building are over twenty years old and need replacement. There are numerous locations throughout the building where carpet failures are visible, including crushed carpeting padding, seam failures, heavy staining, and other deficiencies that are typical of a carpet that has exceeded its useful life. The work to replace carpets like these typically takes one week, and staff have the work tentatively scheduled for Q4 2026. This and the exact timing depend on City Council action, contract execution, the availability of materials and the contractor's availability.

The City developed technical specifications for carpet tiles in 2015, which have been since used in multiple projects, including the Public Safety Building (2017) and Civic Center (2180 Milvia) in (2020, 2022 and 2025). The carpet tiles have proven durable, low-maintenance and cost effective.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The proposed product meets criteria established in the specifications, which is in accordance with the sustainable resolutions and ordinances administered by the Planning and Development Department's Office of Energy and Sustainable Development, the City of Berkeley Revised General Plan, the City's Climate Action Plan, and CalGreen. For example, the project will replace the existing carpet with PVC free carpet tiles that are 100% recyclable.

RATIONALE FOR RECOMMENDATION

Contracted services are required for this project as the City does not have the in-house expertise to complete this specialized work. Shaw Integrated and Turf Solutions, Inc. provided a cost-effective price, complying with the City's carpet specifications.

ALTERNATIVE ACTIONS CONSIDERED
None. If a new RFP were to be managed by staff to acquire a vendor, rather than using CMAS, the process would be longer and potentially be impacted by increased costs for materials and labor. CMAS is the most time and cost-effective action.

CONTACT PERSON
Wahid Amiri, Deputy Director of Public Works, (510) 981-6396
Pejman Mehrfar, Manager of Engineering, Dept. of Public Works (510) 981-6439
Selam Mehari, Junior Public Work Engineer, Dept. of Public Works (510) 981-6633

Attachments:
1: Resolution

2: Quote from Shaw Integrated and Turf Solutions Inc.

3: California Multiple Award Schedule (CMAS)

RESOLUTION NO. ##,### -N.S.

CONTRACT: SHAW INTEGRATED AND TURF SOLUTIONS, INC. FOR THE CIVIC CENTER BUILDING, 4TH FLOOR AT IT DEPARTMENT CARPET REPLACEMENT PROJECT

WHEREAS, the existing broadloom carpeting in the Civic Center Building, specifically on the 4th floor at the IT Department is in need of replacement; and

WHEREAS, the City has neither the labor nor the equipment necessary to undertake this renovation project; and

WHEREAS, the California Multiple Award Schedule (CMAS) is available to state and local governments, which, by utilizing the city is able to adhere to BMC section 7.18.010, meeting the competitive bidding requirement; and

WHEREAS, the California Department of General Service Procurement Division determined Shaw Integrated and Turf Solutions, Inc.'s bid pricing to be fair and reasonable and awarded CMAS Contract No. 4-24-09-1049; and

WHEREAS, funds are available in the FY 2027 Budget in the Capital Improvement Fund (501).

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a contract and any amendments, extensions, or change orders until completion of the project in accordance with the terms and conditions of the agreement with Shaw Integrated and Turf Solutions, Inc. for the carpet replacement project at the Civic Center Building, in an amount not to exceed $90,542; which includes an authorized contingency of $11,810. A record signature copy of the agreement and any amendments to be on file in the office of the City Clerk.

Mail Drop 999 P.O. Box 748552
Atlanta, GA 30384-8552

Shaw INTEGRATED SOLUTIONS
Shaw Industries, Inc.

Phone: ( ) -
Fax: ( ) -

Proposal Submitted To	Attention	Phone	Fax	Date
City of Berkeley, CA	Selam Mehari	(510) 981-6633	( ) -	07/17/26

Proposal Name	Job Name	Job #
Civic Center Building - IT	Civic Center Building - IT	204963

Street	Job Street	Proposal ID
2180 Milvia St	2180 Milvia St	232792

City, State and Zip	Architect	Date of Plans	Add #	Job City, State and Zip	Customer Job #	Customer PO
Berkeley, CA 94704--112	CMAS			Berkeley, CA 94704--112	None	None

We hereby submit specifications and estimates for:

Item Description	Color	Qty	UOM	Unit Price	Extended Price
Memory Tile Ecoworx Tile 24" x 24"	48323/Comfort	485.33	SY	$28.23	$13,700.87
5000 Carpet Tile Adhesive 4 Gallon		4.00	4 Gal	$107.06	$428.24
Carpet Demolition (standard)		482.00	SY	$6.48	$3,123.36
Carpet Disposal		482.00	Each	$2.89	$1,392.98
Carpet Tile Installation		482.00	SY	$12.76	$6,150.32
Furniture Lift		482.00	SY	$35.64	$17,178.48
Skimcoat - Labor & Material		4,194.00	Each	$3.13	$13,127.22
Overtime Rates (Night/Saturday Work)		1.00	Each	$20,473.86	$20,473.86
Reimbursement of taxes imposed on the contractor. The contract price does not include any contingency for such tax.		1.00	Each	$1,489.72	$1,489.72
Estimated Freight - Pricing Good for 30 Days		1.00	Each	$944.02	$944.02
California Carpet Assessment as required by AB 2398					$723.14
				Base Bid Total:	**$78,732.21**

Proposal Inclusions and Exclusions:

1. CMAS Contract#4-24-09-1049
   Contract Period 09/24/2024 through 08/09/2027
2. Local Contact: Meg Lievers Installer: Corban Floorcoverings, Inc.
3. Material title and risk of loss passes to the purchaser at the time of material delivery to owner provided address
4. Price includes work as specifically stated in the above description for the quantities stated. Any circumstances that require additional labor will be handled through the change order process.
5. Extensive floor prep is not included in the price but may be necessary due to unforeseen conditions of the sub-floor. This work may include, but is not limited to, leveling or grinding, encapsulation or sealing, or extensive scraping of the sub-floor. Should extensive floor prep be required, you will receive a change order for the necessary work.
6. Exclusions: attic stock, major floor prep, furniture moving unless specified in proposal, disconnecting and moving of computers and electronic equipment, vacuuming and protection of finished products, and any plumbing work (removal of commodes, etc)..
7. Shaw is not licensed as an asbestos abatement Contractor. If asbestos is discovered at the jobsite, work shall cease immediately. Flooring Contractor/Subcontractor will not resume work until the asbestos has been sealed or abated through a certified asbestos abatement contractor.
8. Price is based on a consecutive installation period without delays and is based on the customer allowing installation crews access to work a minimum of 8 consecutive hours a day until completion. Delays other than "acts of God" will result in charges for down-time.
9. SITS License Numbers: AL 57717, AK 198637, AZ ROC340172, AR 425700423, CA 1104309, CT MCO.0904495, DE 2022707978, GA GCCO007817, ID 02790, IA C143575, LA 73789, MN IR793001, MS 24811-SC, MT 265535, NE 25084-22, NM 409483/28744860162022, NV 90225, NC 87924, ND 46612, OR 240563, RI GC-33871, SC 124179, TN 77794, UT 12846822-5501, VA 2705183154, WA SHAWITT789M2, WV WV061877
10. Shaw does not provide warranty for third party products provided by the subcontractor/installation provider.
11. Please email your Purchase Order to Stephanie Langford at stephanie.langford@shawinc.com to initiate the order process. A purchase order is required before materials can be shipped.

Mail Drop 999 P.O. Box 748552
Atlanta, GA 30384-8552
Proposal ID: 232792

Shaw INTEGRATED SOLUTIONS
Shaw Industries, Inc.

Phone: ( ) -
Fax: ( ) -

Proposal Inclusions and Exclusions:

12. ******Our remit-to address has changed.******
    SHAW INTEGRATED & TURF SOLUTIONS
    PO Box 748552
    Atlanta, GA 30384-8552
13. Carpet Tile to be installed using Monolithic Orientation.

We PROPOSE to perform the work complete in accordance with the specifications and as described above for the SUM of:

Signature: Stephanie Langford **Stephanie Langford** **$78,732.21**

Email: stephanie.langford@shawinc.com

Conditions of Proposal:

1. This Proposal may be withdrawn, if not accepted, within 30 days of its issuance. Shaw Industries Group, Inc. will consider reasonable requests to engage in negotiations for revisions to this Proposal, including signing a subcontract that includes the terms of this Proposal. A proposal not accepted within 30 days will be subject to price escalation of materials, labor, freight and fuel costs.
2. This proposal is subject to credit review and approval. Payment terms are net 30 days. A convenience fee of 3% will be added if paying via credit card. Past due invoices are subject to service charges of 1.5% per month (18% per annum). In the case of any default, Customer shall pay Shaw Integrated and Turf Solutions, Inc.'s reasonable attorney fees and costs, including those on any appeal, even if no suit or action is filed.
3. All work shall be performed in a workmanlike manner according to industry standards. Areas to receive flooring shall be free and clear of debris. Any changes to the work shall be performed only after execution of a written change order.
4. Prior to commencement of Shaw Industries Group, Inc.'s work: (a) Customer shall test all concrete sub floors receiving flooring for vapor emission levels and alkalinity per manufacturers' recommendations utilizing ASTM F2170 and provide written results to Shaw Industries Group, Inc., including a list of any sealers applied to the concrete sub floor; (b) If Customer does not provide such reports at least 10 days prior to commencement of Shaw Industries Group, Inc.'s work, then Customer shall provide Shaw Industries Group, Inc. with access to all concrete sub floors for appropriate testing and Customer shall be responsible for the costs of such testing; and (c) Any concrete sub floors not meeting manufacturers' requirements for installation will require correction or the execution of a separate waiver agreement.
5. All work is contingent upon strikes, accidents or delays beyond Shaw Industries Group, Inc.'s control. Customer shall carry insurance for all hazards, including fire. Shaw Industries Group, Inc.'s workers are fully covered by Worker's Compensation and Liability Insurance.
6. Customer represents and warrants that: (a) the project site contains no hazardous or other dangerous substances, either exposed or concealed; or (b) Customer has given written notice to Shaw Industries Group, Inc. of all such substances and their location(s). To the fullest extent permitted by law, Customer shall indemnify, defend and hold Shaw Industries Group, Inc. harmless from any damage, claim, loss, expense and attorney fees related to Shaw Industries Group, Inc.'s liability, if any, including any federal or state statute related to hazardous or other dangerous substances.
7. Shaw Industries Group, Inc. is fully licensed, bonded, and insured. This proposal does not include participation in any OCIP/CCIP or related programs. Requests for Shaw Industries Group, Inc. to participate in such programs may result in additional costs.
8. Notwithstanding anything herein to the contrary, all prices are subject to immediate increase without limitation in the event of material change to applicable duties, taxes, tariffs, similar charges, or other government action.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby ACCEPTED. You are authorized to do the work as specified.

Customer: City of Berkeley, CA **Signed:**_____ **Date:**_____

CALIFORNIA DEPARTMENT OF GENERAL SERVICES

Procurement Division
707 Third Street, 2nd Floor, MS #2-202
West Sacramento, CA 95605-2811

State of California

MULTIPLE AWARD SCHEDULE

NON-MANDATORY

Shaw Integrated and Turf Solutions, Inc.

CMAS NUMBER:	**4-24-09-1049**
CMAS TERM DATES:	09/24/2024 through 08/09/2027
EFFECTIVE DATE:	09/24/2024
CMAS CATEGORY:	Non-Information Technology Commodities
APPLICABLE CMAS TERMS & CONDITIONS:	March 1, 2023
MAXIMUM ORDER LIMIT:	State Agencies: **See Purchasing Authority Dollar Threshold provision** Local Government Agencies: **Unlimited**
FOR USE BY:	State & Local Government Agencies
BASE SOURCEWELL #:	061323-SII
BASE CONTRACT HOLDER:	Shaw Integrated & Turf Solutions, Inc.
PROGRAM ANALYST	Trice Baker Trice.baker@dgs.ca.gov

This California Multiple Award Schedule (CMAS) provides for the purchase, warranty, removal, demolition, disposal, recycling, preparation, and installation of commercial flooring and accessories, moisture testing, and furniture lifting services. (See page 3 for the restrictions applicable to this CMAS.)

NOTICE: Products and/or services on this CMAS may be available on a Mandatory State Contract. If this is the case, the use of this CMAS is restricted unless the State agency has an approved exemption as explained in the State Contract User Instructions. Information regarding State Contracts can be obtained at the: State Contracts Index Listing. This requirement is not applicable to local government agencies.

Any reference to a specific manufacturer's or publisher's warranty or terms and conditions as shown in the base contract are not applicable to this CMAS.

The services provided under this CMAS are only available in support of the products covered by this CMAS.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

The most current Ordering Instructions and Special Provisions, CMAS Terms and Conditions, and products and/or services are included herein. All purchase orders issued by State agencies shall incorporate these Ordering Instructions and Special Provisions and CMAS Terms and Conditions.

CMAS RESTRICTION FOR CARPET PURCHASES

The Department of General Services' Office of Sustainability has determined that all carpet purchased by state agencies be made at the ANSI/NSF-140 Platinum level. The Governor's Executive Order B-18-12 Ordered that the State agencies purchase and use environmentally preferable products that have a lesser or reduced effect on human health and the environment. Carpet that is 3rd party certified to ANSI/NSF-140 Platinum level meets the requirement.

IMPORTANT NOTE TO ALL USERS OF THIS MULTIPLE AWARD SCHEDULE

A contract for the purchase and installation of carpet is a public works contract as defined in Section 1101 of the Public Contract Code and, as such, requires certain special conditions. Prior to placing an order against this multiple award schedule, read pages 20 through 29 entitled "Information Regarding the Purchase and Installation of Carpet and Other Floor Coverings" to ensure your agency understands the special conditions involving public works contracts. If your agency does not have staff with expertise involving public works contracts, it is recommended that you seek interagency assistance or consider not using this multiple award schedule.

Agency non-compliance with the requirements may result in the loss of CMAS program delegated purchasing authority.

CMAS contractor non-compliance with the requirements may result in termination.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

CMAS PRODUCT & SERVICE CODES

Product & Service Codes listed below are for marketing purposes only. Review the base contract for the products and/or services available.

Floor Cov-Broadloom Carpet
Floor Cov-Carpet Recycled
Floor Cov-Mats/Matting
Floor Cov-Modular Carpet Tile
Floor Cov-Vinyl Sheeting/Tile

AVAILABLE PRODUCTS AND/OR SERVICES

This CMAS provides for the purchase, warranty, removal, demolition, disposal, recycling, preparation, and installation of commercial flooring and accessories, moisture testing, and furniture lifting services.

The ordering agency must verify all products and/or services, and pricing are currently available on the Sourcewell 061323-SII contract at the Sourcewell website. Access the Sourcewell website at www.sourcewell-mn.gov.

EXCLUDED PRODUCTS AND/OR SERVICES

Public works services for State Agencies, food (per diem), hotel/motel, mileage reimbursement, hourly rate for services not listed, and supplemental benefits are not available under this CMAS.

ISSUE PURCHASE ORDER TO

Agency purchase orders must be sent to the following:

Shaw Integrated and Turf Solutions, Inc.
185 S Industrial Blvd
Calhoun, GA 30701
Attn: Janna Harrell

E-mail: janna.harrell@shawinc.com

Agencies with questions regarding products and/or services may contact the CMAS contractor as follows:

Contact: Jimmy Marshall
Phone: (706) 879-3521
E-mail: jimmy.marshall@shawinc.com
Website: https://www.shawsportsturf.com

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

TOP 500 DELINQUENT TAXPAYERS

In accordance with Public Contract Code (PCC) 10295.4, and prior to placing an order for non-IT goods and/or services, **agencies must verify** with the Franchise Tax Board and the California Department of Tax and Fee Administration that this CMAS contractor's name does not appear on either list of the 500 largest tax delinquencies pursuant to Revenue and Taxation Code 7063 or 19195. The Franchise Tax Board's list of Top 500 Delinquent Taxpayers is available at their website. The California Department of Tax and Fee Administration's list of Top 500 Sales & Use Tax Delinquencies in California is available at their website.

CALIFORNIA SELLER'S PERMIT

The CMAS contractor's California Seller's Permit Number is 222660800. Prior to placing an order with this company, agencies must verify that this permit is still valid at the California Department of Tax and Fee Administration website.

MINIMUM ORDER LIMITATION

There is no minimum dollar value limitation on orders placed under this CMAS.

CMAS PRICES

The maximum prices allowed for the products and/or services available are those set forth in the base contract.

The ordering agency is encouraged to seek prices lower than those in the base contract. When responding to an agency's Request for Offer (RFO), the CMAS contractor can offer lower prices to be competitive.

GENERATIVE ARTIFICIAL INTELLIGENCE (GenAI) DISCLOSURE NOTIFICATION

The State of California seeks to realize the potential benefits of GenAI, through the development and deployment of GenAI tools, while balancing the risks of these new technologies.

Bidders/Offerors must notify the State in writing if their solution or service includes, or makes available, any GenAI technology, including GenAI from third parties or subcontractors. The State has developed a GenAI Reporting & Factsheet to be completed by the Bidder/Offeror.

1. State Agencies

   State agencies are required to obtain a GenAI Reporting & Factsheet (STD 1000) from the Contractor prior to award.

   If GenAI is disclosed by the Contractor, state agencies must follow the required GenAI purchase procedures outlined in State Contracting Manual (SCM) Volume 2, Chapter 23, Generative Artificial Intelligence (GenAI). State agencies must retain the STD 1000 and confirmation the purchase may proceed in their procurement file.

2. Contractor

   Upon request by an ordering agency, Contractor must complete an GenAI Reporting and Fact Sheet (STD 1000) to identify if their solution or service includes, or makes available, any GenAI including, GenAI from third parties or subcontractors.

During the term of the contract, Contractor must notify the State in writing if their services or any work under this contract includes, or makes available, any previously unreported GenAI technology, including GenAI from third parties or subcontractors. Contractor shall immediately complete the GenAI Reporting and Factsheet (STD 1000) to notify the State of any new or previously unreported GenAI technology.

At the direction of the State, Contractor shall discontinue the use of any new or previously undisclosed GenAI technology that materially impacts functionality, risk or contract performance, until use of such GenAI technology has been approved by the State.

Failure to disclose GenAI use to the State and submit the GenAI Reporting and Factsheet (STD 1000) may be considered a breach of the contract by the State at its sole discretion and the State may consider such failure to disclose GenAI and/or failure to submit the GenAI Reporting and Factsheet (STD 1000) as grounds for the immediate termination of the contract. The State is entitled to seek any and all relief to which it may be entitled to as a result of such non-disclosure.

The State reserves the right to amend the contract, without additional cost, to incorporate GenAI Special Provisions into the contract at its sole discretion and/or terminate any contract that presents an unacceptable level of risk to the State.

Note: A STD 1000 is not required if the purchase is only for commodity types that do not include a technology or service component. Commodity purchases that would NOT be exempt include items with a technology component, including but not limited to: Bluetooth, network, cloud computing, and software use.

EXECUTIVE ORDER N-6-22 – RUSSIA SANCTIONS

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. “Economic Sanctions” refers to sanctions imposed by the U.S. government in response to Russia’s actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts with, and to refrain from entering any new contracts with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the State determine Contractor is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this agreement. The State shall provide Contractor advance written notice of such termination, allowing Contractor at least 30 calendar days to provide a written response. Termination shall be at the sole discretion of the State.

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DARFUR CONTRACTING ACT

This CMAS contractor has certified compliance with the Darfur Contracting Act, per PCC 10475. It is the agency's responsibility to verify that the contractor has a Darfur Contracting Act Certification on file.

IRAN CERTIFICATION

This CMAS contractor has certified compliance with the Iran Contracting Act, per PCC 2001-2008. It is the agency's responsibility to verify that the contractor has an Iran Contracting Act Certification on file.

CALIFORNIA CIVIL RIGHTS LAW CERTIFICATION

Pursuant to PCC 2010 applicants must certify their compliance with the California Civil Rights laws and Employer Discriminatory Policies (Civil Code 51, GC 12960). It is the agency's responsibility to verify that the contractor has a California Civil Rights Law Certification on file.

WARRANTY

For warranties, see the base contract and the CMAS Warranty provision in the CMAS Terms and Conditions/General Provisions.

DELIVERY

As negotiated between agency and CMAS contractor and included in the purchase order.

LIQUIDATED DAMAGES FOR LATE DELIVERY

The value of the liquidated damages cannot be a penalty, must be mutually agreed upon by agency and contractor and included in the purchase order to be applicable.

SHIPPING INSTRUCTIONS

F.O.B. Destination (Free On Board) – Prepaid and Add Seller pays the freight charges.

State agencies shall follow the instructions below whenever the weight of the purchase is 100 lbs. or more and F.O.B. Destination, Freight Prepaid is not used. This requirement is not applicable to local government agencies.

All shipments will be made by ground transportation unless otherwise ordered on the purchase order.

Traffic Management Unit (TMU) approval is not required for any Leveraged Procurement Agreement negotiated by DGS; however, it is recommended that state agencies contact TMU for a freight weight comparison using the Freight Analysis Worksheet on the TMU website, under the "Forms" heading to ensure the state is getting the most reasonable shipping cost.

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Note: If shipping charges for purchases weighing less than 100 lbs. appear to be excessive (e.g., $500 for a 5 lb. package where the shipping charge is a percentage of the cost of the item being purchased), departments are encouraged to contact TMU for help to obtain more appropriate pricing. TMU contact information can be found at the TMU website.

PURCHASING AUTHORITY DOLLAR THRESHOLD

Order limits for the purchase of goods and/or services is determined by the individual agency purchasing authority threshold.

No CMAS order may be executed by a State agency that exceeds that agency's purchasing authority threshold, unless an exemption is granted by the Department of General Services (DGS) Purchasing Authority Unit (PAU). State agencies with approved purchasing authority, along with their dollar thresholds can be obtained at the List of State Departments with Approved Purchasing Authority website.

HOW TO USE CMAS

State agencies must adhere to the requirements in the State Contracting Manual (SCM) Volume 2, Chapter 1600 and CMAS Ordering Instructions and Special Provisions when using CMAS.

- Develop an RFO, which includes a Scope of Work (SOW) and Bidder Declaration form. For information on the Bidder Declaration requirements see SCM, Volume 2, Sections 305 and 1202.
- Clearly defined Tasks (what needs to be done) and Deliverables (outcome of each task, i.e., reports, procedures manual, etc.) must be included in the State's SOW.
- A Work Order Authorization (WOA) may be used to document completion of pre-determined tasks, but only if the tasks are clearly defined in the SOW. The WOA may be used to approve release for the next phase of the agreement but cannot be used to identify any tasks other than the ones called out in the SOW. The WOA will be signed by all parties and may be submitted for progress payments under the award.
- Projects can be performed on a Fixed Price Per Deliverable (FP/D). Fixed Price; FP/D: A defined service, or set of services, performed by Contractor in response to a defined task, or set of tasks, at a specific fixed price, and delivered per a specific schedule. Note: When using FP/D the Statement of Work must describe in detail the particular project and the work that the selected Qualified Contractor will be required to perform.
- For Consulting or Personal services, do not include any labor categories/job titles or number of hours limit in RFO Requirements or the SOW. The CMAS Contractor provides this information in their Attachment B Cost Worksheet. The State does not have the expertise to make this decision (GC 19130(b)).
- Search for potential CMAS contractors on the CMAS website and select "Find a CMAS Contractor."
- Request offers from a minimum of 3 CMAS contractors including one small business (SB) and/or Disabled Veteran Business Enterprise (DVBE), if available, who are authorized to sell the products and/or able to perform the services needed. (Government Code 14846(b)).

- A valid attempt must be made to secure offers from viable CMAS contractors who are able to supply the goods and/or provide the services. Neither a lack of sufficient CMAS contractors nor the use of restrictive requirements meets the intent for obtaining offers (SCM Volume 2, Section 1670.2).
- If requesting offers from a certified DVBE, include the Disabled Veteran Business Enterprise Declarations form (Standard 843) in the RFO. This declaration must be completed by the DVBE prime contractor and/or any DVBE subcontractors and submitted with the offer (SCM Volume 2, Section 1201).
- This is not a bid transaction, so the small business preference, DVBE incentives, protest language, intent to award, evaluation criteria, advertising, Administrative and Technical Requirements, etc. are not applicable. (SCM Volume 2, Section 1603).
- If less than 3 offers are received, State agencies must document their file with the reasons why the other suppliers did not respond with an offer. The reason must come from the CMAS contractor.
- Assess the offers received using best value criteria including cost as one of the criteria (SCM Volume 2, Section 1603).
- Issue a Purchase Order to the selected CMAS contractor.
- For CMAS transactions under $10,000, only one offer is required if the State agency can establish and document that the price is fair and reasonable. The fair and reasonable method can only be used for non-customizable purchases. See SCM Volume 2, Section 1510 for Fair and Reason criteria.

Local agencies must follow their own procurement regulations. For more information see the Local Agency packet available online.

AGENCY RESPONSIBILITY

Each agency is responsible for its own contracting program and purchasing decisions, including use of the CMAS program and associated outcomes. This responsibility includes, but is not limited to, ensuring the necessity of the services, securing appropriate funding, complying with laws and policies, preparing the purchase order in a manner that safeguards the State's best interests, obtaining required approvals, and documenting compliance with GC 19130.b(3) for outsourcing services.

It is the responsibility of each agency to consult with their legal staff and contracting offices for advice depending upon the scope or complexity of the purchase order. If legal services are not available within your agency, DGS Office of Legal Services is available to provide services.

CONFLICT OF INTEREST

Agencies must evaluate the proposed purchase order to determine if there are any potential conflict of interest issues. See the CMAS Terms and Conditions, Conflict of Interest, for more information.

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SPLITTING ORDERS

Splitting orders to avoid any monetary limitations is prohibited. Do not circumvent normal procurement methods by splitting purchases into a series of delegated purchase orders per PCC 10329. Splitting a project into small projects to avoid either fiscal or procedural controls is prohibited per State Administrative Manual (SAM) 4819.34.

This provision does not apply to local government agencies.

ORDERING PROCEDURES

1. Purchase Orders

All Ordering Agency purchase order documents executed under this CMAS must contain the applicable CMAS number as show on page 1.

a. State Departments:

Standard 65 Purchase Documents – State departments not transacting in FISCal must use the Purchasing Authority Purchase Order (Standard 65) for purchase execution. An electronic version of the Standard 65 is available at the Department of General Services (DGS), Procurement Division (PD) website, select Standard (STD) Forms.

FISCAL Purchase Documents – State departments transacting in FISCal will follow the FISCal procurement and contracting procedures.

b. Local Government Agencies:

Local government agencies may use their own purchase order document for purchase execution.

The agency is required to complete and distribute the purchase order. For services, the agency shall modify the information contained on the order to include the service period (start and end date), the monthly cost (or other intermittent cost), and any other information pertinent to the services. The cost for each line item must be included in the order, not just system totals.

The contractor must immediately reject purchase orders that are not accurate. Discrepancies are to be negotiated and incorporated into the purchase order prior to product delivery and service implementation.

2. Service and Delivery after CMAS Expiration

The purchase order must be issued before the CMAS expires. However, delivery of the products or completion of the services may be after the CMAS expires (unless otherwise specifically stated in the purchase order). Amending the purchase order to add quantity, time, or money is not possible if the CMAS expired.

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3. Multiple CMAS Agreements on a Single Purchase Order

State agencies wishing to include multiple CMAS agreements on a single FISCal purchase order must adhere to the following guidelines:

- All CMAS must be for the same CMAS contractor.
- The purchase order must go to one contractor location.
- Enter the word “CMAS” in the space reserved for the Leveraged Procurement Agreement (LPA) number. The word “CMAS” signifies that the purchase order contains items from multiple CMAS agreements. The purchasing agency may only use one bill code.
- For each individual CMAS, the agency must identify and group together the CMAS number with the line items and subtotal per CMAS number (do not include tax in the subtotal), and sequentially identify each individual CMAS as Sub #1, Sub #2, Sub #3, etc. This facilitates accurate billing of administrative fees by the Procurement Division.
- The total of all items on the purchase order must not exceed the State agency’s purchasing authority dollar threshold granted by DGS PAU.
- Do not combine items from IT and non-IT CMAS agreements. An Information Technology CMAS begins with the number “3” and a non-IT CMAS begins with the number “4.” The purchase order limits are different for these CMAS agreements.

4. Amendments to State Agency's Purchase Orders

Agency purchase orders cannot be amended if the CMAS has expired.

SCM, Volume 2, Section 1605 provides the following directions regarding amendments to all types of LPA purchase orders:

> Original orders, which include options for changes (e.g., quantity or time), that were assessed and considered in the selection for award during the RFO process, may be amended consistent with the terms of the original order, provided that the original order allowed for amendments. If the original order did not evaluate options, then amendments are not allowed unless an Non-Competitively Bid is approved for those amendments.

Amendments unique to Non-IT Services:

> If the original contract permitted amendments, but did not specify the changes, (e.g., quantity or time), it may be amended. Per PCC 10335 (d)(1), a contract may only be amended once under this exemption. The time shall not exceed one year, or add not more than 30 percent of the original order value and may not exceed $250,000. If the original contract did not have language permitting amendments, the Non-Competitively Bid process must be followed.

CMAS CONTRACTOR OWNERSHIP INFORMATION

The CMAS contractor is a large business enterprise.

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SMALL BUSINESS MUST BE CONSIDERED

Prior to placing orders under the CMAS program, State agencies must first consider offers from small businesses that have established CMAS agreements (GC 14846(b)). NOTE: DGS auditors will request substantiation of compliance with this requirement when agency files are reviewed.

CMAS Small Business and Disabled Veteran Partners can be found on the CMAS website by selecting “Find a CMAS Contractor”.

In response to our commitment to increase participation by small businesses, the Department of General Services waives the administrative fee (charged to customer agencies to support the CMAS program) for orders to California certified small business enterprises.

SMALL BUSINESS/DVBE - TRACKING

State agencies are able to claim subcontracting dollars towards their SB or DVBE goals whenever the CMAS contractor subcontracts a commercially useful function to a certified SB or DVBE. The CMAS contractor will provide the ordering agency with the name of the SB or DVBE used and the dollar amount the ordering agency can apply towards its SB or DVBE goal.

SMALL BUSINESS/DVBE - SUBCONTRACTING

1. The amount an ordering agency can claim towards achieving its SB or DVBE goals is the dollar amount of the subcontract award made by the CMAS contractor to each SB or DVBE.

2. The CMAS contractor will provide an ordering agency with the following information at the time the order is quoted:

    a. The CMAS contractor will state that, as the prime contractor, it shall be responsible for the overall execution of the fulfillment of the order.

    b. The CMAS contractor will indicate to the ordering agency how the order meets the SB or DVBE goal, as follows:

        i. List the name of each company that is certified by the Office of Small Business and DVBE Services that it intends to subcontract a commercially useful function to; and

        ii. Include the SB or DVBE certification number of each company listed and attach a copy of each certification; and

        iii. Indicate the dollar amount of each subcontract with a SB or DVBE that may be claimed by the ordering agency towards the SB or DVBE goal; and

        iv. Indicate what commercially useful function the SB or DVBE subcontractor will be providing towards fulfillment of the order.

3. The ordering agency’s purchase order must be addressed to the prime contractor, and the purchase order must reference the information provided by the prime contractor as outlined above.

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CONTRACTORS ACTING AS FISCAL AGENTS ARE PROHIBITED

When a subcontractor ultimately provides all of the products or performs all of the services that a CMAS contractor has agreed to provide, and the prime contractor only handles the invoicing of expenditures, then the prime contractor's role becomes that of a fiscal agent because it is merely administrative in nature and does not provide a Commercially Useful Function. It is unacceptable to use fiscal agents in this manner because the agency is paying unnecessary administrative costs.

WITHHOLD LANGUAGE (SB588)

Upon delivery or completion of ordered goods or services for which the Contractor committed to DVBE subcontractor participation, state departments must require the Contractor to certify all the following:

1. The amount and percentage of work the Contractor committed to provide to one or more DVBEs under the requirements of the contract and the amount each DVBE received from the Contractor.
2. That all payments under the contract have been made to the DVBE. Upon request, the Contractor must provide proof of payment for the work.

In accordance with the Military and Veterans Code 999.7, state departments shall withhold $10,000 from the final payment, or the full final payment if less than $10,000, if the Contractor fails to meet the certification requirements identified above. State departments shall notify the Contractor of their failure to meet the certification requirements and give the Contractor an opportunity to comply with the certification requirements. If after 30 calendar days from the date of notice, the Contractor refuses to comply with the certification requirements, the state department shall permanently deduct $10,000 from the final payment or the full payment if less than $10,000.

PRODUCT SUBSTITUTIONS

Substitution of Deliverables may not be tendered without advance written consent of the Buyer. The Contractor must offer an equivalent or newer model of the product from the same manufacturer at the same or lower price. Contractor cannot use any specification in lieu of those contained in the Contract without written consent from the Buyer.

NEW EQUIPMENT REQUIRED

The State will procure new equipment. All equipment must be new (or warranted as newly manufactured) and the latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models are not acceptable.

Where Federal Energy Management Program (FEMP) standards are available, all State agencies shall purchase only those products that meet the recommended standards. All products displaying the Energy Star label meet the FEMP standards.

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SPECIAL MANUFACTURED GOODS

Any CMAS for goods to be manufactured by the CMAS contractor specifically for the State and not suitable for sale to others may require progress payments.

For a Non-IT goods CMAS, see the CMAS Non-IT Commodities Terms and Conditions, Provision 69, Progress Payments.

TRADE-IN EQUIPMENT

Trade-ins at open market price may be considered. The product description and trade-in allowance must be identified on the purchase order.

Agencies are required to adhere to SAM 3520 through 3520.6, Disposal of Personal Property and Surplus Personal Property, as applicable, when trade-ins are considered. A Property Survey Report, Standard 152, must be submitted for approval prior to disposition of any State owned personal property, including general office furniture regardless of the acquisition value, or if the property was recorded or capitalized for accounting purposes.

STATE AGENCY BUY RECYCLED CAMPAIGN

State ordering agencies are required to report purchases made within the eleven product categories in the California Department of Resources Recycling and Recovery's State Agency Buy Recycled Campaign per PCC 12200 through 12217.

Contractor will be required to complete and return a Recycled-Content Certification form upon request by the state ordering agency.

PRODUCT INSTALLATION

The CMAS contractor is fully responsible for all installation services performed under the CMAS. Product installations must be performed by manufacturer authorized personnel and meet manufacturer documented specifications.

The prime contractor, as well as any subcontractors, must hold any certifications and/or licenses required for the project.

PUBLIC WORKS (INSTALLATION SERVICES ONLY)

A public works contract is defined as an agreement for "the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement of any kind" in accordance with PCC 1101. State agencies planning these types of projects need to review SCM, Volume 1, Chapters 10 and 11 for applicable guidelines and regulations. Visit the DGS, Real Estate Services Division (RESD) website if you have questions about public works transactions.

Local Agency CMAS purchase orders may allow for public works installation only when it is in support of the products covered by this CMAS.

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Agencies are to ensure that the applicable laws and codes pertaining to the contractor and subcontractor licensing, prevailing wage rates, bonding, labor code requirements, etc. are adhered to by the prime contractor as well as any subcontractor during performance under the CMAS purchase order.

The bond amount for public works is not less than 100% of the purchase order price.

NOTE: In accordance with Labor Code (LC) 1773.2, the ordering agency is responsible for determining the appropriate craft, classification or type of worker needed for any contract for public works. Also, the agency is to specify the applicable prevailing wage rates as determined by the Director of the Department of Industrial Relations (DIR). In lieu of specifying the prevailing wage rates, the agency may include a statement on the order that the prevailing wage rates are on file at the agency's office and will be made available upon request. The prevailing wage rates are available from DIR at www.dir.ca.gov (select Statistics & Research).

Bonds: For guidelines, see CMAS, General Terms and Conditions, Public Works Requirements.

State Contractor's License: Public works services can be obtained through CMAS only if incidental to the overall purchase order. If incidental public works services are included in the purchase order, prior to issuing the order agencies should visit the State Contractor's License Board website to verify that the Contractor's License shown below is still active and in good standing.

The CMAS contractor's California Contractor's License number is 1104309. This is a Class C-15 Floor and Floor Covering, C-61/D-12 Synthetic Products, and C-54 Tile (Ceramic and Mosaic) license that is valid through 05/31/2025.

NOT SPECIFICALLY PRICED (NSP) ITEMS

Contractors must be authorized providers of the products and/or services they offer under the NSP Items provision.

Agency and contractor use of the NSP provision is subject to the following requirements:

1. Purchase orders containing only NSP items are prohibited.
2. A purchase order containing NSP items may be issued only if it results in the lowest overall alternative to the State.
3. NSP items shall be clearly identified in the order. Any product or service already specifically priced and included in the base contract may not be identified as an NSP item.

4. Maximum Order Limitation: For orders $250,000, or less, the total dollar value of all NSP products included in a purchase order shall not exceed $5,000. For orders exceeding $250,000, and at the option of the contractor, the total dollar value of all NSP products in a purchase order shall not exceed 5% of the total cost of the order, or $25,000 whichever is lower. The total dollar value of all services included in a purchase order must not exceed the dollar value of the products. NSP may be used to cover labor for a “clean” install (typically new construction) or to prepare an “unclean” site for carpet installation. However, the total dollar value of ALL services (NSP services and line item services in the base contract) must not exceed the total product cost.
5. An NSP item included in an order issued against this CMAS is subject to all of the terms and conditions set forth in the CMAS.

The following NSP items ARE SPECIFICALLY EXCLUDED from any order issued under this CMAS:

1. Items not intended for use in direct support of the priced items included in the same order. An NSP item must be subordinate to the specifically priced item that it is supporting. For example, a cable, which is not otherwise specifically priced in the base contract is subordinate to a specifically priced printer and is eligible to be an NSP item subject to that cable meeting the remaining NSP requirements. However, a printer that is not otherwise specifically priced in the base contract is not subordinate to a specifically priced cable and is not eligible to be an NSP item.
2. Supply type items, except for the minimum amount necessary to provide initial support to the priced items included in the same order.
3. Any other item or class of items specifically excluded from the scope of this CMAS.
4. Public Works services NOT incidental to the overall project requirements.
5. Installation Services
6. Products or services the contractor is NOT factory authorized or otherwise certified or trained to provide.

The contractor is required to reject purchase orders containing NSP items that do not comply with the above requirements. The contractor will promptly notify the agency issuing the noncompliant order of its rejection and the reasons for its rejection.

STATE AND LOCAL GOVERNMENTS CAN USE CMAS

State and local government agency use of CMAS is optional. A local government is any city, county, city and county, district, or other local governmental body or corporation, including Universities of California, California State Universities, K-12 schools, and community colleges empowered to expend public funds. While the State makes this CMAS available, each local government agency should make its own determination whether the CMAS program is consistent with its procurement policies and regulations.

PCC 10298 allows any city, county, city and county, district, or other local governmental body or corporation empowered to expend public funds to contract with suppliers awarded CMAS without further competitive bidding. See complete PCC 10298 language at the California Legislative Information website.

PCC 10299 allows any school district empowered to expend public funds to utilize CMAS without further competitive bidding. See complete PCC 10299 language at the California Legislative Information website.

SELF-DELETING BASE CONTRACT TERMS AND CONDITIONS

Instructions or terms and conditions that appear in the Special Items or other provisions of the base contract and apply to the purchase, license, or rental (as applicable) of products or services by the US Government in the United States and/or to any overseas location shall be self-deleting. (Example: "Examinations of Records" provision).

Federal regulations and standards, such as Federal Acquisition Regulation, Federal Information Resources Management Regulation, Federal Information Processing Standards, General Services Administration Regulation, or Federal Installment Payment Agreement shall be self-deleting. Federal blanket orders and small order procedures are not applicable.

ORDER OF PRECEDENCE

The CMAS Terms and Conditions take precedence if there is a conflict between the terms and conditions of the contractor's base contract, packaging, invoices, catalogs, brochures, technical data sheets, or other documents (see CMAS Terms and Conditions, CONFLICT OF TERMS).

APPLICABLE CODES, POLICIES AND GUIDELINES

All California codes, policies, and guidelines are applicable. The use of CMAS does not relieve state agencies of their responsibility to meet statewide requirements regarding contracting or the procurement of goods or services. Most procurement and contract codes, policies, and guidelines are incorporated into CMAS agreements; however, there is no guarantee that every requirement that pertains to all State processes has been included.

PAYMENTS AND INVOICES

1. Payment Terms

Payment terms for this CMAS are net 45 days.

Payment will be made in accordance with the provisions of the California Prompt Payment Act, GC 927. Unless expressly exempted by statute, the Act requires State agencies to pay properly submitted, undisputed invoices not more than 45 days after (1) the date of acceptance of goods or performance of services; or (2) receipt of an undisputed invoice, whichever is later.

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2. Payee Data Record (Standard 204)

State Agencies must obtain a copy of the Payee Data Record (Standard 204) in order to process payments. State Ordering Agencies must forward a copy of the Standard 204 to their accounting offices. Without the Standard 204, payment may be unnecessarily delayed. State Agencies should contact the CMAS contractor for copies of the Payee Data Record.

3. DGS Administrative and Incentive Fees

Orders from State Agencies:

DGS will bill each State agency directly an administrative fee for use of CMAS. The administrative fee should NOT be included in the order total or remitted before an invoice is received from DGS. This administrative fee is waived for CMAS purchase orders issued to California certified small businesses.

Orders from Local Government Agencies:

CMAS contractors, who are not California certified small businesses, are required to remit to DGS an incentive fee equal to a percentage of the total of all local government agency orders (excluding sales tax and shipping) placed against their CMAS.

The incentive fee is waived for CMAS purchase orders issued to California certified small businesses.

For more information on the incentive fees see the CMAS Management Guide.

4. Contractor Invoices

Unless otherwise stipulated, the CMAS contractor must send their invoices to the agency address set forth in the purchase order. Invoices shall be submitted in triplicate and shall include the following:

- CMAS number
- Agency purchase order number
- Agency Bill Code (State Only)
- Line item number
- Unit price
- Extended line item price
- Invoice total

State sales tax and/or use tax shall be itemized separately and added to each invoice as applicable.

The company name on the CMAS, purchase order and invoice must match, or the State Controller's Office will not approve payment.

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5. Advance Payments

Advance payment is allowed for services only under limited, narrowly defined circumstances, i.e., between specific departments and certain types of non-profit organizations, or when paying another government agency (GC 11256 through 11263 and 11019).

It is NOT acceptable to pay in advance, except software maintenance and license fees, which are considered a subscription and may be paid in advance if a provision addressing payment in advance is included in the purchase order.

Software warranty upgrades and extensions may also be paid for in advance, one time.

6. Credit Card

The CMAS contractor accepts the State of California credit card (VISA CAL-Card).

A purchase order is required even when the ordering department chooses to pay the CMAS contractor via the CAL-Card.

7. Leasing/Financing

California State Agencies should use the Golden State Financial Marketplace (GS SMart) program for all financing and leasing needs. California Local Government Agencies (counties, cities, K-12 school districts, community colleges, California State Universities, Universities of California, etc.) may utilize the GS SMart program for financing and leasing according to PCC 14937. The minimum dollar amount for Local Government Agency financing and leasing is $100,000.

8. Leasing

The State reserves the right to select the form of payment for all procurements, whether it is an outright purchase with payment rendered directly by the State, or a financing/lease-purchase or operating lease via the State Financial Marketplace (GS SMart and/or Lease SMart). If payment is via the financial marketplace, the CMAS contractor will invoice the State and the State will approve the invoice. The selected Lender/Lessor for all product listed on the State's procurement document will pay the supplier on behalf of the State. Buyers may contact the GS SMart Unit via e-mail at SFM@dgs.ca.gov for further information.

OBTAINING COPY OF CMAS

A copy of this CMAS can be obtained at Cal eProcure. Links to the CMAS terms and conditions and base contract are available on the front page of this CMAS agreement.

It is important for the agency to confirm that the required products, services, and prices are included in the CMAS and are at or below base contract rates. To streamline verification that the needed items are in the base contract, the agencies should ask the CMAS contractor to identify the specific location in the base contract that include the required products, services, and prices. Once verified, agencies should save the information for their file documentation.

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FEDERAL DEBARMENT

When federal funds are expended, the agency is required to obtain (retain in file) a signed "Federal Debarment" certification from the CMAS contractor before the purchase order is issued. This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98, Section 98.510, Participants; responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211).

CONTRACTOR TRAVEL

The Travel provision is not applicable to this CMAS.

AMERICANS WITH DISABILITY ACT

To view the DGS Accessibility Policy, please visit the DGS website.

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Information Regarding the Purchase and Installation of Floor Coverings

A contract for the purchase and installation of carpet and other floor coverings is a public works contract as defined in Section 1101 of the Public Contract Code and, as such, requires certain special conditions.

A state agency **may not** contract for the installation of carpet in a building (a capital improvement to the building) that is **not owned** by the state. Carpet in leased facilities must be provided by the lessor and is accounted for in the lease agreement and rate. Users should contact the building manager and or the building owner when carpet is required.

A supplier or installer of carpet must be licensed by the State Contractors' Licensing Board with a C-15 Flooring and Floor Covering license which is current and in good standing. The supplier must provide the license number and expiration date for themselves and for all subcontractors providing installation services. This information shall be provided by the supplier on the "Contractors' License Requirements" form (see attached Sample A), which must be attached to each resulting carpet order. A subcontractor is defined as anyone who will perform work, labor, or render services in an amount in excess of one-half of one percent of the total order. Each subcontractor's business address and the portion of work that each will perform shall also be included on this form.

If the contract amount exceeds $5,000 (labor/installation costs), the supplier must furnish a payment bond (Std. 807 - see attached Sample B) prior to the commencement of performance. The payment bond shall be in a sum not less than one hundred percent (100%) of the contract price. A blank copy of the Std. 807 form shall be provided to the supplier. In addition, the awarding agency must notify the contractor that the contract is subject to state contractor nondiscrimination and compliance requirements (see paragraph 42 of the CMAS Terms and Conditions).

The prevailing wage requirements apply and a list of prevailing wage rates must be available for inspection. It is the ordering agency's responsibility to provide a copy of the prevailing wage rates to the contractor. The prevailing wage rates are available from the Department of Industrial Relations, Prevailing Wage Unit at www.dir.ca.gov (select Statistics & Research) or at (415) 703-4774.

Agencies should be aware that there are certain requirements that pertain to floor coverings included in the Americans with Disabilities Act of 1992 (ADA). Some of these requirements pertain to carpet pile height (not to exceed 1/2" in height), fastening exposed carpet edges to floor, and changes in floor level not to exceed 1/2" beveled. It is the responsibility of the agency to comply with these requirements. Detailed information relative to carpet installation and ADA requirements can be obtained from the State Architect, Access Compliance Unit, at (916) 445-7523.

Agencies should be aware that old flooring material (tiles, glues, cove base, etc.) may contain asbestos and could present significant problems in the removal of old flooring material and in the installation of new carpet. Users should determine the presence or absence of asbestos containing material in their existing flooring materials and act accordingly before placing orders for carpet.

It is strongly recommended that new carpet not be installed over existing carpet due to potential conflicts with the Americans with Disabilities Act, and various fire, health and safety codes.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

The moisture content of the slab over which the carpet is to be installed must be within the limits allowed by the carpet manufacturer and/or glue manufacturer. The testing of slab moisture content can be performed by either the agency ordering the carpet or by the carpet supplier.

The agency should provide for a site inspection prior to issuing an order for the carpet desired and should use a checklist similar to the one attached (see attached Sample C). Additions, changes, modifications to the checklist should be made as necessary. The agency should inspect and monitor the progress of the installation to prevent problems.

The prime responsibility for contract performance rests with the contract holder, who shall be the primary contact point for problem resolution. This contract is structured such that the user may purchase carpet only or carpet installed from the supplier. In no case is the supplier allowed to deny installation of the carpet selected by any user for any location. Installation services may not exceed an amount equal to the cost of the carpet and, when identified, will be paid for in the cost of the CMAS order. Typically, the price schedule will contain pricing for “clean floor” (new) installation only. However, agencies may use the Not Specifically Priced (NSP) provision for “unclean floor” installation services, as well as products. The total dollar value of all installation services, on clean and/or unclean surfaces, using line item and/or NSP pricing, must not exceed 50% of the order’s total value.

The cost of installation and any ancillary supplies/services is not included in the base price of the carpet and may be obtained from the price schedule if listed, or can otherwise be included via the NSP provision.

It is incumbent upon the user to identify whether the costs for installation and other requirements are fair and equitable. The following chart is provided to give an approximation of the costs for installation in several typical state locations.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

ESTIMATED CARPET INSTALLATION COSTS

(**NOTE**: THESE ARE APPROXIMATIONS ONLY, NOT ACTUAL CONTRACT INSTALLATION PRICES. DOES NOT INCLUDE COST OF NEW CARPET.)

BASED ON WEEKDAY INSTALLATION, NORMAL WORKING HOURS, PREVAILING WAGE, NO UNIQUE CONDITIONS

Description Of Installation	**Estimated Installation Cost (per square yard)**
General Office Space New Construction Clean Floor Install New Carpet Direct Glue Down or Full Spread Release Adhesive Non-Patterned Carpet	Broadloom $4.00 Modular (Tile) $4.00
General Office Space No Furniture Moving Remove Old Direct Glue Carpet Install New Carpet Direct Glue Down or Full Spread Release Adhesive Non-Patterned Carpet	Broadloom $5.00 Modular (Tile) $5.00
General Office Space Moving of Conventional Furniture Remove Old Direct Glue Carpet Install New Carpet Direct Glue Down or Full Spread Release Adhesive Non-Patterned Carpet	Broadloom $10.00 Modular (Tile) $10.00
General Office Space Moving of Modular (Panels And Components) Furniture Remove Old Direct Glue Carpet Install New Broadloom Carpet Direct Glue Down Non-Patterned Carpet	Broadloom $5.00 Plus $300.00-$400.00 Per Workstation
General Office Space Lifting of Modular (Panels And Components) Furniture Remove Old Direct Glue Carpet Install New Modular Carpet Full Spread Release Adhesive	Modular (Tile) $11.00

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

CARPET TYPES FOR GIVEN AREAS (GENERAL GUIDELINE ONLY)

Area To Be Carpeted	Carpet Type
General Office (Example: General State Offices with No Or Light To Medium Public Traffic)	26-28 Ounce Broadloom, Commercial Grade, Loop Pile, Nylon, Dupont Lumina or Legacy Or Basf 2000zx Yarn System. Installation by Direct Glue Down. **Or** 26-28 Ounce Modular (Carpet Tile), Commercial Grade, Loop Pile, Nylon, Dupont Lumina or Legacy Or Basf 2000zx Yarn System. Installation With Full Spread Of Release Adhesive.
Executive Offices (Example: Director's Office, Deputy Directors, Agency Personnel	28-32 Ounce Broadloom, Commercial Grade, Tufted Graphics Design, Loop Pile, Nylon, Dupont Lumina or Legacy Or Basf 2000zx Yarn System. Installation by Direct Glue Down. **Or** 28-32 Ounce Modular (Carpet Tile), Commercial Grade, Tufted Graphics Design, Loop Pile, Nylon, Dupont Lumina or Legacy Or Basf 2000zx Yarn System. Installation With Full Spread Of Release Adhesive.
State Owned Residences	34 Ounce Broadloom, Tufted, Commercial Grade, Cut and Loop Pile. Yarn to Be Branded Nylon, Any Conventional Dye Method. Installation Stretch In Over 3/8 Inch, 100% Synthetic Carpet Cushion, 28 Ounce Per Square Yard Nominal, 6.2 Pound Per Cubic Foot, Meeting Astm E648 Class 1 Radiant Panel Test.
Temporary Buildings Including Mobile And Modular Facilities	20 Ounce Broadloom, Tufted, Commercial Grade, Loop Pile, Branded, Solution Dyed Nylon. Installation By Direct Glue Down.
Very High Traffic Areas (Example: Medium To Heavy Use Public Areas, Airports, College/University Food Service Areas, Dormitories	20 Ounce Broadloom, Tufted, Structured Back, Commercial Grade, Nylon, Dupont Lumina or Legacy Or Basf 2000zx Yarn System. May Include High Density Urethane or Vinyl Chloride Pad Backing. Seams Should Be Capable of Sealing (Weld Together). Installation By Direct Glue Down

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

SAMPLE A

CONTRACTORS' LICENSE REQUIREMENTS

The work described in this order requires a valid California Contractor's License (C-15 Flooring and Floor Covering). If subcontractors are to be used, they must also possess valid State Contractors' Licenses appropriate to their scope of work, and they must be listed below.

Supplier's Contractor's License Number:_____

License Issued to Whom: _____

Class / Type of License: _____

Expiration Date of License: _____

Work to be Performed: _____

Subcontractor's Name and Address: _____

_____

_____

License Number: _____

Class / Type of License: _____

Expiration Date of License: _____

Work to be Performed: _____

WORKMEN'S COMPENSATION CERTIFICATION

The undersigned hereby certifies the following:

I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for workmen's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this order.

_____ _____
Signature of Supplier Date

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

SAMPLE B
PAYMENT BOND TO ACCOMPANY CONSTRUCTION CONTRACT
(Public Contract Code Sections 7103 and 10221)

BOND Number: _____

The premium on this bond is _____ for the term _____

Know All Men By These Presents:

That The State of California, acting by and through the _____, has awarded to _____ whose address is _____ as Principle, a contract for the work described as follows:

Project Title: _____

Project Location: _____

WHEREAS, the provisions of Public Contract Code Section 7103 and 10221 require that the Principle file a bond in connection with said contract and this bond is executed and tendered in accordance therewith.

NOW THEREFORE, Principle and _____, a Surety Corporation organized under the laws of _____and authorized to transact a generalsurety business in the State of California, as Surety, are held and firmly bound to the People of the State of California in the penal sum of _____ (_____), for which payment we bind ourselves, our heirs, executors, administrators, successors and assigns jointly and severally, firmly by these presents.

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

SAMPLE B

THE CONDITION OF THIS OBLIGATION IS SUCH,

1. That if said Principle or its subcontractors shall fail to pay any of the persons named in Civil Code Section 9100, or amounts due under the Unemployment Insurance Code with respect to work or labor performed under the contract, or for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Principle and subcontractors pursuant to Section 13020 of the Unemployment Insurance Code, with respect to such work and labor, that the surety herein will pay for the same, otherwise this obligation is to be void. In case suit is brought upon this bond, the Surety will pay a reasonable attorney's fee to be fixed by the court.
2. This bond shall insure to the benefit of any persons named in Civil Code Section 9100 as to give a right of action to such persons or their assigns in any suit brought upon this bond.
3. The aggregate liability of the Surety hereunder, including costs and attorney fees, on all claims whatsoever shall not exceed the penal sum of the bond in accordance with the provisions of Section 996.470(a) of the Code of Civil Procedure.
4. This bond is executed by the Surety, to comply with the provisions of Public Contract Code Sections 7103, 10221 and 10222, Chapter 5, Title 3, Part 6, Division 4 of the Civil Code and of Chapter 2, Title 14, Part 2 of the Code of Civil Procedure and said bond shall be subject to all of the terms and provisions thereof.
5. This bond may be cancelled by the Surety in accordance with the provisions of Section 996.310 et seq. of the Code of Civil Procedure.
6. This bond to become effective _____

_____ _____
(NAME OF SURETY) (ADDRESS)

I certify (or declare) under penalty of perjury that I have executed the foregoing bond under an unrevoked power of attorney.

Executed in _____ on _____
(CITY AND STATE) (DATE)

_____ _____
(SIGNATURE OF ATTORNEY IN FACT) (PRINTED OR TYPED NAME OF ATTORNEY IN FACT)

STATE OF CALIFORNIA
STD. 807 (REV 2/14)

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

SAMPLE C

CARPET INSTALLATION REQUIREMENTS

Requirement	Items Required Yes	Items Required No	Performed By Vendor	Performed By Agency
Standard office furniture to be removed and replaced (excluding copiers, computers, personal items and plants). Vendor to provide all equipment and labor.				
Remove existing: carpet _____, pad _____, tile _____ Disposition: To State _____ Remove from State Premises _____				
Raise and reset monuments.				
Prepare floor and strip wax and other coatings and debris using commercial stripper. Follow stripper and carpet manufacturer's recommendations.				
Remove trim, rehang doors and replace doorstops (except metal doors to be trimmed by State.				
Inspection of floor preparation by Building Manager.				
Reducer strips (metal _____, plastic _____) to be installed in accordance with the manufacturer's recommendations and in accordance with approved broadloom seaming diagrams.				
Tack strips to be installed.				
Pad to be installed.				

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

Requirement	Items Required Yes	Items Required No	Performed By Vendor	Performed By Agency
Cove base, rubber _____ or vinyl _____ Furnish and install _____ Color: brown _____, black _____ other _____ Size: 6" _____, 4" _____, 2" _____ other _____ Remove existing base _____ Trim cove on existing base _____ Other (explain) _____ _____				
All spots and smears of floor adhesives and seam cement to be removed.				
Remove all scraps and extraneous items from State premises upon completion of the installation and protect all adjacent areas from damage.				
Leave overage with Building Manager.				
Work to be performed on other than regular working hours. Nights _____ Weekends _____				
Floor duct covers, contact: Building Manager _____ Other _____				

CALIFORNIA MULTIPLE AWARD SCHEDULE (CMAS)
SHAW INTEGRATED AND TURF SOLUTIONS, INC.
CMAS NUMBER 4-24-09-1049

SAMPLE C (continued)

Carpet Installation Instructions Continued

COORDINATION AND INSPECTION OF WORK

_____ **Site Inspection:**

A job walk-through for the purpose of inspecting the installation site will be conducted on _____ at _____ at _____.
The walk-through inspection will be conducted by _____.
Failure to inspect the installation site in no way relieves the supplier from obligations as stated in this order.

_____ **Installation Coordination:**

(Name) _____ (Title) _____
at (Agency) _____, telephone (_____)_____
will be responsible for coordination of all installation work. Within 10 days after receipt of a purchase order, the supplier shall contact (Name) _____
to coordinate an acceptable installation schedule.
No installation work shall commence without the Building Manager's advance approval of the schedule.

_____ **Inspection of Installation Work:**

Check here if any deficiencies in materials and/or workmanship are noted during inspection of the work in progress. The agency will immediately notify the supplier of these problems.

_____ The supplier shall request an inspection after _____% of the work has been completed.
This inspection will be made jointly by the supplier and a designee of the agency.

_____ (Name) _____, (Title) _____,

will be responsible for performing initial, continuing, and final inspection of the installation work by the supplier.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Expenditure Contract: AMCS GROUP, INC. for Online Refuse Payment Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a contract with AMCS GROUP, Inc. for AMCS Pay, which provides online refuse payment services, in an amount not to exceed $500,000 for the term of October 1, 2026, to October 1, 2031.

FISCAL IMPACTS OF RECOMMENDATION

Funding for these services is available in the FY 2027 Zero Waste Fund 601, and any future expenditures are subject to Council approval.

The contract amount primarily represents payment processing transaction fees associated with customer credit card and Automated Clearing House (ACH) payments over the five-year term. Funding for these services is available within the Zero Waste Fund. These payment processing costs are part of the Zero Waste Division's cost of providing refuse services and will continue to be evaluated and incorporated, as appropriate, into future refuse rate studies and rate-setting processes considered by the Council.

AMCS Pay is a separate Entity from AMCS Platform, and therefore this Contract cannot be incorporated as an amendment into AMCS Platform Contract No. 32100027, executed August 18, 2020, by Council Resolution No. 69,042 – N.S.

CURRENT SITUATION AND ITS EFFECTS

The Finance, Information Technology, and Public Works departments are currently engaged in the implementation of a new refuse management and billing system through AMCS GROUP, Inc. AMCS Pay is an additional service from the same vendor that will allow a more efficient and informative online payment process and will enhance functionality and the reliability of in-person credit card payment at the City's Transfer Station. The functionality delivered by AMCS Pay was included in the initial RFP (Specification No. 19-11621-C released on October 18, 2018), but at the time of contract execution (Contract No. 32100027, August 18, 2020, Council Resolution No. 69,042 –

N.S.) with AMCS GROUP, Inc., the AMCS Pay module was not yet an option. This new contract will allow a seamless integration between payment systems and software.

The City's implementation of AMCS Pay advances Strategic Plan goals of providing state-of-the-art, well-maintained infrastructure, amenities, and facilities; an efficient and financially-health City government; and to be a customer-focused organization that provides excellent, timely, easily-accessible service and information to the community.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

Since August 2020, the City has been engaged with AMCS GROUP, Inc. to implement a new refuse management and billing system, which will enable the transition from the existing custom-built Sungard HTE / Central Square system, which is over 30 years old to the AMCS Platform, a modern software package, estimated to Go-live in early 2027.

One of the functional improvements of the new Refuse Billing system is the ability for residential and commercial customers to use an integrated online payment portal to remit payments to the City and for Zero Waste staff to accept in-person payments from retail Transfer Station customers using integrated payment terminals. The current analog credit card terminals are frequently inoperable due to disruptions to the aging technology, which requires copper telephone lines.

Zero Waste Division currently pays approximately $95,000 annually in credit card fees for customers at the Transfer Station. This expenditure is expected to continue at this rate utilizing AMCS Pay.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Giving more customers the ability to manage their refuse accounts and submit payments online will help reduce carbon emissions associated with paper mail delivery and in-person payments, supporting the City's sustainability goals while improving customer convenience.

RATIONALE FOR RECOMMENDATION

The AMCS Platform management and billing system was selected by the City through RFP (Specification No. 19-11621-C -October 18, 2018) and will go live in early FY 2027. This additional payment portal will enhance the efficiency of the payment process for City staff and Zero Waste customers and satisfies long-time requests from customers for a more advanced and easier to use online payment process. The integrated terminals at the City's Transfer Station will improve the reliability of credit card acceptance at this site.

ALTERNATIVE ACTIONS CONSIDERED

Continuing to use the current online payment portal and processor would require additional integration work to operate with the new AMCS refuse management system, delay the project Go-live date and would result in a less efficient process for staff and customers. Approximately 4,353 Zero Waste accounts would lose the ability to make payments online and would be required to telephone 311 or visit the Finance Customer Service Center in person to make payments. Continuing to use the existing payment terminals at the Transfer Station would necessitate ongoing financial reconciliation between two non-integrated systems, which would be vulnerable to repeated service disruptions that affect the analog telephone lines required for the existing service.

CONTACT PERSON

Leticia Jaurequi, Solid Waste & Recycling Manager (510) 981-6362

Attachment:
1: Resolution
2. Abstract of Bid Worksheet

RESOLUTION NO. ##,###-N.S.

EXPENDITURE CONTRACT: AMCS GROUP, INC FOR ONLINE REFUSE PAYMENT SERVICES

WHEREAS, the AMCS Platform Refuse Management and Billing system implementation has been an ongoing project between the Finance, Information Technology, and Public Works Departments since 2020, when AMCS Group, Inc. was selected as the most responsible bidder through RFP Specification No. 19-11621-C, which was originally released on October 18, 2018; and

WHEREAS, AMCS GROUP, INC. offers a payment portal and payment processing service called AMCS Pay, that is fully integrated with the AMCS Platform Refuse Management and Billing system currently being implemented by the City; and

WHEREAS, the functionality delivered by AMCS Pay, was included in the initial RFP (Specification No. 19-11621-C released on October 18, 2018), but at the time of contract execution (Contract No. 32100027, August 18, 2020, Council Resolution No. 69,042 – N.S.) with AMCS GROUP, Inc., the AMCS Pay module was not yet an option; and

WHEREAS, this new contract will allow a seamless integration between payment systems and software; and

WHEREAS, funding in the amount of $500,000 is available in the Zero Waste Fund 601; and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute a contract and any amendments with AMCS GROUP, INC. for Online Refuse Payment Services in an amount not to exceed $500,000 for the term of October 1, 2026, to October 1, 2031.

Finance Department
General Services Division

City of Berkeley
Abstract of Bid Worksheet

FOR: Zero Waste Management Solution Spec. # 19-11261-C Bid Date: 12/14/18

	Bidders	Base Bid		Nuc Free	Work Force Comp	Opp. States	Living Wage	EBO	Bid Bond	Addenda
1	Fleet Mind Solutions									
2	AMCS			✓	✓	✓	✓	✓		
3										
4										
5										
6										
7										
8										
9										
10										

Bid Recorder: [illegible] 12/14/18

Bid Opener: [illegible] 12/14/18

Project Manager: [illegible]

2180 Milvia Street, Berkeley, CA 94704 Tel: 510.981.7320 TDD: 510.981.6903 Fax: 510.981.7390
E-mail: finance@ci.berkeley.ca.us

Finance Department
Purchasing Division

INTERNAL BID DOCUMENTS RECEIPT
For documents, and material collected from The Purchasing Division

SPECIFICATION # 19-11261-C DEPARTMENT/DIVISION: IT

TITLE OF PROJECT/GOODS/SERVICES: ZERO WASTE Mary.

NUMBER OF PACKAGES 2 SEE BID EXTRACT FOR COMPANIES SUBMITTING)

SIGNATURE OF PROJ. MGR. OR AGENT: [illegible]

DATE RECEIVED: _____

COMMENTS: _____

2180 Milvia Street, Berkeley, CA 94704 Tel: 510.981.7320 TDD: 510.981.6303 Fax: 510.981.7390
E-mail: finance@ci.berkeley.ca.us

REQUEST FOR SPECIFICATION NUMBER

Name of IFB	Approx. Bid Release Date	Approx. Bid Opening Date	Description of Goods/Services Being Purchased	Estimated Cost	Budget Code to be Charged	Funds in Acct. Yes / No	Dept. / Division	Name and Phone for Additional Information
Zero Waste Management Solution	10/3/18	10/30/18	Software and implementation fees of the new Zero Waste Billing program	One Time - $302,000	609-2702-410-3047 and 609-2702-410-3038	Yes	IT	Savita Chaudhary 510-981-6541

Date: 7/16/18

SPECIFICATION NUMBER: 19-11261-C

Revised: March 2016

Date issued: 8/28/18
Date to Council: 10/2/18

Stewart, Talia

From: Tervalon, Tasha
Sent: Monday, August 27, 2018 8:37 AM
To: Stewart, Talia; Murty, Rama
Cc: Chaudhary, Savita; Montgomery, Debra; Berkeley, Teresa; Hardaway, Danita; Chu, Kalai; Hamilton, Shari
Subject: RE: Specification Requests: ERP Phase 2

Thank you all for working on this!
Tasha

From: Stewart, Talia
Sent: Monday, August 27, 2018 8:33 AM
To: Murty, Rama <RMurty@cityofberkeley.info>
Cc: Chaudhary, Savita <SChaudhary@cityofberkeley.info>; Tervalon, Tasha <TTervalon@cityofberkeley.info>; Montgomery, Debra <demontgomery@cityofberkeley.info>; Berkeley, Teresa <TBerkeley@cityofberkeley.info>; Hardaway, Danita <dHardaway@cityofberkeley.info>; Chu, Kalai <kchu@cityofberkeley.info>; Hamilton, Shari <SHamilton@cityofberkeley.info>
Subject: RE: Specification Requests: ERP Phase 2

Will do.

~Talia

From: Murty, Rama
Sent: Monday, August 27, 2018 8:24 AM
To: Stewart, Talia <TStewart@cityofberkeley.info>
Cc: Chaudhary, Savita <SChaudhary@cityofberkeley.info>; Tervalon, Tasha <TTervalon@cityofberkeley.info>; Montgomery, Debra <demontgomery@cityofberkeley.info>; Berkeley, Teresa <TBerkeley@cityofberkeley.info>; Hardaway, Danita <dHardaway@cityofberkeley.info>; Chu, Kalai <kchu@cityofberkeley.info>; Hamilton, Shari <SHamilton@cityofberkeley.info>
Subject: RE: Specification Requests: ERP Phase 2

Hi Talia,

After reviewing Kalai's request, it is okay to issue spec numbers and include these items in the next Council report.

Thanks!

Rama Murty, Senior Management Analyst
City Manager's Office - Budget Office
Phone: 981-7044
Fax: 981-7099

From: Chu, Kalai
Sent: Friday, August 24, 2018 5:39 PM
To: Berkeley, Teresa <TBerkeley@cityofberkeley.info>; Murty, Rama <RMurty@cityofberkeley.info>; Hardaway, Danita

Account number . . .	609-2702-41030-47	
Fund . . . . . :	609	FUND$ REPLACEMENT
Department . . . . . :	27	INFORMATION TECHNOLOGY
Division . . . . . :	02	NETWORK ADMINISTRATION
Activity basic . . . :	41	GENERAL GOVERNMENT
Sub activity . . . . :	0	GENERAL GOVERNMENT
Element . . . . . :	30	PURCHASED PROF & TECH SVC
Object . . . . . :	47	COMPUTER SOFTWARE/LIC MTC

Original budget . . . . . :	0	
Actual expenditures - current . :	.00	
Actual expenditures - ytd . . . :	.00	
Unposted expenditures . . . . . :	.00	
Encumbered amount . . . . . :	.00	
Unposted encumbrances . . . . . :	.00	
Pre-encumbrance amount . . . . . :	.00	
Total expenditures & encumbrances:	.00	0.0 %
Unencumbered balance . . . . . :	.00	0.0 %

F5=Encumbrances F7=Project data F8=Misc inquiry
F10=Detail trans F11=Acct activity list F12=Cancel F24=More keys

Account number . . . 609-2702-41[illegible]30-38
Fund . . . . . : 609 FUND$ REPLACEMENT
Department . . . . . : 27 INFORMATION TECHNOLOGY
Division . . . . . : 02 NETWORK ADMINISTRATION
Activity basic . . . : 41 GENERAL GOVERNMENT
Sub activity . . . . : 0 GENERAL GOVERNMENT
Element . . . . . : 30 PURCHASED PROF & TECH SVC
Object . . . . . : 38 MISC PROF SVCS

Original budget . . . . . :	0	
Revised budget . . . . . :	2,593,088	08/29/2018
Actual expenditures - current . :	59,000.00	
Actual expenditures - ytd . . . :	.00	
Unposted expenditures . . . . . :	292,091.58	
Encumbered amount . . . . . :	957,640.56	
Unposted encumbrances . . . . . :	292,091.58-	
Pre-encumbrance amount . . . . . :	.00	
Total expenditures & encumbrances:	1,016,640.56	39.2 %
Unencumbered balance . . . . . :	1,576,447.44	60.8 %

F5=Encumbrances F7=Project data F8=Misc inquiry
F10=Detail trans F11=Acct activity list F12=Cancel F24=More keys

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Grant Acceptance: Alameda CTC TFCA Adeline Quick Build

RECOMMENDATION

Adopt a Resolution accepting $1,000,000 of Transportation Fund for Clean Air (TFCA) funds from the Alameda County Transportation Commission (CTC) for the Adeline Quick Build Project and execute any resultant agreements and amendments.

SUMMARY

The attached Resolution allows the City to accept grant funding from Alameda CTC to supplement existing construction funding for the Adeline Quick Build project on Adeline Street (continuing onto Martin Luther King Jr. Way) from Ashby Avenue to the Oakland border. This supplemental funding allows for the inclusion of additional safety measures to reduce vehicle speeds and separate multimodal users from vehicle traffic, as recommended in the 2020 Vision Zero Action Plan, 2020 Pedestrian Plan, and 2026 Bicycle Plan. The project makes immediate safety improvements to a high injury street and informs the long-term improvements that will be made as part of the Adeline Transportation Improvements Project.

FISCAL IMPACTS OF RECOMMENDATION

In 2025, City of Berkeley received a grant of $922,000 in construction phase funding from the Metropolitan Transportation Commission (MTC) Regional Measure 3 Safe Routes to Transit and Bay (RM3 SR2TBT) grant program, with $119,000 in required local matching funds in fiscal year 2027 from Measure BB Fund 135 (Bicycle and Pedestrian) (Resolution No. 71,946-N.S.).The current request to accept TFCA grant funds from Alameda CTC would provide $1,000,000 of additional grant funding for project construction. The previously accepted MTC grant (and local match) serves as the local match for this Alameda CTC grant funding. No additional local match is required.

Funding Summary:

Previously accepted MTC SR2TBT Grant	$ 922,000
Previously committed City Matching Funds	$ 119,000
New TFCA Funds	$1,000,000
New Matching Funds	$ 0
Total Funding	$2,041,000

CURRENT SITUATION AND ITS EFFECTS

In May 2026, the project completed 35% design and cost estimate. Due to escalating costs of labor and materials, along with design changes necessary to meet the safety and operations goals of the project, the current cost estimate exceeds the previously secured grant funding. During the design process, the project scope was expanded to include comprehensive lane width reductions on Adeline Street in order to encourage slower vehicle speeds to increase safety on this high-injury street, per Vision Zero traffic safety goals. These design changes, along with recent cost escalation, have resulted in a 50% increase in the project's construction cost estimate since 2024.

Due to this construction funding gap, City staff began looking for additional grant funding sources. Staff identified the Transportation Fund for Clean Air (TFCA) program, a local fund source from the Bay Area Air District (Air District) that originates from the $4 vehicle registration fee (VRF) collected within Alameda County. TFCA funds projects that reduce air pollution and greenhouse gas emissions from motor vehicles. Alameda CTC is responsible for programming a portion of the fees collected within Alameda County and distributes those funds proportionally to local jurisdictions. On May 28, 2026, Alameda CTC voted to approve the 2026 Comprehensive Investment Plan Update which included the $1,000,000 in TFCA construction funds City of Berkeley requested for the Adeline Quick Build project.

The project just completed its 75% design milestone. A forthcoming construction contract will be selected through competitive invitation to bid per City procurement policies, with construction anticipated in 2027.

The Adeline Quick Build aligns with the City's Strategic Plan Priorities, advancing our goal to be a global leader in addressing climate change, advancing environmental justice and protecting the environment.

BACKGROUND

The Adeline Quick Build project reduces the number of vehicle lanes, adds separated bike lanes, adds pedestrian crossing safety improvements, and adds bus boarding islands on Adeline Street from Ashby Avenue southward and continuing on Martin Luther King Jr. Way to the Oakland border.

Adeline Street is on the high-injury streets network. Safety measures and traffic calming improvements for the project area were identified in the 2020 Vision Zero Action Plan, 2020 Adeline Corridor Specific Plan, 2020 Pedestrian Plan, and 2026 Bicycle Plan. Together, these improvements reduce vehicle speeds, shorten crossing distances for pedestrians, and reduce conflicts between vehicles and other users. The Adeline Transportation Improvements Project will use information gained from implementation of the quick build improvements to design the long-term capital improvements for this same geographic area.

The Adeline Quick Build project completed environmental review in 2025 and public engagement in January 2026 through stakeholder meetings with neighborhood groups and businesses and a virtual public meeting. Feedback received ranged from support for bicycle and pedestrian safety improvements to concern over bicycles potentially conflicting with pedestrian spaces (through floating parking and bus boarding islands) and many requests for improved travel conditions, including slower vehicle speeds.

The Adeline Quick Build project will align with City of Oakland's Martin Luther King Jr. Way Complete Streets project which is making similar pedestrian, bicycle, and transit facilities improvements on Martin Luther King Jr. Boulevard from Berkeley to 47th Street, currently planned for construction in 2026 or 2027.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Increasing walking, cycling, and transit use in the City would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050. The Climate Action Plan states that, in order to meet these targets, "Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs."

The project would create or upgrade more than 0.5 miles of bikeway and fills a critical gap in the continuous 1.8-mile bikeway on Adeline St/Martin Luther King Jr. Way from 47th Street in Oakland to Shattuck Avenue in Berkeley. The project aims to increase pedestrian crossing safety, particularly at non-signalized intersections. The project adds three bus boarding islands at existing bus stops to prioritize transit, increase travel time reliability, and decrease vehicle interactions with cyclists. These improvements encourage a mode-shift away from driving and toward more cycling, walking, and transit use, thus reducing vehicle miles travelled and greenhouse gas emissions.

The improvements proposed by this project are statutorily exempt from the requirements of the California Environmental Quality Act (CEQA) under Section 21080.25 which exempts the following:

- Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way (Section 21080.25(b)(1)

- Transit prioritization projects (Section 21080.25(b)(2) including Transit stop access and safety improvements, including, but not limited to, the installation of bus shelters, lighting, transit bulbs, and the installation of transit boarding landings and islands (Section 21080.25(a)(11)(E)

RATIONALE FOR RECOMMENDATION

Adoption of this Resolution ensures the project can be implemented within the planned project schedule, can include needed additional components, and remain in alignment

with the schedule for City of Oakland's planned repaving and bikeway improvements, thus ensuring continuous facilities along a high injury corridor.

ALTERNATIVE ACTIONS CONSIDERED

Several alternatives have been considered to reduce the project scope and associated costs, including eliminating transit improvements or reducing the scope for high-visibility paint. Both options would reduce the safety, operations, and environmental benefits of the project, and neither would reduce costs enough to construct the project within the current grant funding. Additionally, the project could eliminate changes to lane widths. However, this would be inconsistent with Vision Zero traffic safety policy and not encourage vehicle speed reductions that are safer for the corridor's multimodal users since the existing wider lane widths are correlated with higher vehicle speeds and more severe injuries from collisions.

Alternatively, Council could opt to save the TFCA funding for a different project. This decision would delay construction of the project and jeopardize existing funding from MTC as it would delay delivery of the project milestones previously agreed to in the grant funding agreement. Additionally, TFCA funding has a limited range of projects that are eligible to use this money. The Adeline Quick Build is ideally suited for this funding source.

CONTACT PERSON

Wahid Amiri, Deputy Director, Public Works, 510-981-6396
Mark Helmbrecht, Transportation Manager, Public Works, 510-981-6403
Eric Anderson, Principal Planner, Public Works, 510-981-7073
Catherine Clark, Associate Planner, Public Works, 510-981-7776

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF BERKELEY ACCEPTING FUNDS FROM THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE ADELINE QUICK BUILD PROJECT

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee ("VRF"), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air ("TFCA") Programs, and such funding is collectively defined as and shall be referenced herein as the "Alameda CTC Administered Funds"; and

WHEREAS, the City of Berkeley ("Fund Recipient"), the project sponsor, submitted a funding application ("Application") to the Alameda County Transportation Commission ("Alameda CTC") for Adeline Quick Build Project ("Project"); and

WHEREAS, the Project will construct protected bike lanes, pedestrian safety features, and transit improvements, on Adeline Street and continuing onto Martin Luther King Jr. Way from Ashby Avenue to the Oakland border; and

WHEREAS, by action of the Alameda CTC Commission at its meeting held on May 28, 2026, Alameda CTC awarded a total of $1,000,000 in Alameda CTC Administered Funds to the Fund Recipient for the construction phase ("Awarded Phase") of Project; and

WHEREAS, there are no legal impediments to Fund Recipient applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed PROJECT or the ability of Fund Recipient to deliver such Project; and

WHEREAS, Fund Recipient authorizes the City Manager or designee to enter into a Project Funding Agreement with Alameda CTC for the Project ("Agreement") based on Alameda CTC's form therefor, which Agreement shall set forth certain project-specific requirements applicable to the Project; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Fund Recipient will implement the Project as described in the Application; and
2. Fund Recipient will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Fund Recipient understands it will enter into a Project Funding Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including

adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and

4. Fund Recipient is committed to deliver the Project consistently with the TFCA Programming Guidelines and policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Fund Recipient is committed to secure matching funds as proposed, and is required for awarded Alameda CTC Administered Funds, by phase; and
6. Fund Recipient is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Fund Recipient understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Fund Recipient understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Fund Recipient and Alameda CTC; and
9. Fund Recipient is committed to comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Fund Recipient agrees to accept award of $1,000,000 in Alameda CTC Administered Funds; and

BE IT FURTHER RESOLVED that Fund Recipient hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Fund Recipient's ability to implement and deliver the proposed Project; and

BE IT FURTHER RESOLVED that Fund Recipient authorizes the City Manager or designee to execute the funding Agreement with Alameda CTC and any future amendments; and

BE IT FURTHER RESOLVED that Fund Recipient shall provide Alameda CTC with a fully-executed copy of this resolution; and

BE IT FURTHER RESOLVED that Council, by adopting this resolution, hereby confirms that:

1. Fund Recipient will commit to implementing the Project as described in the Agreement; and
2. Fund Recipient will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Fund Recipient understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Fund Recipient commits to delivering the Project consistently with the TFCA Programming Guidelines and policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Fund Recipient will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase; and
6. Fund Recipient will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Fund Recipient understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Fund Recipient understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Fund Recipient and Alameda CTC; and
9. Fund Recipient will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

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Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Purchase Order: Braun Northwest, Inc. for One 2027 Ford F-450 North Star Ambulance Body Remount to a New Chassis

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a purchase order with Braun Northwest, Inc. for one 2027 Ford F-450 North Star ambulance body remount to a new chassis in an amount not to exceed $260,000.

FISCAL IMPACTS OF RECOMMENDATION

The FY 2027 Adopted Public Works Department Equipment Replacement Fund (Fund 671) budget includes funding for this purchase. The requested $260,000 authorization includes the vendor's purchase price, estimated sales tax, and a contingency for unforeseen costs associated with completing the remount. Any expenditure exceeding the authorized not to exceed amount is subject to Council approval.

Cost Component	Amount
Braun Northwest, Inc. HGACBuy purchase price	$220,705.25
Estimated sales tax (10.25%)	$22,622.29
Contingency for pricing adjustments and unforeseen costs	$16,672.46
Total not-to-exceed authorization	**$260,000.00**

The sales-tax amount is an estimate calculated from the vendor's total purchase price and is subject to confirmation by Public Works Administrative and Fiscal staff.

CURRENT SITUATION AND ITS EFFECTS

The Fire Department needs to remount one existing North Star ambulance body onto a new 2027 Ford F-450 four-wheel-drive diesel chassis. The existing ambulance chassis was placed into service in 2020. Because of the time required to manufacture the new chassis, complete the remount, and place the ambulance into service, the existing chassis is expected to be approximately six to seven years old when the project is completed in FY 2027 or FY 2028.

Initiating the purchase now allows the City to complete the chassis replacement through a planned process before the condition or reliability of the existing chassis affects the availability of frontline emergency medical services. The customized North Star ambulance body remains suitable for continued service and will be retained, refurbished, and installed on the new chassis. This approach preserves the City's investment in the existing ambulance body while avoiding the higher cost of purchasing a complete new ambulance.

Braun Northwest, Inc.'s July 24, 2026 HGACBuy Contract Pricing Worksheet identifies the work as a remount of a North Star module onto a Ford F-450 regular-cab chassis. The purchase includes the published options and customized components necessary to preserve the ambulance's existing appearance, functionality, emergency equipment, and operational configuration. The worksheet lists a purchase price of $220,705.25. The vendor's production and delivery schedule is subject to change because of global supply-chain constraints.

Maintaining a reliable ambulance fleet is essential to the Fire Department's ability to respond to medical emergencies, provide treatment, and transport community members. This purchase supports the City's Strategic Plan goal to create a resilient, safe, connected, and prepared city.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain service contracts that meet the criteria established by Government Code Section 3504.1, as amended by Assembly Bill 339. This purchase does not meet those criteria and is therefore exempt from the noticing requirement.

BACKGROUND

The City may use pricing obtained through a competitively solicited cooperative purchasing agreement when procuring goods and services. The City has participated in the Houston-Galveston Area Council cooperative purchasing program (HGACBuy) since 2008.

On June 9, 2023, HGACBuy issued Request for Proposal No. AM10-23 for ambulances, emergency medical services vehicles, and other special-service vehicles. The solicitation was nationally advertised for 48 days, and 23 proposals were submitted. HGACBuy selected Braun Northwest, Inc. as a responsive and responsible proposer and awarded Contract No. AM10-23 effective October 1, 2023.

The current HGACBuy worksheet prices one remount at $220,705.25. Of that amount, $82,643 represents published and customized options. Braun Northwest, Inc. confirmed that these options are necessary to maintain the ambulance's existing appearance and functionality because some existing items cannot be reused during the remount. The worksheet includes a $600 HGACBuy order-processing charge, a $1,500 contract discount, and a $12.25 California tire tax.

In a prior ambulance-remount purchase, the Council authorized remounting customized North Star ambulance bodies onto new Ford F-450 chassis. That prior action demonstrates the City's established use of remounting as an alternative to full ambulance replacement.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Public Works evaluates the feasibility and availability of fully electric vehicles and hybrid-electric powertrains when purchasing fleet vehicles. For the City's prior ambulance-remount procurement, staff determined that viable electric or hybrid-electric ambulance chassis were not available. Reusing the existing ambulance body avoids replacing the complete vehicle and extends the useful life of a specialized City asset.

RATIONALE FOR RECOMMENDATION

A reliable ambulance fleet is essential to the Fire Department's ability to respond to medical emergencies, provide treatment, and transport community members. Remounting the serviceable, customized ambulance body onto a new chassis maintains operational capability while avoiding the higher cost of purchasing an entirely new ambulance. Using the competitively solicited HGACBuy contract provides established pricing for the remount and associated options.

ALTERNATIVE ACTIONS CONSIDERED

The City could purchase a complete new ambulance instead of remounting the existing body. Staff does not recommend that alternative because it would replace a specialized body that remains suitable for continued use and is expected to cost more than the proposed remount. City staff cannot perform the specialized chassis remount, refurbishment, electrical, paint, graphics, and emergency-equipment integration work in-house.

CONTACT PERSON

Wahid Amiri, Deputy Director, Public Works, 510-981-6396
Joy Brown, Interim Deputy Director, Public Works, 510-981-6629
John Trepczynski, Equipment Maintenance Superintendent, Public Works, 510-981-6469
John Fischer, Deputy Fire Chief, Fire Department, 510-981-5515

Attachment:
1: Resolution

RESOLUTION NO. ##,###-N.S.

PURCHASE ORDER WITH BRAUN NORTHWEST, INC. FOR ONE 2027 FORD F-450 NORTH STAR AMBULANCE BODY REMOUNT TO A NEW CHASSIS

WHEREAS, the Fire Department needs one existing North Star ambulance body remounted onto a new 2027 Ford F-450 chassis to maintain reliable emergency medical response capability; and

WHEREAS, the existing North Star ambulance body is customized for Fire Department operations and can be retained, refurbished, and remounted to extend its useful service life; and

WHEREAS, on June 9, 2023, the Houston-Galveston Area Council cooperative purchasing program (HGACBuy) issued Request for Proposal No. AM10-23 for ambulances, emergency medical services vehicles, and other special-service vehicles, and subsequently awarded Contract No. AM10-23 to Braun Northwest, Inc.; and

WHEREAS, the HGACBuy contract's competitive solicitation and resulting contract provide the procurement basis for the City's purchase from Braun Northwest, Inc.; and

WHEREAS, Braun Northwest, Inc.'s July 24, 2026 HGACBuy Contract Pricing Worksheet lists a purchase price of $220,705.25 for one North Star module remount onto a Ford F-450 four-wheel-drive diesel chassis, including required published options and customized components; and

WHEREAS, funds are available in the FY 2027 Adopted Public Works Department Equipment Replacement Fund (Fund 671) budget for a total authorization not to exceed $260,000, including estimated sales tax and contingency.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute a purchase order with Braun Northwest, Inc. for one 2027 Ford F-450 ambulance body remount to a new chassis in an amount not to exceed $260,000.

ADENA ISHII
MAYOR OF BERKELEY

26

CONSENT CALENDAR
September 29, 2026

TO: Members of the City Council

FROM: Mayor Adena Ishii (Author), Councilmember Taplin (Co-Sponsor), Councilmember Tregub (Co-Sponsor), Councilmember O'Keefe (Co-Sponsor)

SUBJECT: Referral to the City Manager to develop an updated Cross Departmental Program Plan and Strategic Asset Management Plan per the Realize Vision 2050 Plan to address the City's Long-term Infrastructure Needs and Maintenance Schedule and Provide Semi-annual Progress Reports to City Council.

RECOMMENDATION

Refer to the City Manager to develop an updated cross-departmental Program Plan and Strategic Asset Management Plan as set forth in the Realize Vision 2050 Plan to address the City's long-term infrastructure needs and maintenance schedule, and provide semi-annual progress reports to City Council.

CURRENT SITUATION AND ITS EFFECTS

The City of Berkeley has approximately $1.5 billion in unfunded infrastructure needs. Currently, the City is taking steps to address this need, but to effectively accomplish this goal, it is imperative that the City continue to amplify its work to understand the landscape of the need and have criteria for setting priorities. To accomplish this, the City needs an updated Program Plan and Strategic Asset Management Plan. A Program Plan is a high-level strategic document that outlines the City's long-term organizational goals and coordinates projects across the appropriate departments. This document will outline all the infrastructure projects Citywide that need to be completed, attached with a rough cost analysis of each project and a prioritization plan informed by urgency and the Realize Vision 2050 plan. The Asset Management Plan is a roadmap for managing the City's physical assets, including infrastructure, equipment and facilities over the course of their life cycles. This will work in tandem with the Program Plan to help the Departments keep track of maintenance plans for the City's assets.

To promote transparency on how the City is progressing and addressing its infrastructure needs, City staff should institute a transparency hub dashboard to publicly track its infrastructure projects. This dashboard could be akin to the Transportation Studio: Capital Improvement

Program (CIP) Hub created by the UC Berkeley students in the Transportation Planning Studio course.[1] This Hub will track current project schedules and their budgets, as well as integrate future capital planning.

The City Manager will provide semi-annual (every six months) progress reports on the Program Plan and the Strategic Asset Management Plan to the City Council.

BACKGROUND

The City of Berkeley maintains over 300 miles of sidewalks, 54 parks, 95 buildings, as well as municipal drains, streets and much more.[2] In 2020, the City of Berkeley put forth the Vision 2050 plan, which is "a long-term infrastructure plan to create a city that is resilient and sustainable for future generations."[3] Following the November 16, 2021 Vision 2050 Progress Report[4], on May 10, 2022, the Berkeley City Council approved Vision 2050: Strategic Asset Management Plan and Asset Management Policy.[5] Because infrastructure is one of Mayor Adena Ishii's priority areas, she reconvened the Vision 2050 Task Force in 2025 to update the plan, with consideration to the significant changes that have occurred between 2020 and 2025.[6] This new plan, called Realize Vision 2050, iterates the need to implement both an Infrastructure Program Plan, as well as an Asset Management Plan. Both plans are integral to project prioritization and creating a comprehensive landscape of City infrastructure needs. Both Vision 2050 and Realize Vision 2050 should be foundational in building out the plans.

ENVIRONMENTAL SUSTAINABILITY

There are no environmental impacts generated by this referral.

FISCAL IMPACTS

The fiscal impact to update the Program Plan and the Strategic Asset Management Plan is estimated at approximately $200,000, which includes staff and consultant time.

CONTACT

Adena Ishii, Mayor (510) 981-7100
mayor@berkeleyca.gov

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[1] https://sites.google.com/berkeley.edu/berkeley-cip-studio/home?authuser=0
[2] https://berkeleyca.gov/your-government/our-work/bond-revenue-measures/infrastructure-projects-potential-bond-measure
[3] https://berkeleyca.gov/sites/default/files/documents/Vision-2050-Framework.pdf
[4] https://berkeleyca.gov/sites/default/files/documents/2021-11-16%20Item%2008%20Vision%202050.pdf
[5] https://berkeleyca.gov/sites/default/files/2022-04/2022-05-10%20Item%2031%20Vision%202050%20Strategic%20Asset.pdf
[6] https://berkeleyca.gov/sites/default/files/documents/2021-03-16%20WS%20Item%2003b%20Turning%20Vision%202050%20into%20Reality.pdf

BERKELEY CITY COUNCILMEMBER
TERRY TAPLIN
DISTRICT 2

27

CONSENT CALENDAR
September 29th, 2026

To: Honorable Mayor and Members of the City Council
From: Councilmember Terry Taplin (Author), Mayor Adena Ishii (Co-Sponsor), Councilmember Cecilia Lunaparra (Co-Sponsor)

Subject: Cal Sailing Club's Final 2026 Open House: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds.

RECOMMENDATION

Adopt a Resolution approving the expenditure of an amount not to exceed $1,000 per Councilmember, including $1,000 from Councilmember Taplin, to support Cal Sailing Club's Final 2026 Open House in October .

FISCAL IMPACTS OF RECOMMENDATION

No General Fund impacts. Up to $1,000 is available from contributing Councilmember's Council Office Budget discretionary accounts.

CURRENT SITUATION AND ITS EFFECTS

The Cal Sailing Club (CSC) is a non-profit, volunteer-run sailing and windsurfing club that offers lessons, recreation, and free programs for the general public and for summer programs. Members get lessons and, after achieving ratings, use of the club's fleet of 26 dinghies, 6 keelboats and 80 windsurfing boards including novice, intermediate, and advanced designs. Located on the south side of the Berkeley Marina, CSC's major activity is teaching sailing and windsurfing safety.

The club's programs for the general public and organized groups include Introductory Sails, land sailing school (in cooperation with the Nature Center and the Pegasus Project), summer sailing for youth groups including Berkeley and Albany YMCA's and Berkeley Youth Alternatives, windsurfing seminars, lectures, and clinics. These services are provided by club volunteers.

The Cal Sailing Club is not part of the University of California and membership is open to the public. The Club is open all year, from noon to sunset on weekdays and from 9:00 AM to sunset on weekends. Instruction, maintenance, and administration are all done by volunteer members.

The Cal Sailing Club offers sailing to the public aboard their fleet of keelboats and dinghies ten times a year. Their popular Open Houses are a great way to get a free sail of around ½ hour in one of the most beautiful settings on the planet -- and to learn about boat and waterfront safety, Bay ecology, and the fun of non-motorized watercraft.

The Division of Boating and Waterways, California State Department of Parks and Recreation funds Cal Sailing Club to enhance boaters' knowledge of boating laws, practical handling of vessels on the water, weather and water conditions, rules of the road, equipment requirements and environmental stewardship.

BACKGROUND

Prior to 1970, sailing instruction, recreational sailing, and intercollegiate competitive sailing were all in one boathouse under one organization. These groups had conflicting needs and desires and self-split into three new categories after this. Cal Sailing Club (CSC) became an independent, non-profit corporation, and took over ownership of eight 14-foot boats and three 22-foot boats, among others. Within a year or two, as the Berkeley Marina neared completion, CSC moved from the old location near the Berkeley Yacht Club to the present site at the South Sailing Basin. Three berths for the larger boats were provided on the newly-completed J-dock. In 1974, a small building was designed and built by club members to supplement the maintenance shed provided by the City.

Between 1970 and 1979, CSC's membership was limited to students, faculty, and former students of any UC campus. It was felt at the time that the predominantly student character of the membership had to be maintained in order to qualify as a Student Activity, and to be included under UC's blanket insurance coverage. Even so, non-U.C. affiliated people were unofficially encouraged to join anyway. Membership peaked at 300 to 350 members during these years, probably about two-thirds of them students. A full program of instructional, recreational, and low-key competitive sailing was offered, not unlike the present operation. Little if any subsidy was received from either the U.C. or the A.S.U.C.

In 1979 proposals by the UC suggested that CSC would come under the control of UC's Department of Intramural Sports and Recreation, which would have resulted in the loss of nearly all of CSC's autonomy, along with ownership of the boats and much of its character as a volunteer- based organization. CSC opted to remain independent. The result was that CSC found its own insurance and opened its doors to the public on an official basis.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

No direct environmental impact reports were identified from that impact of this item.

CONTACT PERSON

Councilmember Terry Taplin, Council District 2, 510-981-7120
Maxwell Banks, Council District 2, 510-981-7124

Attachments:
1: Resolution

Cal Sailing Club CONSENT CALENDAR

September 29th, 2026

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE EXPENDITURE OF SURPLUS FUNDS FROM THE OFFICE EXPENSE ACCOUNTS OF THE MAYOR AND COUNCILMEMBERS FOR A GRANT TO PROVIDE PUBLIC SERVICES FOR A MUNICIPAL PUBLIC PURPOSE

WHEREAS, Councilmember Taplin has surplus funds in his office expenditure account (budget code 011-11-102-100-0000-000-411); and

WHEREAS, a private 501(c)(3) non-profit tax-exempt corporation Cal Sailing Club seeks funds in the amount of $1,000 to support their continued fundraising; and

WHEREAS, the provision of such services would fulfill the following municipal public purpose: keeping affordable access to the San Francisco Bay for Berkeley residents and visitors alike;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that funds relinquished by the Mayor and Councilmembers from their Council Office Budget up to $1,000 amount per office shall be granted to Cal Sailing Club to support access to the San Francisco Bay to Berkeley residents and visitors alike and to keep the historic recreation of sailing active and continuous for generations to come.

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Igor Tregub
Berkeley City Councilmember
District 4
2180 Milvia Street, 5th Floor
Berkeley, CA 94704
510-981-7140
itregub@berkeleyca.gov

CONSENT CALENDAR
September 29th, 2026

To: Honorable Mayor and Members of the City Council

From: Councilmember Igor Tregub (Author), Mayor Ishii (Co-Sponsor), Councilmember Terry Taplin (Co-Sponsor), and Councilmember Ben Bartlett (Co-Sponsor)

Subject: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds to Support the Restoration of "Sinbad Voyage"

RECOMMENDATION

Adopt a Resolution approving an expenditure of an amount not to exceed $1,000 per Councilmember from the D13 Discretionary Accounts of members of the Berkeley City Council, including contributions of $500 from Councilmember Igor Tregub, $250 from Councilmember Terry Taplin, $100 from Mayor Ishii, and $100 from Councilmember Ben Bartlett, and inviting all Councilmembers to contribute to support the restoration of Mokhtar Paki's "Sinbad Voyage" mural.

BACKGROUND

"Sinbad Voyage" is a large-scale public mural created by Berkeley-based Iranian immigrant artist Mokhtar Paki in 2023. Located at the corner of Dwight Way and Sacramento Street, the 28-by-14-foot mural depicts the experiences, journeys, and resilience of immigrants, refugees, and displaced people from around the world.

The mural's creation was supported through Berkeley Art Works Projects, a Civic Arts grant program developed to fund visual and performing artists implementing temporary

projects in Berkeley's public realm and to contribute to the community's resilience and recovery from the effects of the COVID-19 pandemic. Projects were intended to address public health and well-being, economic recovery and resilience, or community connection and belonging.

In April 2021, a grant review panel recommended awarding Mr. Paki $10,000 for a project addressing the theme of community connection and belonging. On April 28, 2021, the Civic Arts Commission approved the recommended slate of Berkeley Art Works Projects grants, including Mr. Paki's award.

The mural was inspired in part by the story of Sinbad's voyage, which follows a traveler journeying with others in search of a better life, and by the real-world refugee and migration crises that have affected millions of people across Africa, Asia, the Middle East, and elsewhere. Mr. Paki began developing the concept years before the mural was painted, drawing inspiration from the stories of people who risked their lives seeking safety and a better future for themselves and their families.

Mokhtar has described "Sinbad Voyage" as his "love letter to Berkeley." The mural reflects Berkeley's history as a community shaped by immigrants and people from diverse backgrounds, faiths, cultures, and countries of origin. It also reflects the deeply personal nature of migration: the mural includes more than 450 figures, including approximately 90 whose faces are clearly visible, many of whom represent actual people and real immigrant stories.

Among the figures depicted are individuals whose stories illustrate the profound human cost of displacement and migration, including Mokhtar's own young niece, Sanaz, who died at five years old while attempting to flee Iran by boat with her father. The mural also depicts refugees and migrants from Central America, the Middle East, Africa, and other parts of the world, as well as members of Berkeley's own diverse communities.

In this way, "Sinbad Voyage" is more than a mural. It is a public expression of memory, migration, loss, resilience, and belonging, and a reflection of the many stories that make Berkeley the community it is today.

CURRENT SITUATION AND ITS EFFECTS

On the night of August 19, 2026, "Sinbad Voyage" was vandalized with white paint, causing significant damage to the mural.

The vandalism has deeply affected the artist and members of the Berkeley community who see their own experiences, histories, and identities reflected in the work. In the days following the incident, community members gathered around the mural, left messages of solidarity, and expressed their desire to help with its restoration.

The Berkeley Police Department is actively investigating this vandalism case. Investigators have released video showing a person of interest walking through the neighborhood carrying what appears to be a can of paint and have pursued additional investigative leads. Police have also reported a related same-day incident in which white paint was poured onto a vehicle parked approximately one block from the mural. The investigation remains ongoing.

At this time, the motive for the vandalism has not been established. Nevertheless, the damage to “Sinbad Voyage” has understandably generated significant concern in a community that values immigrant stories, cultural diversity, and public art as essential parts of Berkeley’s identity.

Councilmember Tregub and his staff have met with Mr. Paki and City staff at the mural to hear directly from the artist and discuss potential avenues for City support for the restoration efforts. In addition, Councilmember Tregub’s office has been in communication with the Mayor’s Office, the Civic Arts Commission, and community members regarding ways to restore the mural and assist the artist.

Many local artists and community members have expressed strong interest in helping with the restoration process, including through potential volunteer events and other forms of in-kind assistance. Consistent with the Berkeley Municipal Code’s public art funding framework—70 percent for projects, 10 percent for conservation, and 20 percent for administration—the Civic Arts Division provided Mr. Paki a one-time $1,000 emergency conservation grant to restore the mural to its condition as originally approved by the Civic Arts Commission. The Civic Arts Commission and City staff continue to explore additional opportunities to support the restoration.

Mr. Paki has also established a community fundraising campaign to help cover the cost of restoring “Sinbad Voyage.” The campaign emphasizes that restoration will require financial resources as well as community support and calls upon people who value public art, immigrant stories, and community healing to participate in the effort.

The City Council’s support through D13 discretionary funds would provide an immediate contribution toward restoration while also demonstrating the City’s commitment to protecting and preserving public art that reflects the experiences and contributions of Berkeley’s diverse communities.

FINANCIAL IMPLICATIONS

There is no impact to the General Fund. Contributions of up to $1000 per participating members of the Berkeley City Council will come from existing Council Office Budget discretionary accounts.

CONTACT PERSON

Councilmember Igor Tregub | itregub@berkeleyca.gov | 510-981-7140
Olga Bolotina | Chief of Staff, Council District 4 | obolotina@berkeleyca.gov
Shamaila Ahmed | Legislative Aide | sahmed@berkeleyca.gov

ATTACHMENTS

Resolution

RESOLUTION NO. _____ - N.S.

APPROVING THE RELINQUISHMENT OF COUNCIL OFFICE BUDGET FUNDS FROM COUNCILMEMBERS' D13 DISCRETIONARY ACCOUNTS TO SUPPORT THE RESTORATION OF MOKHTAR PAKI'S "SINBAD VOYAGE" MURAL

WHEREAS, "Sinbad Voyage" is a large-scale public mural created by Berkeley-based Iranian immigrant artist Mokhtar Paki in 2023 and located at the corner of Dwight Way and Sacramento Street in Berkeley; and

WHEREAS, The 28-by-14-foot mural depicts the experiences, journeys, and resilience of immigrants, refugees, and displaced people from around the world and was inspired in part by the story of Sinbad's voyage and by the real-world experiences of people seeking safety and a better life; and

WHEREAS, The mural contains more than 450 figures, including approximately 90 clearly visible faces, many of whom represent actual people and real immigrant stories; and

WHEREAS, "Sinbad Voyage" includes deeply personal stories of migration and loss, including the story of Paki's young niece Sanaz, who died at five years old while attempting to flee Iran by boat with her father; and

WHEREAS, Paki has described "Sinbad Voyage" as his "love letter to Berkeley," reflecting the City's history as a diverse community shaped by immigrants and people from many countries, cultures, faiths, and backgrounds; and

WHEREAS, The mural has become an important piece of Berkeley's public art landscape and a meaningful expression of immigration, resilience, community, memory, and belonging; and

WHEREAS, On August 19, 2026, "Sinbad Voyage" was vandalized with white paint, causing significant damage to the mural; and

WHEREAS, The motive for the vandalism has not been established, and the City recognizes the importance of allowing the ongoing law enforcement investigation to proceed while supporting the restoration of the damaged artwork; and

WHEREAS, The vandalism has generated significant concern and sadness among Berkeley residents and community members who value the mural and the stories it represents; and

WHEREAS, Community members, local artists, City representatives, and the Civic Arts Commission have expressed interest in supporting efforts to restore the mural and have begun exploring opportunities for volunteer participation, fundraising, and other forms of assistance; and

WHEREAS, Supporting the restoration of “Sinbad Voyage” would help preserve a significant work of public art and reaffirm Berkeley’s commitment to welcoming and celebrating immigrant stories, cultural diversity, artistic expression, and community resilience; and

WHEREAS, The City Council recognizes that public art can serve as a powerful means of preserving community history, honoring lived experiences, strengthening neighborhood identity, and bringing people together in response to acts of vandalism and harm; and

WHEREAS, The relinquishment of Council Office Budget funds by participating Councilmembers would provide additional resources to support the restoration of “Sinbad Voyage” and help return this important work of public art to the Berkeley community;

NOW, THEREFORE, BE IT RESOLVED that the City Council approves the expenditure of an amount not to exceed 1,000 per participating Councilmember from each participating Councilmember’s D13 Discretionary Account to support the restoration of Mokhtar Paki’s “Sinbad Voyage” mural.

BE IT FURTHER RESOLVED that the City Manager is directed to distribute the approved discretionary funds to Mokhtar Paki for the restoration of “Sinbad Voyage” mural.

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Brent Blackaby
Councilmember District 6

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Councilmember Blackaby (Author), Councilmember Bartlett (Co-sponsor)

Subject: Honoring Childhood Cancer Awareness Month

RECOMMENDATION
Adopt a Resolution honoring September as childhood cancer awareness month.

FINANCIAL IMPLICATIONS
None.

CURRENT SITUATION AND ITS EFFECTS
Childhood cancer is the leading cause of death by disease in children, and much more can be done to raise awareness about and find cures for this deadly disease. Eighty percent of childhood cancer patients are diagnosed late and with metastatic disease. One in 285 children in the U.S. will be diagnosed with cancer by their 20th birthday. This Resolution honors September as Childhood Cancer Awareness Month and recognizes the deeply painful impacts childhood cancer has on families in every community across our country.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
None.

CONTACT PERSON
Councilmember Brent Blackaby Council District 6 510-981-7160

Attachments:
1: Resolution

2180 Milvia Street, Berkeley, CA 94704 ● Tel: (510) 981-7160 ● TDD: (510) 981-6903 ● Fax: (510) 981-7166
E-Mail: Bblackaby@*berkeleyca.gov*

RESOLUTION NO. ##,###-N.S.

SEPTEMBER AS CHILDHOOD CANCER AWARENESS MONTH

WHEREAS, childhood cancer is the leading cause of death by disease in children; and

WHEREAS, 1 in 285 children in the United States will be diagnosed with Childhood Cancer by their 20th birthday; and

WHEREAS, the average age of diagnosis is 6 years old; and

WHEREAS, 80% of childhood cancer patients are diagnosed late and with metastatic disease; and

WHEREAS, there's been an overall childhood cancer incidence increase of 24 percent over the last 40 years; and

WHEREAS, in the last 30 years only six new drugs have been approved by the FDA to specifically treat childhood cancer; and

WHEREAS, too many children are affected by this deadly disease, and more must be done to raise awareness and find a cure.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that September is proclaimed Childhood Cancer Awareness Month in the City of Berkeley.

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Brent Blackaby
Councilmember District 6

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Councilmember Blackaby (Author), Councilmember Bartlett (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor), Mayor Ishii (Co-Sponsor)

Subject: United Against Hate Week 2026 Resolution

RECOMMENDATION
Adopt a Resolution declaring October 18 – 24 as United Against Hate Week in Berkeley.

FINANCIAL IMPLICATIONS
None

CURRENT SITUATION AND ITS EFFECTS
Starting in Berkeley in 2017 in response to far-right rallies, United Against Hate was originally a poster campaign that spread throughout Alameda County. It has since transformed into an annual statewide event. The goal for United Against Hate Week is to provide communities with the tools, resources, and support they need to create locally driven actions to stand united against growing intolerance. This week is designed to not just raise awareness about the dangers of hate and the need for respect and civil discourse, but to help community members build stronger connections with civic leaders, businesses, and schools, so that deeper engagement can continue year-round. (www.unitedagainsthateweek.org)

Not in Our Town (www.niot.org) is a non-profit that serves communities across the country working to build safety, inclusion and equity for all. They are, once again, facilitating the organization for United Against Hate Week.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identifiable environmental effects or opportunities associated with adopting this recommendation.

CONTACT PERSON
Councilmember Brent Blackaby Council District 6 510-981-7160

Attachments:
1: Resolution Proclaiming October 18 – 24, 2026 as United Against Hate Week

RESOLUTION NO. ##,###-N.S.

COMMEMORATING UNITED AGAINST HATE WEEK 2026

WHEREAS, the United States is a nation of immigrants, whose strength comes from its diversity; and

WHEREAS, the Constitution enshrines equality on all individuals, regardless of race, gender, orientation, religion, or political view; and

WHEREAS, rhetoric continues to generate a toxic environment that encourages the propagation of racist, xenophobic, antisemitic, Islamophobic, sexist, homophobic, transphobic, and other bigoted views by emboldened hate groups and individuals; and

WHEREAS, deep divisions within our country are the result of extreme ideology, further strengthening a cycle of mistrust and suspicion fueled by fear, anxiety, and insecurity; and

WHEREAS, the number of hate crimes across the United States continues to increase with hate crimes against Jews, African Americans and Asian Americans especially increasing; and

WHEREAS, the City of Berkeley is dedicated to preventing and opposing hate and intolerance in our communities. Berkeley started United Against Hate Week in 2017, which has since expanded into a national movement; and

WHEREAS, education, compassion, and cooperation are key to unlocking understanding and embracing differences between people, with United Against Hate Week an important step in bridging divisions and strengthening our communities.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that that it hereby proclaims October 18-24, 2026, as United Against Hate Week in the City of Berkeley.

Berkeley City Councilmember
Mark Humbert, District 8
2180 Milvia Street, 5th Floor
Berkeley, CA 94704
mhumbert@berkeleyca.gov

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CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Councilmember Humbert (Author), Councilmember Blackaby (Co-Sponsor), Councilmember Lunaparra (Co-Sponsor), Mayor Ishii (Co-Sponsor)

Subject: Music in the Elmwood Festival: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Funds

RECOMMENDATION

Adopt a Resolution approving the expenditure of an amount not to exceed $14,000 per Councilmember including $14,000 from Councilmember Humbert to the Elmwood Business Association for the Music in the Elmwood Festival in the years 2027 and 2028, with funds relinquished to the City's General Fund for this purpose from the discretionary Council Office Budgets of Councilmember Humbert and any other Councilmembers who would like to contribute.

BACKGROUND

People are increasingly taking note of the Music in the Elmwood Festival, which is heading into its fourth year and continues to grow in scale. Music festivals help build a strong economic bass for our business districts, and we hope to see a sharp increase in attendance. It's hard to beat a free music event that's fun for the whole family, and we want to support the Elmwood Business Association's instrumental role in this event. Neighborhood festivals like this are a cymbal of our community's vitality. These funds will drum up financial support and ensure that Music in the Elmwood crescendos for years to come.

FINANCIAL IMPLICATIONS

No General Fund impact. $14,000 is available from Councilmember Humbert's office budget.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or opportunities associated with adopting this recommendation.

CONTACT PERSON

Councilmember Mark Humbert Council District 8 510-981-7180

RESOLUTION NO. ##,###-N.S.

MUSIC IN THE ELMWOOD FESTIVAL 2027 and 2028

WHEREAS, people are increasingly taking note of the Music in the Elmwood Festival, which is now in its second year and continues to grow in scale; and

WHEREAS, music festivals help build a strong economic bass for our business districts, and we hope to see a sharp increase in attendance; and

WHEREAS, it's hard to beat a free music event that's fun for the whole family, and we want to support the Elmwood Business Association's instrumental role in this event; and

WHEREAS, neighborhood festivals like this are a cymbal of our community's vitality; and

WHEREAS, These funds will drum up financial support and ensure that Music in the Elmwood crescendos for years to come; and

WHEREAS, Councilmember has surplus funds in his office expenditure account, which would be key to the event; and

WHEREAS, the Elmwood Business Association is making a play for funds in the amount of $14,000 to help cover the costs of the festivities in lieu of limited City Civic Arts funding; and

WHEREAS, working in concert for this event would serve the civic interests of community-building, supporting musicians, and trumpeting Berkeley's cultural influence;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that funds relinquished by the Councilmembers from their Council Office Budgets up to $14,000 per office shall be granted to the Elmwood Business Association for helping cover the costs of the Music in the Elmwood Festival.

Berkeley City Councilmember
Mark Humbert, District 8
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www.MarkHumbert.com

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CONSENT CALENDAR
September 29, 2026

To: Members of the Berkeley City Council

From: Councilmember Mark Humbert (Author), Councilmember Brent Blackaby (Co-Sponsor), Councilmember Cecilia Lunaparra (Co-Sponsor), Mayor Adena Ishii (Co-Sponsor)

Subject: Reaffirmation of the Sister City Relationship Between the City of Berkeley and the City of Palma Soriano, Cuba

RECOMMENDATION

Adopt a Resolution reaffirming the long-standing Sister City relationship between the City of Berkeley and the City of Palma Soriano, Cuba, and reauthorizing the Berkeley–Palma Soriano Sister City Committee to resume work on clean water, environmental, cultural, and educational projects in partnership with the Palma Soriano community, at no direct or indirect cost to the City of Berkeley.

SUMMARY

On May 14, 2002, the City of Berkeley established a Sister City relationship with the Municipality of Palma Soriano in the Province of Santiago de Cuba through Resolution 61,553-N.S. In the years since, Berkeley residents and organizations, including the Berkeley-Cuba Sister City Association, the Green Cities Fund, and the Berkeley–Palma Soriano Sister City Committee, worked alongside the Palma Soriano community and Cuban partner organizations to advance a locally designed, low-cost clean water project. But the Sister City relationship has been in abeyance for an extended period. This item reaffirms the relationship and reauthorizes the Sister City Committee to resume its work, consistent with the criteria the City established for Sister City relationships in Resolution 56,069-N.S.

FINANCIAL IMPLICATIONS

None. Consistent with the City's Sister City criteria, there are to be no direct or indirect costs to the City of Berkeley. All expenses associated with the relationship and its associated projects are the responsibility of the Berkeley–Palma Soriano Sister City Committee, the Green Cities Fund, and partnering organizations, which take responsibility for any related fundraising.

Because the clean water project is an international effort rather than a local Berkeley organization, program, or project, Councilmembers may not contribute to it from their Council Office Budgets, which are restricted to local purposes. Councilmember Humbert will instead be making a personal donation in support of the effort and warmly invites his colleagues and members of the public who are moved to do so to contribute personally as well, through the Green Cities Fund (www.greencitiesfund.org), a Berkeley-based 501(c)(3) public benefit corporation.

CURRENT SITUATION AND ITS EFFECTS

Palma Soriano is a community of roughly 80,000 people in the Province of Santiago de Cuba in eastern Cuba, at the confluence of the two main tributaries of the Cauto, Cuba's longest river, which descend from the Sierra Maestra mountains. Like Berkeley, it is known as a center for research, social programs, and culture. The community has a rich Afro-Cuban heritage, including descendants of people brought from Haiti more than two centuries ago in the era of the Haitian Revolution.

For years, raw sewage in Palma Soriano has been discharged directly into the Cauto River, the community's own water source. Working together, University of California, Berkeley clean water experts, the Berkeley–Palma Soriano Sister City organization, Cuba's leading environmental non-governmental organization (the Antonio Núñez Jiménez Foundation), and Palma Soriano's independent cultural organization (Grupo Ennegro) developed a low-technology, low-cost, and locally built clean water plan. Rather than emptying into the river, sewage would be directed into a series of ponds filled with flora and fauna that naturally remove toxins and sediment, yielding clean water that can be used for reforestation and community gardens. The approach is designed to be replicable by community groups elsewhere in Cuba and other developing regions.

The plan was devised with the assistance of University of California, Berkeley faculty as a graduate thesis project. As a next step, the Green Cities Fund is prepared to finance a return visit by the expert who designed the plan to provide an updated assessment of feasibility and cost. Reaffirming the Sister City relationship and reauthorizing the Sister City Committee will bolster this work moving forward and will renew opportunities for cultural and educational exchange between our two communities.

The relationship continues to satisfy the seven criteria for Sister City relationships established in Resolution 56,069-N.S.:

1. **Benefit to the human rights, health, safety, culture, and education of the citizens of Berkeley.** The relationship deepens Berkeley residents' engagement with

Afro-Cuban history and culture and with community-scale environmental problem-solving, and reflects Berkeley's long-standing commitment to international friendship and solidarity.

2. **New opportunities for exchange programs, cultural enrichment, or curriculum enhancement.** The partnership creates opportunities for cultural and technical exchange between Berkeley and Palma Soriano, including around the clean water project and among the communities' cultural organizations.

3. **A sufficient number of committed Berkeley residents capable of representing Berkeley's interest.** Berkeley residents and organizations, including the Berkeley-Cuba Sister City Association that originally proposed the relationship, former Mayor Tom Bates, former State Senator and Mayor Loni Hancock, the Wellstone Democratic Club, the Green Cities Fund, and the Berkeley–Palma Soriano Sister City Committee, have sustained this relationship over many years, including in-person delegations to Palma Soriano.

4. **A sufficient number of committed residents in the Sister City capable of sustaining the relationship.** Palma Soriano's cultural and environmental organizations, together with Cuban partner institutions, have demonstrated ongoing commitment to the Sister City partnership and the clean water project.

6. **No direct or indirect costs to the City of Berkeley.** All costs are borne by the Sister City Committee, the Green Cities Fund, and partnering organizations, with any donations being of a personal nature and not drawing from public funds.

7. **Increased harmony in Berkeley and consistency with Berkeley's best interests.** The relationship reflects Berkeley's historic commitment to standing with communities seeking to chart their own future and to advancing environmental sustainability and international friendship.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no adverse environmental effects associated with this recommendation. The clean water project is designed to reduce water pollution, restore a natural watershed, and support reforestation and community gardens in Palma Soriano.

CONTACT PERSON

Councilmember Mark Humbert — mhumbert@berkeleyca.gov, 510-981-7180

ATTACHMENTS

1. Resolution

RESOLUTION NO. ##,###-N.S.

REAFFIRMING THE SISTER CITY RELATIONSHIP BETWEEN THE CITY OF BERKELEY AND THE CITY OF PALMA SORIANO, CUBA, AND REAUTHORIZING THE BERKELEY–PALMA SORIANO SISTER CITY COMMITTEE

WHEREAS, the City of Berkeley has a long and proud legacy as an international city, maintaining Sister City relationships around the world that advance friendship, cultural and educational exchange, and solidarity; and

WHEREAS, the City of Berkeley established a Sister City relationship with the Municipality of Palma Soriano in the Province of Santiago de Cuba on May 14, 2002, through Resolution 61,553-N.S., upon a proposal presented by the Berkeley-Cuba Sister City Association; and

WHEREAS, Palma Soriano is a community of approximately 80,000 people in the Province of Santiago de Cuba, situated at the confluence of the two main tributaries of the Cauto River, and, like Berkeley, known as a center for research, social programs, and culture, and rich in Afro-Cuban heritage, including descendants of people brought from Haiti more than two centuries ago; and

WHEREAS, this Sister City relationship has focused on helping Palma Soriano develop an environmentally sound, locally built clean water system that redirects raw sewage away from the Cauto River, the community's own water source, and into natural treatment ponds, yielding clean water for reforestation and community gardens; and

WHEREAS, this clean water plan was developed collaboratively by University of California, Berkeley clean water experts, the Berkeley–Palma Soriano Sister City organization, the Antonio Núñez Jiménez Foundation, and Grupo Ennegro, and was designed to be replicable by other communities in Cuba and beyond; and

WHEREAS, in December 2012, then-Mayor Tom Bates and then-State Senator Loni Hancock visited Palma Soriano on a trip sponsored by the Green Cities Fund, a Berkeley-based 501(c)(3) public benefit corporation, and Berkeley residents and organizations have sustained this relationship over many years; and

WHEREAS, the Sister City relationship established by Resolution 61,553-N.S. has been in abeyance for an extended period of time, and there is renewed commitment among Berkeley residents and organizations to reactivate it and resume its work; and

WHEREAS, the City of Berkeley has historically stood with communities seeking to chart their own destiny and to secure a healthy environment for their people; and

WHEREAS, the relationship continues to meet the criteria for Sister City relationships established by Resolution 56,069-N.S.; and

WHEREAS, consistent with those criteria, there are to be no direct or indirect costs to the City of Berkeley, and all associated expenses are the responsibility of the Berkeley–Palma Soriano Sister City Committee, the Green Cities Fund, and partnering organizations.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council reaffirms the Sister City relationship between the City of Berkeley and the City of Palma Soriano, Cuba.

BE IT FURTHER RESOLVED that the Council reauthorizes the Berkeley–Palma Soriano Sister City Committee to resume and continue its work on the water purification project and related environmental, cultural, and educational projects contemplated in the original relationship, at no direct or indirect cost to the City of Berkeley.

BE IT FURTHER RESOLVED that the Council directs the City Clerk to forward a copy of this Resolution to the appropriate officials of the City of Palma Soriano, Cuba, and to Berkeley's Congressional representatives.

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Office of the City Manager

PUBLIC HEARING
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Gilman, Director, Health, Housing, and Community Services

Subject: California Municipal Finance Authority Bond Financing for Ashby Lofts Project

RECOMMENDATION

Conduct the public hearing on September 29, 2026, under the requirements of Tax and Equity Fiscal Responsibility Act ("TEFRA") and the Internal Revenue Code of 1986, as amended (the "Code"), and upon conclusion:

Adopt a Resolution approving the issuance of the Bonds by the California Municipal Finance Authority ("CMFA") for the benefit of Ashby Lofts LP, a California limited partnership (the "Borrower"), to provide for the financing of Ashby Lofts (the "Project"). The adoption is intended to solely satisfy the requirements of TEFRA, the Code and the California Government Code Section 6500 (and following).

FISCAL IMPACTS OF RECOMMENDATION

The Bonds to be issued by the CMFA for the Project will be the sole responsibility of the Borrower, and the City will have no financial, legal, moral obligation, liability or responsibility for the Project or the repayment of the Bonds for the financing of the Project. All financing documents with respect to the issuance of the Bonds will contain clear disclaimers that the Bonds are not obligations of the City or the State of California but are to be paid for solely from funds provided by the Borrower.

The Board of Directors of the California Foundation for Stronger Communities, a California non-profit public benefit corporation (the "Foundation"), acts as the Board of Directors for the CMFA. Through its conduit issuance activities, the CMFA shares a portion of the issuance fees it receives with its member communities and donates a portion of these issuance fees to the Foundation for the support of local charities. With respect to the City of Berkeley (City), it is expected that a portion of the issuance fee attributable to the City will be granted by the CMFA to the general fund of the City. Such grant may be used for any lawful purpose of the City. Staff recommend this funding be applied to the Housing Trust Fund (HTF) program.

CURRENT SITUATION AND ITS EFFECTS

Satellite Affordable Housing Associates (SAHA) is the sponsor of a 54-unit affordable rental housing project, located at 2909 and 2919 Ninth Street. Between June 2004 and

June 2007, the City provided a total of $3,023,964 for acquisition and construction of the development. More recently, the City authorized additional funding for property rehabilitation: $850,000 Housing Trust Fund (HTF) fund reservation on December 14, 2021 (Resolution 70,135-N.S.), and $2,868,571 on June 24, 2025 (Resolution 71,846-N.S.). The Borrower has requested that the CMFA serve as the municipal issuer of tax-exempt revenue bonds. These bonds will feature an aggregate principal amount not to exceed $25,000,000 (the "Bonds"). The proceeds of the Bonds will be used to finance and refinance the acquisition, rehabilitation, improvement, and equipping of the Project, to be owned and operated by the Borrower.

For the bonds to qualify as tax-exempt bonds, the City must conduct a public hearing (the "TEFRA Hearing") to give community members an opportunity to speak in favor of or against the Project's financing. Reasonable public notice must be published prior to the hearing. Following the close of the TEFRA hearing, an "applicable elected representative" of the host local government must approve the bond issuance. This approval is intended solely to satisfy the requirements of TEFRA, the Internal Revenue Code, and the California Government Code Section 6500.

BACKGROUND

The CMFA was established on January 1, 2004, through a joint exercise of powers agreement to assist local governments, non-profit organizations, and businesses with taxable and tax-exempt financing. Designed to promote economic, cultural, and community development throughout California, CMFA has grown to include over 330 member municipalities, including the City of Berkeley. The authority's representatives and Board of Directors possess extensive experience in structuring and executing complex bond financings.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Developing infill, affordable housing is widely accepted as a best practice for reducing greenhouse gas emissions associated with vehicle miles traveled.

RATIONALE FOR RECOMMENDATION

The proposed project is eligible for tax-exempt bonds. The City Council approval will allow the CMFA to issue the bonds, directly supporting Berkeley's supply of low- and very-low income units in alignment with the Regional Housing Needs Allocation and Strategic Plan goals. These tax-exempt bonds will leverage the City's prior HTF investments to ensure successful project completion.

ALTERNATIVE ACTIONS CONSIDERED

The City may decline to hold a TEFRA hearing, or to hold the hearing but not approve the bonds. While it is preferable for the City to hold the TEFRA hearing and approve the use of bonds, CMFA could approach Alameda County to fill this role if the City declined. Alternatively, the Project would need to identify a new funding plan that does not include

bond funds if the City Council does not approve the issuance. The resulting delays and/or additional expenses would negatively impact the Project's feasibility.

CONTACT PERSON
Be Tran, Community Development Project Coordinator, HHCS, (510) 981-5430

Attachments:
1: Resolution
2: Public Hearing Notice

RESOLUTION NO. ##,###-N.S.

APPROVING CALIFORNIA MUNICIPAL FINANCE AUTHORITY BOND FINANCING FOR ASHBY LOFTS PROJECT

WHEREAS, Satellite Affordable Housing Associates, a California nonprofit public benefit corporation (the "Developer"), on behalf of Ashby Lofts LLC, a California limited liability company, or by another affiliate of the Developer (such limited partnership or other ownership entity, the "Borrower"), has requested that the California Municipal Finance Authority (the "Authority") undertake a proposed plan of finance to issue and reissue from time to time one or more series of revenue bonds in an outstanding principal amount not to exceed $25,000,000 (the "Bonds") to finance and refinance the acquisition, rehabilitation, improvement and equipping of a 54-unit qualified residential rental project (the "Project") to be owned and operated by the Borrower and located at 2909-2919 Ninth Street within the City of Berkeley, California (the "City"); and

WHEREAS, an "applicable elected representative" of the jurisdiction in which the Project is to be located is required to approve the proposed plan of finance for the Project under Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code"); and

WHEREAS, the City Council of Berkeley (the "City Council") is the elected legislative body of the City and is an "applicable elected representative" for purposes of Section 147(f) of the Code; and

WHEREAS, the Authority has advised that the Bonds may be issued pursuant to a "plan of finance" to issue an original issue of Bonds and to issue or reissue one or more additional series of Bonds from time to time after the original issue of Bonds, if necessary or desirable to comply with applicable legal requirements, all in an aggregate principal amount not to exceed $25,000,000 to finance the Project, and all within the three-year period commencing on the date of the issuance of the first series of Bonds pursuant to this resolution; and

WHEREAS, the Authority has requested that the City Council approve the proposed plan of finance in order to satisfy the public approval requirement of Section 147(f) of the Code and the requirements of Section 4 of the Joint Exercise of Powers Agreement Relating to the California Municipal Finance Authority, dated as of January 1, 2004 (the "Agreement"), among certain local agencies, including the City; and

WHEREAS, pursuant to Section 147(f) of the Code, the City Council has, following notice duly given, held a public hearing regarding the issuance of the Bonds, and now desires to approve the proposed plan of finance for the Project.

NOW THEREFOR, BE IT RESOLVED by the Council of the City of Berkeley as follows:

Section 1. The foregoing recitals are true and correct.

Section 2. The City Council hereby approves the proposed plan of finance of the Authority to issue and reissue from time to time of one or more series of revenue bonds in an

outstanding principal amount not to exceed $25,000,000. It is the purpose and intent of the City Council that this resolution constitute approval of the proposed plan of finance for the Project for the purposes of (a) Section 147(f) of the Code by the applicable elected representative of a governmental unit having jurisdiction over the area in which the Project is to be located, in accordance with said Section 147(f) and (b) Section 4 of the Agreement.

Section 3. The officers of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this resolution and the financing transaction approved hereby.

Section 4. The City Clerk shall forward a certified copy of this Resolution to the Authority in care of its counsel:

Ronald E. Lee, Esq.
Jones Hall LLP
4 West 4th Avenue, Suite 406
San Mateo, CA 94402

Section 5. This resolution shall take effect immediately upon its adoption.

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL

CALIFORNIA MUNICIPAL FINANCE AUTHORITY MULTIFAMILY HOUSING REVENUE BONDS FOR 2909-2919 NINTH STREET

The public may participate in this hearing by remote video or in-person.

The Department of Health, Housing, and Community Services is proposing a public hearing as required by Section 147(f) of the Internal Revenue Code of 1986, which will be held with respect to a proposed plan of finance of the California Municipal Finance Authority (the "Authority") to issue and reissue from time to time, one or more series of revenue bonds in an outstanding principal amount not to exceed $25,000,000 (the "Bonds"), to finance and refinance the acquisition, rehabilitation, improvement and equipping of a 54-unit qualified low-income residential rental project located at 2909-2919 Ninth Street (the "Project") in the City of Berkeley, California (the "City"). The Project is to be owned and operated by Ashby Lofts LP, a California limited partnership, or by another ownership entity to be created by its general partner, Ashby Lofts LLC, a California limited liability company, or by another affiliate of such general partner's sole member/manager, Satellite Affordable Housing Associates, a California nonprofit public benefit corporation (such limited partnership or other ownership entity, the "Borrower").

The Bonds and the obligation to pay principal thereof and interest thereon and any redemption premium with respect thereto do not constitute indebtedness or an obligation of the City, the Authority, the State of California or any political subdivision thereof, within the meaning of any constitutional or statutory debt limitation, or a charge against the general credit or taxing powers of any of them. The Bonds shall be limited obligations of the Authority, payable solely from certain revenues duly pledged therefore and generally representing amounts paid by the Borrower.

The hearing will be held on SEPTEMBER 29, 2026, at 6:00 pm or as soon thereafter as the matter can be heard in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of September 17, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

For further information, please contact Be Tran, Community Development Project Coordinator at (510) 981-5430.

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@berkeleyca.gov for further information.

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Office of the City Manager

PUBLIC HEARING
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jordan Klein, Director, Planning and Development Department

Subject: Adoption of San Pablo Avenue Specific Plan

RECOMMENDATION

Conduct a public hearing, and upon conclusion:

1. Adopt a Resolution:

    a. Considering an Addendum to the 2023-2031 Housing Element Update Environmental Impact Report (EIR) together with the previously certified EIR and finding that none of the conditions described in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have occurred;

    b. Adopting the San Pablo Avenue Specific Plan and San Pablo Avenue Specific Plan Design Standards Document;

    c. Approving and adopting General Plan and University Avenue Strategic Plan map and text amendments to redesignate certain parcels and update certain land use designations to be consistent with the San Pablo Avenue Specific Plan; and

    d. Rescinding the West Berkeley Plan and San Pablo Avenue Public Improvements Plan; and

2. Adopt the first reading of an Ordinance to amend the Berkeley Municipal Code to create the San Pablo Commercial District (Chapter 23.202.160) and additional conforming amendments to other sections of the Municipal Code.

SUMMARY

Staff are proposing amendments to the Zoning Map, Zoning Ordinance, and conforming amendments to the University Avenue Strategic Plan and General Plan as part of the proposed adoption of the San Pablo Avenue Specific Plan (Specific Plan) and associated Design Standards Document. The full text of the Zoning Ordinance and General Plan changes can be found in ***Attachment 2***. The Specific Plan identifies

goals, policies and programs that address citywide and regional goals for housing production and affordability, and support small businesses, multimodal streets, and cultural vitality. The Design Standards Document provides a set of standards to support Specific Plan implementation. As part of adoption of the Specific Plan, staff and the Planning Commission are recommending that the West Berkeley Plan and San Pablo Avenue Public Improvements Plan be retired.

As required by the California Environmental Quality Act (CEQA), staff have prepared an Addendum (***Attachment 1, Exhibit A***) to the previously certified 2023-2031 Housing Element Update EIR to analyze the potential physical impacts to the environment as a result of Specific Plan adoption and implementation, and retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan. The Addendum found no new or more severe environmental impacts beyond those disclosed and analyzed in the Housing Element EIR, and concluded that no further environmental review is required.

FISCAL IMPACTS OF RECOMMENDATION

The proposed Specific Plan and implementing legislation are intended to support housing production and affordability, and small businesses along the San Pablo Avenue corridor, which could result in additional contributions to the tax base and economic vitality in Berkeley. While the Specific Plan proposes waiving the Outdoor Commerce fee and application and plan check review fees associated with sidewalk seating and parklets to activate the public realm within the Specific Plan Area, the proposed amendments may result in an increase in employment, property tax, business license tax and sales tax revenues due to increased business activity in the Specific Plan area.

CURRENT SITUATION AND ITS EFFECTS

The Specific Plan (***Attachment 1, Exhibit B***) advances the following City strategic plan goals:

- Create affordable housing and housing support services for our most vulnerable community members.
- Foster a dynamic, sustainable, and locally-based economy.
- Create a resilient, safe, connected and prepared city.

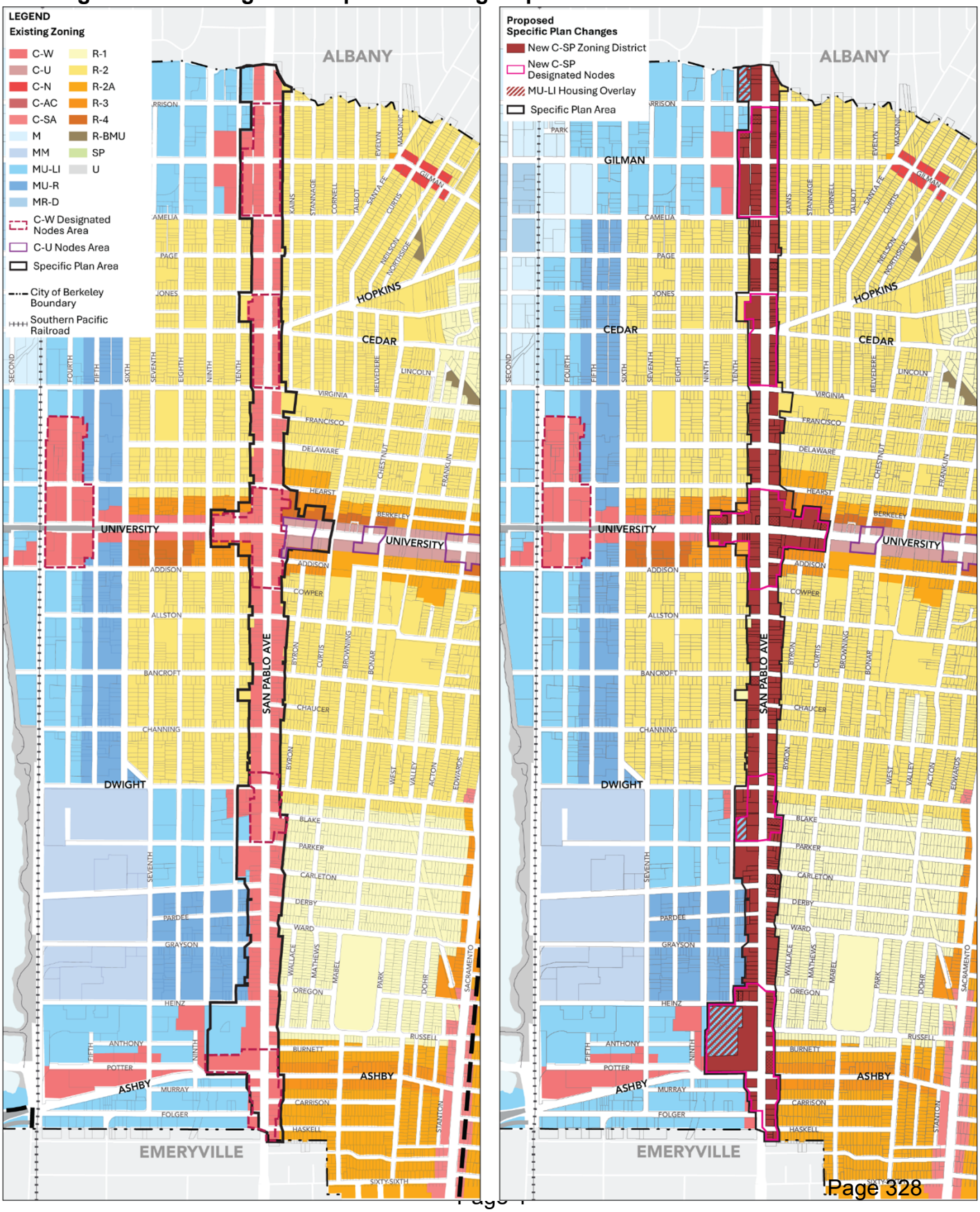
The proposal consists of adoption of the Specific Plan, as well as a Design Standards Document, Zoning Ordinance and Map amendments, corresponding General Plan text and Map amendments to ensure consistency with the Specific Plan, retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan, and approval and adoption of the addendum to the 2023-2031 Housing Element EIR.

The Specific Plan Area encompasses the 2.35-mile San Pablo Avenue corridor within the city limits. Parcels included in the Specific Plan Area front and are adjacent to San Pablo Avenue. In addition, parcels fronting University Avenue between Ninth Street and

Curtis Street are included, as well as various parcels fronting side streets parallel to San Pablo Avenue (see ***Figure 1: Existing and Proposed Zoning Map***).

The Specific Plan would supersede the 1993 West Berkeley Plan for all properties within the Specific Plan Area, while carrying forward the West Berkeley Plan's key land use goals (such as protecting specified industrial and non-industrial uses and requiring the replacement of converted industrial spaces). (For an analysis of the West Berkeley Plan implementation measures, see Attachment 4.) Based on Planning Commission and City Council feedback, the West Berkeley Plan is proposed to be retired with adoption of the Specific Plan. The Specific Plan would also supersede the San Pablo Avenue Public Improvements Plan, which is proposed to be retired (see Summary of Proposed Plan Retirements below). All future development projects would be required to comply with the Specific Plan, the Design Standards Document, and the Berkeley Municipal Code (BMC). The Design Standards Document (***Attachment 1, Exhibit C***) and Title 23 of the BMC contain the design standards and zoning regulations that implement the Specific Plan.

Figure 1 – Existing and Proposed Zoning Map



Summary of Specific Plan
The proposed Specific Plan includes six chapters, consisting of:

- The Introduction chapter (Chapter 1) provides context about Specific Plan Area conditions, the purpose of the document, and the community engagement process.
- The Vision & Desired Results chapter (Chapter 2) provides long-term vision, brief historical context, goals and planning framework for the Specific Plan Area.
- Three chapters focus on Land Use, Economic Development, and Streets, Mobility, and the Public Realm (Chapters 3 through 5, respectively), each including goals, policies and standards.
- The Implementation chapter (Chapter 6) describes implementation measures and a preliminary set of next steps to achieve the long-term vision of the Specific Plan. The Specific Plan would be monitored and updated on a regular basis to reflect progress, lessons learned, changing circumstances, new opportunities, and community priorities over time.

A stand-alone Design Standards Document would implement urban design-related policies by articulating design requirements at the site, building and public realm levels for new development and alterations of existing buildings.

The following sections briefly describe the policies contained in each chapter and Design Standards Document, as they have been refined based on feedback received on the Draft Plan.

Introduction and Vision and Guiding Principles (Chapters 1 and 2)
The San Pablo Specific Plan

- Identifies a community vision and provides a plan for achieving the vision;
- Includes a framework for transforming San Pablo Avenue into a multimodal street that functions well for all users, not just as a thoroughfare, but as a mixed-use place that provides a multitude of opportunities for living, working and taking part in community life;
- Explains, updates and creates new local planning policies, development standards and practices, and highlights their interrelationship, relevancy, and adherence with State, regional, and citywide planning policies and processes;
- Includes implementation strategies with clear actions and responsibilities; and
- Prioritizes equity, promotes inclusivity, and strives to eliminate disparities through the Specific Plan's policies, programs, and implementation strategies.

The overall vision for the San Pablo Specific Plan includes:

- Encouraging More Housing, through new development standards and land use regulations;
- Increasing Business Activity, through new land use regulations that streamline the approval of new businesses, and activate ground-floor spaces, as well as encouraging Business Improvement Districts;
- Enhancing Interaction Between Public and Private Spaces, by developing new sidewalk and public realm design standards, exploring the closure of streets to establish public plazas and other gathering spaces, and expanding the tree canopy to green the streetscape;
- Enhancing Local and Citywide Access by improving pedestrian crossings, lighting and streetscape design, as well as supporting reliable transit and biking options.

Land Use (Chapter 3)
The following policies aim to increase the diversity and supply of housing, and to support commercial vitality and reduce ground floor vacancies while promoting active, pedestrian-oriented development and public realm improvements. For more details about how these policies would be implemented through zoning, see Summary of Zoning and Plan Changes below.

- Establish the San Pablo Commercial (C-SP) Zoning District (*Figure 1 above*)

  Currently, the Specific Plan Area is largely within the West Berkeley Commercial (C-W) district; a few parcels are split-zoned C-W and Mixed-Use Light Industrial (MU-LI), University Commercial (C-U), or residential (R-1, R-2, R-3) districts. The Specific Plan would re-zone these parcels within the Specific Plan Area to a new district, San Pablo Commercial (C-SP), to implement the Specific Plan's land use policies.

- Focus Commercial Uses within Designated Nodes

  The existing C-W district includes Designated Nodes at key intersections where development standards and permitted uses concentrate neighborhood-serving commercial uses. The Specific Plan would continue this framework and expand the number of permitted uses in Designated Nodes to increase flexibility for long-term commercial viability.

- Expand Allowed Primary and Temporary Uses

  Compared to the existing C-W district, the C-SP district would allow for a more active, flexible, and community-oriented mixed-use environment with certain industrial uses allowed where compatible with residential uses. To support commercial vitality, temporary uses that include retail, enclosed

public markets[1], food service establishments, and commercial uses located outdoors would be allowed with a zoning certificate, subject to meeting performance standards.

- Allow Affordable and Family-Friendly Housing on MU-LI Parcels

  The Specific Plan would permit mixed-use and multi-family developments on eight MU-LI parcels within the Specific Plan Area, as long as the applicant commits either: 1) 100% of residential units as deed-restricted affordable housing; or 2) at least 50% of residential units as “family-sized” (two or three-bedrooms). The C-SP development standards would apply to eligible projects. The affordability requirement for rental units would be to households earning less than 60 percent of the Area Median Income (AMI); for ownership units, the sales price would be affordable to households earning no more than 80 percent of the AMI.

- Local Density Bonus

  The Specific Plan includes a pilot San Pablo Avenue Density Bonus Program to develop an affordable-housing benefit for new residential ownership (condominium) projects that is exclusively met through paying an in-lieu fee to the City’s Affordable Housing Trust Fund. This pilot program would align with a recently adopted Council referral to facilitate lower-cost ownership opportunities in Berkeley.[2]

- Public Open Space Enhancements

  The Specific Plan includes incentives to create high-quality, publicly accessible open space within private development projects to enhance the pedestrian environment and support placemaking. A development project applicant could choose to substitute private open space for any of the following four types of public open space: sidewalk expansion, privately-owned publicly accessible open spaces (POPOS), side-street plazas, or mid-block passages.

- Ground Floor Form Types

  The Specific Plan establishes four ground floor form types—Storefront, Active, Residential, and Live/Work—with tailored design standards to support an adaptable and walkable public realm and prioritize transparency, architectural articulation, and seamless adaptability

[1] A facility or location where people regularly gather for the sale and purchase of food, beverages, flowers, crafts, and other similar goods. Public markets are open daily, year-round, in a permanent location, with multiple vendors that are owner-operated. (b) Enclosed. A public market conducted indoors. https://berkeley.municipal.codes/BMC/23.502.020(P)(20)

[2] https://berkeleyca.gov/sites/default/files/2026-04/2026-04-14%20Item%2013%20Referral%20to%20Establish%20a%20Citywide%20Local%20Density%20Bonus%20Program.pdf

between various commercial uses. Outside of Designated Nodes, any form type can be selected to meet the requirement, and more than one form type can be combined within a single development.

- The Storefront form type is intended to encourage strong retail-oriented commercial frontage, where residential use is allowed behind the commercial frontage. This form type would be required on all parcels fronting San Pablo Avenue, all parcels fronting University Avenue, all parcels on Gilman Street between San Pablo Avenue and Ninth Street, parcels on the corners of San Pablo Avenue and Cedar and Hopkins Streets, parcels on the corner of Dwight Avenue and San Pablo Avenue, and parcels on Ashby Avenue.
- The Active form type is intended to be functional for a range of non-residential uses and residential amenity spaces. This form type would be allowed on certain side streets within Designated Nodes as an alternative to Storefront.
- The Residential form type is intended to foster social interaction and street activation while providing appropriate transitions between public and private space. This form type would be allowed in a few locations within the Cedar and Dwight Nodes; it is also allowed outside of Designated Nodes.
- The Live/Work form type is intended to support the unique needs of spaces that combine living and working and provide a storefront character to enhance the pedestrian environment. This form type would only be allowed outside of Designated Nodes.

- Development and Design Standards (***Attachment 1, Exhibit C***)

  The Specific Plan includes new development standards to encourage additional housing development in the Specific Plan Area (see *Summary of Zoning and Plan Changes* section below). The proposed Design Standards will further the vision of the Specific Plan, by promoting a built form and architectural character that reinforces San Pablo Avenue's distinctive place in the City, that supports walking, and sustains a diverse, active and safe public realm.

Streets and Mobility
Community feedback emphasized the importance of making San Pablo Avenue easier to cross, more comfortable to walk and bike along, and better connected to the surrounding neighborhoods and regional destinations. San Pablo Avenue is a California state highway (State Route 123), subject to the authority of the California Department of Transportation (Caltrans), so the ability of the City to make changes to San Pablo Avenue is limited. The Specific Plan does not focus on transportation improvements to San Pablo Avenue, as the Alameda County Transportation

Commission (ACTC) has completed a multimodal planning study for San Pablo Avenue's entire length through Alameda County. The study led to three improvement projects: the construction of safety improvements along San Pablo Avenue, bus stop improvements, and bicycle facility improvements on roads that run parallel to San Pablo Avenue, as well as a short segment of bicycle and bus lanes on the southern end of San Pablo Avenue in Berkeley.

The Specific Plan includes transportation policies that: 1) provide local context to inform updates of the City's Pedestrian and Vision Zero Action Plans, expected to begin in 2026 or 2027; 2) call for implementation of mobility hubs in collaboration with the Metropolitan Transportation Commission (MTC) and AC Transit; 3) improving safety by managing vehicle speeds and lowering speed limits; and 4) improving multimodal connectivity at key intersections (see Appendix D to the Specific Plan).

Public Realm
The Specific Plan proposes policies and standards for the public realm that make it easy to reach businesses, transit, homes, and parking while also offering spaces to gather, exercise, and socialize.

- Sidewalks

  To serve the range of uses and infrastructure located within sidewalks, the Specific Plan establishes design standards for each of three zones: Pedestrian, Amenity, and Frontage. Where sidewalk widths are narrower than preferred in the Berkeley Pedestrian Plan (2020),[3] the Specific Plan would encourage widening as properties are redeveloped. In addition, the Outdoor Commerce Use Fee would be waived for 10 years from permit issuance where sidewalks are widened for commercial uses.[4]

- Streetscape

  The Specific Plan updates streetscape standards from the existing San Pablo Avenue Public Improvement Plan (2003) for pedestrian-scale lighting, street furnishing, bus stop improvements, medians, trees, and landscaping. Elements of the streetscape standards would apply to side streets within the Specific Plan Area, including University Avenue.

- Side Street Plazas

  The Specific Plan encourages converting minor streets into side street plazas by limiting or removing vehicle access at certain intersections along

[3] City of Berkeley, Pedestrian Plan. Appendix B: Engineering and Design Guidance, page B-8. (https://berkeleyca.gov/sites/default/files/documents/2020%20Pedestrian%20Plan%20Appendix%20B%20%28adopted%29.pdf)
[4] Outdoor Commerce, Sidewalk Seating, and Parklets | City of Berkeley (https://berkeleyca.gov/doing-business/operating-berkeley/operational-permits-businesses/outdoor-commerce-sidewalk-seating)

San Pablo Avenue that generally extend only a few blocks east/west of San Pablo Avenue or that lack a median break. Implementation approaches include public-private partnerships, a future Business Improvement District, and as an open space incentive in new development.

- Parklets and Curb Extension Common Spaces

  On side streets within the Specific Plan Area, parklets and curb extensions offer opportunities to create community gathering areas, outdoor business spaces and streetscape landscaping within the public right-of-way. To encourage development of these spaces, the Specific Plan proposes waiving the Sidewalk Seating Permit fee for up to 10 years from permit issuance.[5]

- Pocket Parks and Plazas

  There are no publicly owned park, plazas, or other community spaces located along San Pablo Avenue. Community feedback throughout the planning process emphasized a strong desire for accessible public open space along San Pablo Avenue. The Specific Plan suggests future evaluation of the feasibility of acquiring underutilized parcels for a public park along San Pablo Avenue.

Design Standards Document

To help achieve the Specific Plan's vision of a built form and architectural character that reinforces San Pablo Avenue's distinctive place in the City, supports walking, and sustains a diverse, active and safe public realm, a Design Standards Document is proposed for adoption with the Specific Plan. The document has been developed with a goal to not adversely affect project feasibility, with language that is objective yet flexible. Compliance would be mandatory. Projects that comply with the applicable standards would be exempt from the City's Design Review process; however, a project proponent could request an exception to any standard, subject to certain findings being made by the Design Review Committee. The document is organized into five sections:

1. **Introduction**. Describes the purpose and applicability of the standards, the guiding principles, and administrative process to revise them.
2. **Site Design**. Provides standards for the arrangement of activities on the site, primarily in relation to the adjacent public space. The site design section includes standards for pedestrian and vehicular access, as well as parking and service locations within a development site.

[5] Ibid.

3. **Building Design**. Provides architectural standards, including façade modulation and articulation, windows, colors and materials, roofs, and parking garages.
4. **Pedestrian-Level Design**. Provides standards primarily at the ground floor that relate to the building's interaction with sidewalks, adjacent buildings, and open space. The pedestrian-level design section includes standards for ground floor frontages, as well as private and public open space, standards for service and utilities, private parklets and public art.
5. **Glossary**. Defines technical terms not otherwise included in the Zoning Ordinance (BMC Title 23).

Summary of Zoning and Plan Changes

Detailed descriptions of the proposed zoning changes and General Plan text and map amendments, and a detailed rationale for each proposed change, can be found in the staff report for the Planning Commission's June 3, 2026 meeting (***Attachment 3). Table 1*** provides a summary of the recommended changes for each development standard and the policy rationale for each recommendation.

Table 1. Summary of Proposed San Pablo Commercial District Development Standards

Development Standard and Recommendation	Policy Goal
Floor Area Ratio (FAR) Increase the maximum FAR for mixed-use projects commensurate with the proposed increase in maximum building height.	• Help meet Housing Element goals to achieve Regional Housing Needs Allocation (RHNA) • Provide predictability for the review process and outcome • Increase ease of compliance through simplified standards
Building Height Increase the maximum for mixed-use projects to 7 stories and 75 feet across the district.	
Setbacks • Add minimum ground-floor front setback for residential and live/work ground-floor frontage types. • Require 5-foot minimum front and side street setbacks on parcels adjacent to residential districts.	• Encourage context-sensitive infill development • Balance the needs for social interaction at the pedestrian level with privacy for residents.
Open Space • Maintain existing requirement and increase flexibility in meeting open space standard. • Add option to provide personal and/or common private open space within a project, and allow incentives to substitute private for publicly accessible open space.	• Allow flexibility in project design • Encourage social interaction while providing a suitable level of privacy for residents. • Incentivize publicly accessible open space to enhance the pedestrian environment and support placemaking.

Lot Coverage and Building Separation No changes proposed	• Increase ease of compliance through simplified standards

Summary of Proposed Amendments to Existing Plans

Adoption of the Specific Plan and associated Zoning Ordinance amendments requires the following conforming amendments to the University Avenue Strategic Plan and General Plan:

- **University Avenue Strategic Plan**. The Specific Plan Area would be amended to remove the existing San Pablo Avenue Node, as this area would be superseded by the Specific Plan and C-SP zoning district (***see Attachment 1, Exhibit D***).
- **General Plan**. The Land Use Element would be amended to add a new policy – LU-47: San Pablo Avenue Specific Plan – to implement the Specific Plan and take action to achieve its desired outcomes. The C-SP district would be added as a compatible zoning district to the existing Avenue Commercial land use designation. The land use diagram would be revised to apply the Avenue Commercial land use designation to the Specific Plan Area. In addition, the Urban Design and Preservation Element would be amended to add reference to the Specific Plan ***(see Attachment 1, Exhibit G)***.

Summary of Proposed Retirements of Existing Plans

The following would be retired with adoption of the Specific Plan:

- **San Pablo Avenue Public Improvements Plan (SPAPIP)**. Adopted on December 7, 2004, the SPAPIP was developed to support pedestrians, cyclists, drivers, and transit users, while also revitalizing the area along and surrounding San Pablo Avenue. While many improvements have been completed, the SPAPIP itself is now outdated and would be replaced/superseded by this Specific Plan. The SPAPIP's recommendations served as a foundation for the Specific Plan's public realm framework, informing its policies, programs and design standards **(see *Attachment 1, Exhibit F*)**.
- **West Berkeley Plan (WBP)**. Adopted in 1993 and amended in 2011, the WBP serves as the guiding document for land use, economic development, and urban design within West Berkeley. The Specific Plan would supersede portions of the WBP where the two plans overlap. Staff assessed the WBP and found that nearly all of its implementation measures have been completed (***Attachment 4***). The evaluation also reaffirmed that the WBP is primarily implemented through the City's Zoning Ordinance, which includes provisions related to protected

industrial uses, protected non-industrial uses, replacement space requirements and the siting of specific sensitive uses within a mixed-use manufacturing areas. The City Council and Planning Commission expressed support for retiring the WBP as part of adoption of the Specific Plan (***see Attachment 2, Exhibit D***).

BACKGROUND

Land uses along San Pablo Avenue have been shifting away from the historically regional-serving, auto-oriented land use pattern of primarily commercial and light industrial businesses, towards higher density residential and local-serving commercial uses. This transition is beginning to transform the Specific Plan Area into a more vibrant, mixed-use district.

There are three main drivers to creating the Specific Plan: 1) a 2015 City Council referral to develop a plan to guide development on San Pablo Avenue; 2) a 2021 grant awarded by MTC and the Association of Bay Area Governments (ABAG), which designated San Pablo Avenue as a Priority Development Area; [6] and 3) The 2023–2031 Housing Element Update (Program 27), which seeks to develop a San Pablo Avenue Specific Plan to increase development capacity, study design standards, public improvements, and mechanisms to incentivize affordable housing.[7] As part of the Specific Plan development process, the project team produced an assessment of existing conditions, a Policy Options and Development Framework, a Public Review Draft Plan, and memorandums providing analysis and policy options regarding maximum building height, a voluntary commercial in-lieu fee, and a local density bonus program.

Community Outreach

The Specific Plan development process began in June 2023. In the past three years, the project team has conducted outreach as shown in ***Table 2***. Staff conducted two community open houses and a community workshop to collect community feedback on the Specific Plan, as well as hosting a walking tour of the Specific Plan Area. Two community surveys were conducted, and the Planning Commission received four status updates and overviews over the course of the project, which provided an opportunity to receive additional feedback from Commissioners and the public. The City Council provided input on the Public Review Draft Specific Plan during a worksession in November 2025. Finally, staff provided a memorandum to the Transportation and Infrastructure Commission at its April 2026 meeting, describing transportation-related changes made to the Specific Plan in response to community feedback on the Public Review draft.

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[6] Priority Development Areas (PDAs) | Metropolitan Transportation Commission. (https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas)

[7] *City of Berkeley Housing Element Update 2023-2031*. (https://berkeleyca.gov/sites/default/files/documents/Berkeley_2023-2031%20Housing%20Element_02-17-2023v2_0.pdf)

Table 2. Outreach Process

October 21, 2023	Harvest Festival Pop-Up Event
November 1, 2023	Planning Commission Information Item
November 2023	Targeted Survey Results
January 24, 2024	Community Open House #1
April 4, 2024	Planning Commission Status Update and Overview #1
September 26, 2024	Community Workshop
October 2024	Community Survey Results
November 16, 2024	Walking Tour
December 4, 2024	Planning Commission Status Update and Overview #2
October 29, 2025	Community Open House #2
November 5, 2025	Planning Commission Planning Commission Status Update and Overview #3
November 6, 2025	City Council Worksession
March 18, 2026	Planning Commission Planning Commission Status Update and Overview #4
April 16, 2026	Transportation Infrastructure Commission Information Item
June 3, 2026	Planning Commission Recommendation

Planning Commission Recommendation – June 3, 2026
Pursuant to BMC 22.04.020 (Master Plan Amendment Procedures) and 23.412 (Zoning Ordinance Amendments), the Planning Commission held a duly noticed public hearing on June 3, 2026 to review and make a recommendation to the City Council on the proposed Specific Plan, Design Standards Document, Draft Ordinance, General Plan and University Avenue Strategic Plan text and map amendments, and retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan.

At that meeting, the Planning Commission voted (5-2-0-1; Moved by Merker, second by Hauser, Ayes: Hauser, Twu, Marthinsen, Owens, Merker; Noes: Oatfield, Kahn; Abstain: None; Absent: Wang) to recommend adoption of the proposed Specific Plan, Design Standards Document, Draft Ordinance, General Plan and University Avenue Strategic Plan text and map amendments, and retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan. The Planning Commission's motion included the following changes to staff's original recommendation:

- Removal of the minimum residential density standard (see Alternative Actions Considered, below);

- Establishment of a 16 foot minimum sidewalk width standard; and

- Within Designated Nodes, allowing prohibited uses on the ground floor as long as they are fronted by non-prohibited uses that front the sidewalk and are at least 50 feet in lot depth.

Berkeley Fire Department
Consistent with the Local Hazard Mitigation Plan, staff consulted with the Fire Department on the Planning Commission recommendation. The Fire Department shared the following, which have been added to the San Pablo Specific Plan:

- The Specific Plan should acknowledge that increased population, density, and building height change the community's risk profile, and initiate future review of Fire Department deployment, staffing, facilities, equipment, and the Standards of Coverage and Community Risk Assessment. The Specific Plan should include similar triggers for the preparation of an updated San Pablo Fire/EMS Deployment Impact Analysis.

- In any effort to effect street closures or plaza conversions, the Fire Department should be a principal and early partner in location selection and design, not just a final-stage approver.

- Additional development increases demand for Fire Life Safety Plans Examiners and Fire Prevention Inspectors, for review of proposed plans new construction, and on-going routine fire inspections. The Specific Plan should include development, permit, and/or occupancy triggers for consideration of staffing and funding adjustments to meet increased service demand.

- Transit signal priority provisions should explicitly require emergency-vehicle signal preemption or prioritization, with emergency requests taking precedence over transit priority. The Fire Department should participate in the design, testing, and performance monitoring of these systems.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Housing Element Update EIR
Development projections for this project and all reasonably foreseeable growth resulting from development contemplated by the City's updated Housing Element were analyzed in the Environmental Impact Report (EIR) for the 2023-2031 Housing Element Update ("Housing Element Update EIR"), which was certified by the City Council on January 18, 2023.[8]

[8] Housing Element Update 2023-2031 Final EIR.
https://berkeleyca.gov/sites/default/files/documents/ATT%202%20FEIR_RTC.pdf

Issues relating to environmental impacts on public services, particularly as they relate to fire protection services, emergency access, and wildfire issues, were analyzed in the Housing Element Update EIR for all reasonably foreseeable growth resulting from development contemplated by the City's updated Housing Element. The specific impact analyses are found in the following impact sections of the Housing Element Update EIR: (1) Section 4.13 (Public Services and Recreation); (2) Section 4.14 (Transportation); (3) Section 4.17 (Wildfire).

EIR Addendum
The Housing Element Update EIR assumed that approximately 3,682 additional dwelling units would be feasible with implementation of this project. Staff found that the changes to the development standards as currently proposed would allow approximately 8,000 additional dwelling units, an increase in development potential compared to the amount analyzed in the EIR of approximately 4,500 units

The proposed Specific Plan would amend the Zoning Code and Zoning Map to increase residential development potential consistent with the Housing Element Update. The Specific Plan does not allow for any additional growth other than that authorized by the 2023-2031 Housing Element, which was analyzed in the Housing Element Update EIR. Therefore, an Addendum to the Housing Element EIR was prepared (***Attachment 1, Exhibit A***), which demonstrated that the zoning amendments, General Plan and Specific Plan amendments, and retiring of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan would have no new or substantially more severe significant environmental effects than were analyzed for the growth contemplated by the 2023-2031 Housing Element. (See CEQA Guidelines Section 15164.) The impact analyses in the Addendum that correspond to the impact discussion in the EIR are found in Addendum Sections 5.13 (Public Services and Recreation), impacts on Fire Protection; 5.14 (Transportation), impacts on emergency access; and 5.17 (Wildfire). The discussion in these Addendum sections reviewed the previous analyses conducted in the Housing Element Update EIR, including previously adopted mitigation measures, and concluded that no new or substantially more severe significant impacts would occur, and no new mitigation measures are required.

RATIONALE FOR RECOMMENDATION
The proposed zoning changes and General Plan text and map amendments associated with adoption of the Specific Plan align with commitments made by the City Council with the adoption of the 2023-2031 Housing Element Update. Staff engaged with various community stakeholders and facilitated multiple meetings involving both the City Council and Planning Commission to discuss and refine the policies and development standards of the Specific Plan. The feedback received during these sessions has been incorporated into the proposed Specific Plan.

ALTERNATIVE ACTIONS CONSIDERED

Minimum Residential Density
Staff originally recommended a minimum density of 135 dwelling units per acre outside of Designated Nodes and 150 dwelling units per acre within Designated Nodes. The Planning Commission recommended, instead, that the heights and densities be uniform across the entirety of San Pablo Avenue, and suggested a uniform 145 dwelling units per acre standard. The 145 dwelling unit per acre standard was supported by the Planning Commission at its March 18, 2026 meeting as a compromise.

At its June 3, 2026 meeting, the Planning Commission removed the previously recommended Minimum Residential Density standard of 145 dwelling units per acre. In part, the Planning Commission felt that a minimum density standard would discourage larger units, as proposed projects would need to include more, smaller units to meet the proposed minimum density standard.

Council could consider adopting staff's original recommendation of 135 dwelling units per acre, or, if that standard is seen as too high, staff would suggest adopting 100 dwelling units per acre. Such a standard would meet ABAG/MTC's minimum density requirements for eligibility for the Transit-Oriented Communities (TOC) program[9], while encouraging an urban character that complements the 70 dwelling unit per acre *maximum* density found in the residential districts in proximity to the Specific Plan Area.

Maximum Height Standard
At the March 18, 2026 Planning Commission meeting, staff presented the Planning Commission with three options for the Maximum Height Standard within the C-SP zoning district. The options distinguished among the types of projects (residential-only, commercial-only, and mixed-use) and whether a project would be located within or outside of a Designated Node.

- Option 1 removed all variations among project types and locations and presented a uniform seven story maximum height for any project anywhere in the C-SP zoning district.

- Option 2 varied the maximum heights outside of Designated Nodes (3 stories for commercial-only, 4 stories for residential-only, and 7 stories for mixed-used projects), but had a single 8 story maximum height standard for any project within a Designated Node.

- Option 3 varied maximum heights outside of Designated Nodes to encourage residential projects (3 stories for commercial-only, with 7 stories for residential-

[9] https://mtc.ca.gov/funding/funding-opportunities/grantee-resources-transit-oriented-communities-priority-development-areas

only and mixed-use projects), but kept the single 8 story maximum height standard for all projects within a Designated Node, as in Option 2.

As noted above, the Planning Commission did not select any of the three options and instead recommended an increase in the maximum height standard to 7 stories for residential and mixed-use projects anywhere in the C-SP zoning district. The Planning Commission did not recommend changing the existing 3-story height limit for commercial-only projects.

Commercial In-Lieu Fee
The Public Review Draft Plan recommended establishing a voluntary commercial in-lieu fee program. This program would offer a developer the *option* of paying a fee in-lieu of constructing the required ground-floor commercial space in mixed-use buildings outside of Designated Nodes. This would allow a developer to take advantage of the more generous development standards available to mixed-use buildings in the Draft Plan. Funds derived from the fee would be used to support small business activity in the corridor.

As noted above, the Planning Commission's recommendation removed any distinctions in development standards between mixed-use and residential-only projects, and it removed distinctions in development standards inside and outside of Designated Nodes. As such, there would be no need for an in-lieu fee option to gain access to different development standards. If the City Council were to consider reintroducing such distinctions, an in-lieu fee may serve as an option to support economic development activity.

Local Density Bonus Program
The Public Review Draft Plan recommended establishing a local alternative to the State Density Bonus. Under the proposed Local Density Bonus Program (Local Program), developers would be permitted to increase densities similarly to the State Density Bonus Program, or could pay a fee to the City's Affordable Housing Fund. As a condition of using the Local Density Bonus Program, a developer would commit to complying with Objective Design Standards included in the Design Standards Document, which could otherwise be waived if a developer were to instead choose to utilize the State Density Bonus.

The proposed Plan includes an implementation step to prepare a pilot program for a Local Density Bonus Program. Unlike the program included in the Public Review Draft, the pilot program would reflect the approach included in the City Council's April 14, 2026 referral.[10]

[10] April 14, 2026 City Council Referral – Establish a Citywide Local Density Bonus Program to Facilitate Lower-Cost Ownership Homes (Condominiums).

Prohibited Uses within Designated Nodes
The Public Review Draft recommended prohibiting certain uses on the ground floor within Designated Nodes (***Attachment 2, Section 9***). Two of the prohibited uses were multi-unit residential and live-work. Similar to existing provisions within the Telegraph Avenue Commercial (C-T) zoning district, the Planning Commission wanted residential uses to be permitted on the ground floor as long as they were located behind a permitted commercial use. To effect this change, the Planning Commission's motion included permitting prohibited uses on the ground floor as long as they were located behind a permitted commercial use of at least 50 feet in depth.

While permitting multi-unit residential and live work uses on the ground floor, the Planning Commission's motion, by including all prohibited uses, included other uses that may not be consistent with the intent of the Designated Nodes or the promotion of more residential units. For example, the list of prohibited uses includes manufacturing, recycled materials processes, parking lots and non-vehicle repair uses.

CONTACT PERSON
Justin Horner, Principal Planner, Planning and Development, 510-981-7476.

Attachments:
1. Resolution
   - Exhibit A: Addendum to the 2023-2031 Housing Element Update EIR
   - Exhibit B: San Pablo Avenue Specific Plan
   - Exhibit C: San Pablo Avenue Specific Plan Design Standards Document
   - Exhibit D: University Avenue Strategic Plan Amendments
   - Exhibit E: West Berkeley Plan Amendments
   - Exhibit F: San Pablo Avenue Public Improvements Plan Amendments
   - Exhibit G: General Plan Amendments

2. Ordinance – Zoning Ordinance Text and Map Amendments

3. June 3, 2026 Planning Commission Staff Report

4. West Berkeley Plan Implementation Measures Assessment Table

5. Public Hearing Notice

(https://berkeleyca.gov/sites/default/files/2026-04/2026-04-14%20Item%2013%20Referral%20to%20Establish%20a%20Citywide%20Local%20Density%20Bonus%20Program.pdf)

RESOLUTION NO. ##,###-N.S.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY BERKELEY ADOPTING PROPOSED AMENDMENTS TO TITLE 23 OF THE BERKELEY MUNICIPAL CODE AND THE ZONING MAP, TO CREATE THE SAN PABLO COMMERCIAL ZONING DISTRICT AND ADOPT THE SAN PABLO AVENUE SPECIFIC PLAN AND DESIGN STANDARDS DOCUMENT, AS WELL AS CONFORMING AMENDMENTS TO THE UNIVERSITY AVENUE STRATEGIC PLAN, THE WEST BERKELEY PLAN, THE SAN PABLO AVENUE PUBLIC IMPROVEMENTS PLAN, AND THE GENERAL PLAN LAND USE ELEMENT AVENUE COMMERCIAL LAND USE DESIGNATION AND LAND USE DIAGRAM, TO REDESIGNATE CERTAIN PARCELS WITHIN THE PROJECT AREA TO BE CONSISTENT WITH ASSOCIATED TEXT AMENDMENTS.

WHEREAS, the City of Berkeley ("City"), in accordance with the provisions of California Government Code Section 65300 et seq., is required to adopt a General Plan for its long-range development, and further to periodically update that plan to reflect current conditions; and

WHEREAS, the City adopted the West Berkeley Plan in 1993, and adopted amendments to that plan in 1999 and 2011; and

WHEREAS, the City adopted the University Avenue Strategic Plan in 1996; and

WHEREAS, the City adopted the San Pablo Avenue Public Improvements Plan in 2003; and

WHEREAS, the amendments do not change the designation of any parcel to reduce the intensity of use allowed under the existing General Plan or zoning pursuant to Gov. Code section 66300(b)(1); and

WHEREAS, the adopted Housing Element Update (HEU) includes "Program 27 – Priority Development Areas (PDAs), Commercial and Transit Corridors" to develop a San Pablo Avenue Specific Plan to increase allowed densities and/or development capacity, and study design standards, public improvements, and mechanisms to incentivize affordable housing by December 2025; and

WHEREAS, on July 14, 2015, the City Council forwarded a referral to the Planning Commission to develop a Plan to guide development on San Pablo Avenue; and

WHEREAS, on July 13, 2021, the City Council adopted Resolution No. 69,953-N.S. accepting a $750,000 Priority Development Area (PDA) planning grant from the Metropolitan Transportation Commission (MTC) to develop the San Pablo Avenue Specific Plan; and

WHEREAS, the City held community engagement workshops on the following dates: January 24, 2024, September 26, 2024, and October 29, 2025; and

WHEREAS, the Planning Commission held discussions on the San Pablo Specific Plan on the following dates: April 3, 2024, December 4, 2024, November 5, 2025, and March 18, 2026; and

WHEREAS**,** on March 4, 2025, letters were sent to tribes with traditional lands or places located within the geographical areas affected by the proposed changes, to provide opportunity for tribal consultation, pursuant to Government Code Section 65352.3(a)(2). No requests for consultation were received; and

WHEREAS, on June 3, 2026, the Planning Commission held a duly noticed public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

WHEREAS, at that hearing, pursuant to California Government Code Section 65354, the Planning Commission made the following findings to support its recommendation for the General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo Avenue Public Improvement Plan text and map amendments included as Exhibits of this resolution:

(1) The proposed amendment is in the public interest. The proposed General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo Avenue Public Improvement Plan amendments serve the public interest by facilitating additional housing capacity and production in a transit-rich area of the City, to better meet housing demand, increase business activity to support a thriving community, enhance interaction between public and private spaces, and improve local and citywide access to and from the Plan Area.

(2) The proposed amendment is consistent and compatible with the General Plan. The proposed General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo Avenue Public Improvement Plan amendments support a pedestrian-friendly, visually attractive area of pedestrian scale and serve neighborhood needs by providing ground floor commercial standards and permitting a range of commercial uses that are compatible with residential uses, consistent with General Plan Policy LU-27. Further, the amendments ensure internal consistency among General Plan elements. The potential effects of the proposed amendment have been evaluated and have been determined not to be detrimental to the public health, safety, or welfare. The General Plan amendments would not be detrimental to the public health, safety and welfare of the City because they would facilitate development that would be completed in compliance with current building and fire codes and regulations; and would be subject to the City's standard conditions of approval regarding noise and air quality, waste diversion, toxics and stormwater requirements, as well as applicable mitigation measures included in the Housing Element Update EIR; and

WHEREAS, on May 15, 2026, a public hearing notice was provided to tribes with traditional lands or places located within the geographical areas affected by the proposed changes, pursuant to Government Code Section 65352.3(a)(2), for the public hearing held on June 3, 2026; and

WHEREAS, a public hearing notice was published in the Berkeley Voice and posted in three public places pursuant to California Government Code Section 65090 on May 15, 2026 and May 22, 2026 for the public hearing held on June 3, 2026; and

WHEREAS, all documents constituting the record of this proceeding are and shall be retained by the City of Berkeley Planning and Development Department, Land Use Planning Division, at 1947 Center Street, Berkeley, California; and

WHEREAS, in connection with the amendments, an Addendum to the certified Final Environmental Impact Review (EIR) pursuant to Section 15164 of the CEQA Guidelines has been prepared that describes the changes the proposed Project would have to the HEU, and compares the impacts of those changes to the impacts of the HEU identified in the EIR; and

WHEREAS, the Addendum to the certified Final EIR determined that potential impacts associated with the proposed Project are consistent with potential impacts disclosed and analyzed in the EIR. That is, the proposed Project would not result in any new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the EIR. Further, no new information of substantial importance exists which would require major revisions of the HEU EIR. Therefore, none of the conditions outlined in CEQA Guidelines Section 15162(a)(1-2) requiring preparation for a subsequent EIR have been met. Further, none of the conditions outlined in CEQA Guidelines Section 15162(a)(3)(A-D) requiring preparation of a subsequent EIR have been met; and

WHEREAS, based on the analysis contained in the Addendum, no further evaluation of environmental impacts is required for the proposed Project, no subsequent EIR is required pursuant to CEQA Guidelines Section 15162, and the Addendum is the appropriate level of environmental analysis and documentation for the proposed Project pursuant to CEQA Guidelines Section 15164, and therefore the Mitigation Monitoring and Reporting Program in the Final EIR sufficiently addresses impacts from the proposed Project; and

WHEREAS, the Addendum demonstrates that the proposed Project was analyzed as HEU Program 27 in the 2023 EIR and the Addendum further demonstrates that the Project proposes to modify HEU Program 27 but these modifications do not result in the need to prepare a subsequent or supplemental EIR. Consequently, pursuant to CEQA Guidelines Section 15168(c)(2), no further environmental review is required; and

WHEREAS, public hearing notice was published in the Berkeley Voice, posted at each street frontage adjacent to properties proposed for rezoning, and mailed to all property owners, tenants, and residents within properties proposed to be rezoned

pursuant to California Government Code Section 65090 and BMC Section 23.404.040 for the City Council hearing on September 29, 2026.

NOW, THEREFORE, IT BE RESOLVED that the City Council of the City of Berkeley: 1) Adopt findings in support of a separately proposed Zoning Ordinance amendment to establish a San Pablo Commercial (C-SP) zoning district; 2) Amend the General Plan and Land Use Diagram to incorporate the C-SP zoning district into the existing Avenue Commercial (AC) land use designation and redesignate certain parcels within the project area to be consistent with the C-SP zoning district; 3) Amend the University Avenue Strategic Plan to conform to the C-SP zoning district text and map amendments; 4) Retire the West Berkeley Plan; and 5) Retire the San Pablo Avenue Public Improvement Plan.

Pursuant to Berkeley Municipal Code Section 23.412.060, the City Council makes the following findings to support its recommendation for the zoning ordinance amendments:

(1) The proposed amendments are consistent with the General Plan and any applicable specific plan or area plan. The Zoning Ordinance amendments are consistent and compatible with the General Plan, as the proposed San Pablo Commercial (C-SP) district will support a pedestrian-friendly, visually attractive area of pedestrian scale and serve neighborhood needs by providing ground-floor commercial standards and permitting a range of commercial uses that are compatible with residential uses, consistent with General Plan Policy LU-27.

(2) The proposed amendments are consistent with state law. The Zoning Ordinance amendments are consistent with state law because they do not reduce the intensity of use allowed under the existing General Plan or zoning pursuant to Gov. Code section 66300(b)(1). Further, staff prepared an Addendum to the HEU EIR in accordance with CEQA Guidelines to evaluate the potential environmental effects of adoption and implementation of the proposed zoning and General Plan and West Berkeley Plan amendments.

(3) The proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare. The Zoning Ordinance amendments serve the public interest by facilitating implementation of the San Pablo Specific Plan. The Plan goals include increased diversity and supply of housing, increased business activity to support a thriving community, enhanced interaction between public and private spaces, and enhanced local and citywide access. The Zoning Ordinance amendments will not result in the immediate approval of any specific development project. Any future development project will continue to be subject to the City's development and environmental review procedures.

(4) The proposed amendments are internally consistent with other applicable provisions of the Zoning Ordinance. The Zoning Ordinance amendments to create the C-SP district and retire the West Berkeley Plan include non-substantive revisions to the Zoning Ordinance to ensure internal consistency.

(5) The affected site is physically suitable in terms of design, location, shape, size, and other characteristics to ensure that the permitted land uses and development will comply with the Zoning Ordinance and General Plan and contribute to the health, safety, and welfare of the property, surrounding properties, and the community at large. The affected sites are physically suitable for the proposed Zoning Map Amendments to create the C-SP district, as the changes implement General Plan policies related to commercial land use designations.

Exhibits:

A. Addendum to the Housing Element Environmental Impact Report
B. San Pablo Avenue Specific Plan
C. San Pablo Avenue Specific Plan Design Standards Document
D. University Avenue Specific Plan Amendments
E. West Berkeley Plan Amendments
F. San Pablo Avenue Public Improvements Plan Amendments
G. General Plan Amendments

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San Pablo Avenue Specific Plan

CEQA Review Document
2023-2031 Housing Element Update Final EIR Addendum (SCH #2022010331)

City of Berkeley

September 1, 2026

URBAN PLANNING PARTNERS INC.

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I. INTRODUCTION

This document is an Addendum to the 2023-2031 Housing Element Update Environmental Impact Report (State Clearinghouse #2022010331) (**"2023 HEU EIR"),** which was prepared for the City of Berkeley's 2023-2031 Housing Element Update ("**HEU**"). The agency subsequently prepared an addendum to this certified EIR: (1) the Southside Zoning Implementation Project Addendum (August 2023). On January 18, 2023 the Berkely City Council certified the HEU EIR, adopted the Mitigation Monitoring and Reporting Program, and approved the HEU. The Southside Zoning Implementation Project Addendum to the 2023 HEU EIR was considered by the City in November 2023.

This Addendum demonstrates that the proposed San Pablo Avenue Specific Plan (hereinafter referred to as "the Specific Plan project" or "the Specific Plan") was analyzed as HEU Program 27 in the 2023 EIR. It describes the changes in the HEU and other associated implementation actions that constitute the CEQA project and compares the impacts of those changes to the impacts of the HEU identified in the 2023 HEU EIR. Specific Plan Adoption will also require the City to approve General Plan text and map amendments for the San Pablo Avenue Specific Plan Area (the "Specific Plan Area"); Municipal Code and Zoning Map amendments; the adoption of the San Pablo Avenue Design Standards (SPADS); and the retirement of the West Berkeley Plan (WBP) and the San Pablo Avenue Public Improvements Plan (SPAPIP). These approvals are collectively included in the "Specific Plan project" and considered throughout this analysis. The analysis in this Addendum concludes that the proposed project does not require preparation of a subsequent EIR because none of the conditions outlined in Section 15162 have been met. Therefore, pursuant to State CEQA Guidelines Section 15168, no further environmental review is required.

Pursuant to State CEQA Guidelines section 15150, an addendum "may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." Accordingly, the environmental analysis and mitigation measures identified in the 2023 HEU EIR are incorporated by reference into this CEQA Review Document/Addendum. Where the analysis in this Addendum relies on HEU EIR, the findings relied upon are briefly summarized and cross-referenced.

The Final 2023 HEU EIR is available for review via the following:

- **Digital copy** can be accessed at the following link: https://berkeleyca.gov/construction-development/land-use-development/general-plan-and-area-plans/housing-element-update.
- **Paper copy** is available for in person review during the hours of 8:30 AM to 4:00 PM, Mon – Thursday at: City of Berkeley, Land Use Planning Division, 1947 Center Street, Second Floor, Berkeley, California 94704

This addendum demonstrates that the San Pablo Avenue Specific Plan and associated actions and approvals ("the project") would not result in new or more significant impacts than those analyzed in the 2023 HEU EIR. The Plan will increase the projected HEU buildout considered in the 2023 HEU EIR from approximately 19,098 units to 23,598 units, an increase of approximately 4,500 units. This CEQA Review Document demonstrates that no subsequent or supplemental EIR is necessary; rather, it finds that the 2023 HEU EIR adequately analyzes the project and that therefore an Addendum is sufficient with respect to CEQA compliance.

Pursuant to Section 15164 of the CEQA Guidelines,[1] a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 – requiring a subsequent EIR – have occurred. Under Section 15162 (a), a subsequent EIR is only required if substantial evidence demonstrates one or more new significant impacts not discussed in the previous EIR or a substantial increase in the severity of previously identified significant impacts due to substantial changes are proposed in the project, substantial changes occur with respect to the circumstances under which the project is undertaken, or new information of substantial importance require major revisions.

Regarding preparation of an addendum to an EIR, Section 15164 of the CEQA Guidelines states that:

- The lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164(a)).
- An addendum need not be circulated for public review but can be included in or attached to the final EIR (Section 15164(c)).
- The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (Section 15164(d)).
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164(e)).

Further, Section 15168(c)(2) of the CEQA Guidelines states that with respect to later activities in a program that were analyzed in a programmatic EIR, if an agency finds that no subsequent EIR is required pursuant to Section 15162 then it may approve the project without a new environmental document.

[1] California Code of Regulations, Title 14, § 15000 et seq. (CEQA Guidelines).

II. 2023-2031 HOUSING ELEMENT UPDATE (HEU) PROJECT OVERVIEW

The 2023-2031 Housing Element Update (HEU) project amended the City's General Plan by replacing the 5th Cycle Housing Element with the 2023-2031 6th Cycle Housing Element and amended other portions of the City's General Plan as needed for consistency and HEU implementation. The City's Regional Housing Needs Allocation (RHNA) for the 2023-2031 planning period was 8,934 units, distributed among four income categories (very low, low, moderate, and above moderate). To meet the RHNA, the City assessed the capacity to provide sites to meet the RHNA in three categories: Likely Sites, Pipeline Sites, and Opportunity Sites. The Likely Sites, Pipeline Sites and Opportunity Sites together constituted the 2023 HEU EIR Sites Inventory of 15,153 units.[2] Out of the 15,153 units, a total of 3,429 units are within the San Pablo Avenue PDA Specific Plan Area. Additional HEU implementation programs and zoning policies, including the Middle Housing Rezoning and Southside Zoning Modification Project, as well as additional anticipated units at the Ashby and North Berkeley BART stations resulting in an additional 3,945 housing units for a total of 19,098 units anticipated as a result of the HEU (see **Table 1** for a summary).

TABLE 1 2023 HEU EIR PROJECTED BUILDOUT

Source	Total Units
2023 HEU EIR Sites Inventory	
Outside of Specific Plan Area	11,724
Within San Pablo Avenue PDA Specific Plan Area	3,429
Total EIR Sites Inventory	**15,153**
Implementation Programs	
Middle Housing Rezoning, Southside Zoning Modification, Ashby and North Berkeley BART	**3,945**
OVERALL 2023 HEU EIR GROWTH ASSUMPTION	**19,098**

Source: City of Berkeley 2023.

Specifically, Program 27 provides that the City "will be developing a San Pablo Avenue Corridor PDA Specific Plan, which will increase allowed densities and/or development capacity, and study design standards, public improvements, and mechanisms to incentivize affordable housing. The Housing Element sites inventory identifies 64 sites completely or partially within the San Pablo Avenue PDA, accounting for a total of 3,429 anticipated units (665 very low income, 599 low income, 353 moderate income, and 1,812 above moderate income units)."

[2] Likely Sites included 4,685 units with an estimated 800 ADUs; Pipeline Sites included 2,415 units; and Opportunity Sites included 8,053 units.

III. 2023-2031 HOUSING ELEMENT UPDATE EIR

The 2023 HEU EIR evaluated potential environmental consequences associated with the HEU for each environmental issue area identified in the *CEQA Guidelines,* Appendix G checklist. The 2023 HEU EIR found the following impacts to be less than significant without mitigation: aesthetics, biological resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services and recreation, transportation, and utilities and service systems.

The 2023 HEU EIR found that the following impacts would have less-than-significant impacts with implementation of mitigation measures identified in the EIR:

- Air Quality (LTS with Mitigation)
- Cultural Resources (CUL-3, CUL-4) (LTS with Mitigation)
- Geology and Soils (GEO-1) (LTS with Mitigation)
- Tribal Cultural Resources (TCR-1) (LTS with Mitigation)

Mitigation Measure AQ-1 (Construction Emissions Reduction Measures), Mitigation Measure AQ-2 (Construction Health Risk Assessment), and Mitigation Measure AQ-3 (TAC Exposure Reduction Building Measures) would reduce air quality impacts to less than significant levels.

No mitigation measures beyond the identified standard conditions of approval are necessary to reduce Archaeological Resources (CUL-3) and Human Remains (CUL-4) to less than significant levels.

Mitigation Measure GEO-1 (Protection of Paleontological Resources) would reduce geology and soils impacts to less than significant levels.

Mitigation Measure TCR-1 (Tribal Cultural Monitoring) would reduce tribal cultural resources impacts to less than significant levels.

The 2023 HEU EIR found that the HEU would have significant and unavoidable impacts related to:

- Cultural Resources (CUL-1 and CUL-2) (SU)
- Noise (SU)
- Wildfire (SU)

Mitigation Measure CUL-1 (Historic Context Statement, Cultural Resources Survey and Designations) and Mitigation Measure CUL-2 (Historic Resources Discretionary Review) would reduce cultural resources impacts to the maximum extent feasible. However, even with implementation of mitigation measures, existing historical resources and historical resources eligible for listing could still be materially impaired by future development that would be carried

out under the HEU. Therefore, cultural resources impacts would remain significant and unavoidable.

The 2023 HEU EIR also found that the HEU would have significant and unavoidable impacts related to noise. Although future development facilitated by the HEU would be required to comply with the City's Standard Conditions of Approval, which would reduce construction noise impacts to the extent feasible, larger developments involving lengthier construction durations with the use of larger, heavy-duty equipment could still exceed the City's standards for stationary equipment in both multi-family residential and commercial zones. Furthermore, construction noise levels could exceed the City's standards at multiple sites where the HEU would facilitate development in Berkeley. Therefore, construction noise impacts would remain significant and unavoidable.

The 2023 HEU EIR also found that the HEU would have significant and unavoidable impacts related to wildfire. Adherence to City regulations and procedures and implementation of Mitigation Measure W-1 (Undergrounding of Power Drops in the VHFHSZs) would reduce the risk of fire during construction, but not to a less-than-significant level. That is because, for some development projects, even with implementation of wildfire prevention measures, impacts may result from the potential for unusual site-specific or road conditions, project characteristics, and the general ongoing fire risk in Berkeley Hills. Therefore, wildfire impacts would remain significant and unavoidable.

IV. PROJECT DESCRIPTION

A. Project Location

The project site/Specific Plan area encompasses the 2.35-mile corridor along San Pablo Avenue, from the Berkeley/Oakland border in the south, to the Berkeley/Albany border in the north and totals approximately 11.7 acres, as shown in **Figure 1**. The Specific Plan Area includes parcels fronting on and adjacent to San Pablo Avenue. Additionally, it covers parcels along University Avenue between Ninth Street and Curtis Street and about 100 feet along some side streets. It also covers some parcels fronting on other side streets and some parcels on the west side of San Pablo Avenue that front onto Tenth Street.

B. Existing Conditions

The Specific Plan Area has a mix of existing land uses with a significant amount of single and multi-family residential that vary significantly in density and scale. Other uses include a range of light industrial; commercial including retail, vehicle repair, offices and food and alcohol service; personal and household services; retail financial services; and public and quasi-public uses (e.g. community centers, privately-owned publicly accessible open space [POPOS]). Similar uses extend into Albany to the north and Oakland to the south including personal and professional services, food and alcohol services, multi-family residential, auto-related commercial uses.

As shown in **Figure 1**, the existing zoning district for properties fronting on San Pablo Avenue is predominantly West Berkeley Commercial (C-W). The portion of University Avenue within the Specific Plan Area includes both C-W and University Avenue Commercial (C-U). Other zoning districts in proximity to the study area include: Mixed Use-Light Industrial (MU-LI), Mixed Use-Residential (MU-R), Restricted Two-Family Residential (R-2), Restricted Multiple-Family Residential (R-2A), and Multi-Family Residential (R-4). **Figure 1** also shows the 64 HEU opportunity sites located within the Specific Plan Area.

The 1993 West Berkeley Plan and the City's zoning also delineate Commercial Designated Nodes at the following major intersections along San Pablo Avenue: Gilman Street, Cedar Street, University Avenue, Dwight Way, and Ashby Avenue, as shown in **Figure 1**. The purpose of the nodes is to intensify retail, commercial, and mixed-use activity to support a commercial and pedestrian-oriented environment by requiring new development to include certain ground-floor commercial uses.

C. Proposed Project

The San Pablo Avenue Corridor was identified as a priority development area in Program 27 of the City's HEU to address housing scarcity, promote fair housing, and overcome barriers to development. The Specific Plan Area has strong access to transit, schools, and jobs, but has produced less housing than other areas of the City. The proposed Specific Plan/project would encourage development of housing and diverse commercial uses in the Specific Plan Area by lowering the permit thresholds for some uses, expanding the allowable uses, reducing minimum setbacks and allowing greater height, residential density and Floor Area Ratio (FAR). Additionally, the proposed project would include policies and standards that encourage and allow mixed uses and live/work strategies. The proposed project would include adoption of the Specific Plan, adoption of the San Pablo Avenue Design Standards (SPADS), amendments to the Zoning Ordinance and Zoning Map, amendments to the General Plan text and map, and retirement of the West Berkeley Plan (WBP) and the San Pablo Avenue Public Improvements Plan (SPAPIP).

The proposed project would require amendments to the Zoning Ordinance and Zoning Map to create a new zoning district – Commercial San Pablo (C-SP). **Table 2** below summarizes the proposed development standard changes associated with the proposed zoning, where highlighted cells identify the changes.

TABLE 2 EXISTING AND PROPOSED DEVELOPMENT STANDARDS

Zone / Category	FAR	Maximum Height	Maximum Stories
Existing C-W			
Single-Use	3.0	40'	3
Mixed-Use	3.0	50'	4
Proposed C-SP			
Non-Residential Only	3.0	40'	3
Residential-Only	4.25	75'	7
Mixed-Use	4.25	75'	7

Source: City of Berkeley Municipal Code and San Pablo Avenue Specific Plan, 2026.

To ensure consistency with the City's Zoning Ordinance, the following rezoning actions would be included with adoption of the Specific Plan:

- Rezone existing C-W parcels within the Specific Plan Area to C-SP.
- Rezone existing C-U parcels within the Specific Plan Area to C-SP.
- Rezone 12 parcels to eliminate existing split-zoned properties. These changes are limited to parcels fronting on either San Pablo Avenue or University Avenue, and will result in the

subject parcel being zoned C-SP. In cases where the split-zoned portion of a parcel fronts on a side-street, the split zone would be maintained.

- Establish C-SP nodes and remove the C-W designated nodes and the C-U node that are located within the Specific Plan Area.

The proposed zoning district changes are shown in **Figure 1** and **Figure 2**. Parcels in the Specific Plan Area zoned MU-LI, R-1, R-2, or R-3 would retain their existing zoning designation. While they fall within the PDA boundary that received the Planning Grant for the creation of this Plan, they are not subject to any of the above rezoning actions.

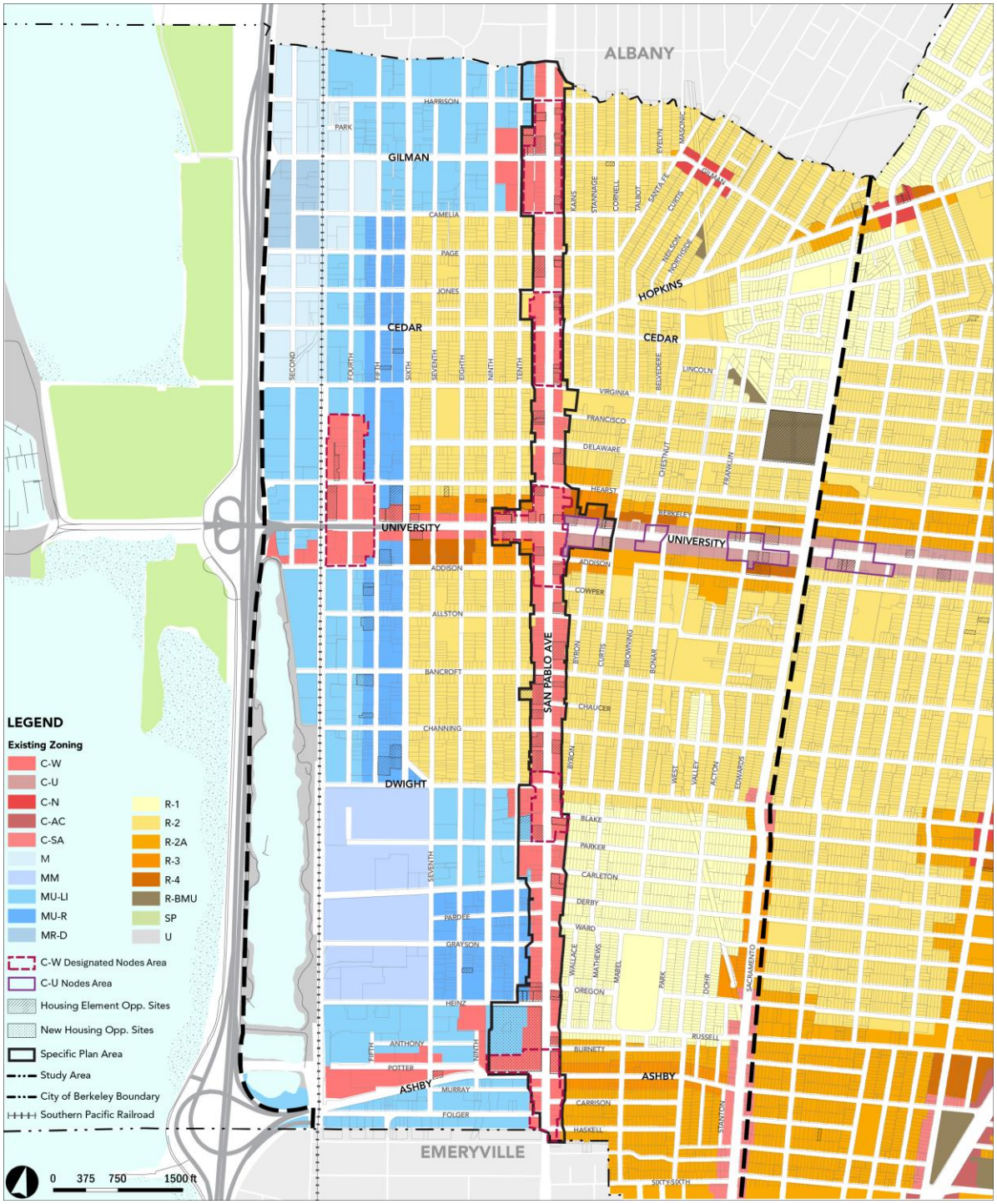
Additionally, the Specific Plan includes policies to improve the public realm along San Pablo Avenue. Implementation of these policies would be beneficial for the pedestrian and cyclist experience and circulation of the Specific Plan Area is discussed further in the *Hazard and Hazardous Materials* and *Transportation* sections and is not anticipated to result in any significant adverse impacts.

The proposed project would require General Plan amendments including text changes to land use designations, text for overlapping Area Plans, such as the University Avenue Specific Plan, and map amendments to reflect the zoning change by re-designating parcels zoned as C-SP as Avenue Commercial (AC).

The proposed project also includes the retirement of the West Berkeley Plan (WBP) and the San Pablo Avenue Public Improvements Plan (SPAPIP). The WBP was adopted in 1993 and was "intended to guide the development of West Berkeley at least until the year 2005." The WBP includes goals and policies related to land use, environmental quality and transportation. The overwhelming majority of the WBP's implementation steps have been completed, including all of the WBP's recommended changes to the Zoning Ordinance. Important WBP goals including the preservation of industrial uses and blue-collar jobs, replacement requirements for certain important uses and policies regarding the colocation of industrial and artisan uses with residential and other sensitive uses are all enshrined in the Zoning Ordinance and its Manufacturing zoning district regulations. Retirement of the WBP would therefore not result in any policy change, as the WBP's goals and programs are either existing BMC requirements, BMC requirements that were adopted and have since been changed, or were considered and not adopted subsequent to the adoption of WBP. The underlying General Plan and Zoning Ordinance already control development within the WBP Area. Therefore, the repeal does not change development capacity nor remove any existing General Plan policy related to industrial uses within what is now the WBP Area. Retiring the SPAPIP would also not result in additional impacts because the action is administrative clean-up and the standards in the Plan are being moved into the Specific Plan, removing a redundant plan. The Specific Plan, SPADS, Zoning Ordinance text and map amendments, and General Plan text and map amendments would be implemented together to

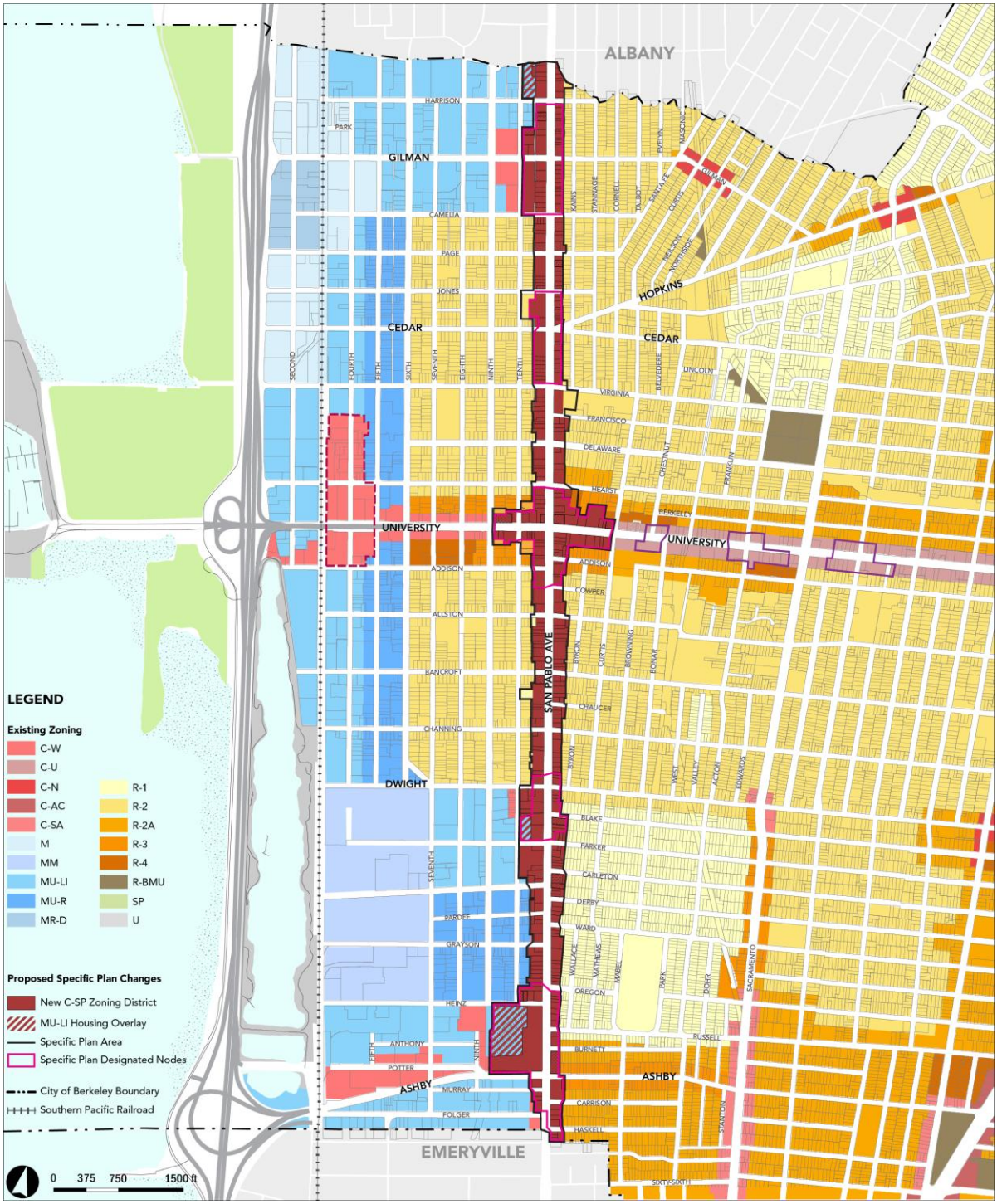
increase development capacity within the Specific Plan Area. Accordingly, the proposed project comprises all of these actions (as well as repeal of the WBP), and this addendum analyzes the potential impacts associated with the increased development capacity resulting from their combined implementation.

FIGURE 1 PROJECT LOCATION AND EXISTING ZONING



Source: City of Berkeley, 2023 and Community Design + Architecture, 2025.

FIGURE 2 PROPOSED ZONING



Source: City of Berkeley, 2023 and Community Design + Architecture, 2025.

D. Proposed Project Buildout Assumptions

As discussed in section *II. 2023-2031 Housing Element Update (HEU) Project Overview*, the 2023 HEU EIR analyzed a buildout of 3,429 units for the Likely, Pipeline, and Opportunity sites within the San Pablo PDA Plan Area. During the early stages of the Specific Plan development and boundary assessment, the PDA boundary was refined, and select parcels located along University Avenue in the University Avenue Commercial (C-U) and West Berkeley Commercial (C-W) zoning districts , and parcels located in Residential (R) and Mixed Use Light Industrial (MU-LI) zoning districts were included or excluded based on split zoning, near-term development, ownership, or other boundary inconsistencies. As a result, the Specific Plan Area is slightly larger, including 15 additional opportunity sites, compared to the San Pablo Avenue PDA and, therefore, the proposed project is anticipated to include 3,682 units from Likely, Pipeline, and Opportunity sites identified in HEU.

The maximum buildout scenario that may occur with the proposed project is shown below in **Table 3** and provides the basis for this analysis. As shown in **Table 3**, the project could result in up to 8,000 new units in the Specific Plan Area. This new unit total is based on the following maximum buildout[3]:

TABLE 3 MAXIMUM BUILDOUT ASSUMPTIONS UNDER THE PROPOSED PROJECT

Units	Specific Plan Area
Maximum Buildout (Units)	8,000
Remaining HEU Likely and Pipeline Units	1,500
HEU Opportunity Units	3,900
New Specific Plan Opportunity Units	1,500
SDBL Opportunity Units	1,100
Total	**8,000**
Assumed HEU Units	(3,682)
PROJECTED ADDITIONAL UNITS	**4,318**

Source: City of Berkeley, 2023, and San Pablo Avenue Specific Plan.

- 1,500 Remaining (unbuilt) HEU Likely and Pipeline units (i.e., approved projects and projects under review), as of August 2025.
- 3,900 HEU Opportunity units that are assumed to develop based on the Specific Plan development standards, which allow a greater level of density than assumed in the HEU.
- 1,500 New Specific Plan Opportunity units that are assumed to develop based on the development standards.
- 1,100 Opportunity units are assumed to develop from the utilization of State Density Bonus Law (SDBL) on every opportunity site in the Specific Plan Area up to 8-stories.

[3] Rationale for the buildout assumptions are further explained in Appendix C of the Specific Plan.

The proposed project therefore has a maximum potential build out of up to an additional 4,318 units within the Specific Plan Area compared to those analyzed in the HEU. For the purposes of this analysis, the number of potential additional units compared to the HEU is 4,500 units, providing a buffer of 182 units or 4 percent.

Future residential projects under the proposed project may be eligible to utilize provisions of the State Density Bonus.[4] The State Density Bonus program encourages the development of on-site affordable housing, including up to a 50 percent increase in project densities for most projects, depending on the amount of affordable housing provided. Additional bonuses are possible up to 100 percent density bonus if additional affordable housing is provided. The State Density Bonus program also includes a package of incentives intended to help make the development of affordable and senior housing economically feasible. These include waivers and concessions, such as reduced setbacks, increased height or modified open space and other requirements. Whether an individual project will utilize the State Density Bonus, or which aspects of State Density Bonus law an individual project would utilize, is difficult to predict. However, based on recent trends, multi-family residential projects in higher density residential and commercial zoning districts are most likely to utilize the State Density Bonus if it allows them to maximize mid-rise construction types (6-8 stories in height; see **Appendix C State Density Bonus Analysis**). This is partly due to the requirements of Berkeley's inclusionary housing ordinance, which would qualify a project for the bonus if they build the required affordable housing on-site. Using the bonus to build high-rise construction, generally 9 stories or above, would be unlikely due to the higher per square foot construction costs for high-rise buildings, although projects may utilize the bonus to obtain concessions and waivers that improve project feasibility. Accordingly, the development assumptions used for this analysis assume that all opportunity sites in the Specific Plan area would develop 8-story buildings.

In addition, based on projections of development potential in the Specific Plan Area, it is estimated that the proposed project would reduce the maximum potential buildout of commercial area by up to 319,600 square feet, from 1,202,400 square feet to 1,171,000 square feet.[5]

The 2023 HEU EIR was a program EIR that analyzed the impacts of the City's HEU, including HEU Program 27, which called upon the City to "create multi-unit objective development standards, which would include standards to increase development potential, including but not limited to, increasing building height, coverage, floor area ratio, and reducing setbacks and building separation, and allowing for more flexibility in the calculation and configuration of open space, particularly along transit corridors." The proposed project is designed to implement Program 27.

[4] Cal. Gov't Code §§ 65915–65918.

[5] Rationale for the buildout assumptions are further explained in Appendix C of the Specific Plan.

However, as implemented, the proposed project would increase the number of residential units to be developed beyond what was analyzed in the 2023 HEU EIR. As a result, pursuant to CEQA Guidelines 15168, the City must determine whether these changes to Program 27 require the preparation of a subsequent EIR. Guidelines § 15168(c)(2). Pursuant to CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The impact analysis that follows in this Addendum concludes, based on substantial evidence, that the proposed project would not result in new or substantially more severe significant environmental impacts beyond those identified in the 2023 HEU EIR due to substantial changes in the previously approved project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance. Therefore, none of the conditions described in CEQA Guidelines Section 15162 that would call for preparation of a subsequent EIR have been met. Accordingly, this Addendum is the appropriate level of environmental documentation to prepare for the proposed project under CEQA. The City will consider this Addendum, along with the 2023 HEU EIR, prior to making a decision on the proposed project.

V. ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE HEU

As summarized above, the proposed project involves the adoption of the Specific Plan, adoption of the San Pablo Avenue Design Standards (SPADS), amendments to the Zoning Ordinance and Zoning Map, associated General Plan text and map amendments, and would allow for a higher level of residential development than was evaluated in the 2023 HEU EIR, as shown below in **Table 4**.

TABLE 4 ENVIRONMENTAL ANALYSIS ASSUMPTIONS

Topic	Assumption
Additional Units (Over HEU Assumption)	Up to 4,500 units (24% increase)
Population Increase	Up to 11,250 new residents (2.5 persons/unit)[a]
Commercial Space	Up to 1,171,000 square feet (26% reduction)
Max Building Height	75 feet
Max FAR	4.25
Zoning Changes	Rezoning C-W, and parcels included in MU-R, R-3, and R-2 to C-SP; potential Housing Overlay on MU-LI parcels

[a] Consistent with 2023 HEU EIR household size assumption of 2.5 persons per multi-family household.
Source: City of Berkeley Municipal Code and San Pablo Avenue Specific Plan Draft, 2026.

Consistent with CEQA Guidelines sections 15162 and 15164, this section evaluates whether implementation of the Specific Plan and its associated maximum buildout scenario would result in new or substantially greater significant impacts or require new mitigation measures, or includes new information and/or changes in baseline conditions that could not have been known at the time the prior EIR was certified, and therefore trigger a need for a new or subsequent EIR.

Appendix G of the CEQA Guidelines provides a checklist of environmental topic areas suggested for assessment in CEQA analyses. This CEQA Addendum evaluates most of these issue areas, which are listed below:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

No impacts associated with agriculture and forestry resources or mineral resources were found to occur, and these issues were not analyzed further in the 2023 HEU EIR. The proposed project would be located within the study area analyzed in the 2023 HEU EIR, which includes the entire City of Berkeley, and for the same reasons as stated in the 2023 HEU, these issues are not addressed further in this Addendum. The remaining environmental issue areas included in Appendix G of the CEQA Guidelines were analyzed in the 2023 HEU EIR and are analyzed in this CEQA addendum.

Potential environmental impacts of the proposed project are analyzed in this Addendum to determine if they are consistent with the impact analysis in the 2023 HEU EIR, and whether additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, mitigation measures identified in the 2023 HEU EIR and adopted and incorporated into the HEU, as well as existing applicable policies and regulations, are discussed, as relevant, with respect to mitigating potentially significant impacts of the proposed project that are different from (new) or substantially more severe than those identified in the 2023 HEU EIR.

A. Aesthetics

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 4.1, Aesthetics*, of 2023 HEU EIR, the HEU would not have a substantial adverse effect on a scenic vista since most new buildings would be of a similar height as existing development and views that would be affected are already fully or intermittently impeded by mature trees and buildings. Development under the proposed project would be subject to the City's general development standards (Berkeley Municipal Code [BMC] Chapter 23.304) as well as objective development standards to ensure that buildings are compatible with neighboring land uses and architectural design and scale. Development under the proposed project could replace facilities such as parking lots with buildings that may reduce nighttime sources of light, and new light sources would likely be adjacent and similar to nearby light sources. Development would also be required to comply with BMC Sections 23.304.100 and 23.304.130 which require exterior lighting to be shielded to avoid light spillover onto adjacent residential properties. Furthermore, the closest State Scenic Highway to the city is I-580 in Oakland approximately 1.6 miles from the city limits, and the closest eligible State Scenic Highway is SR 13 located approximately 0.5 miles from the city limits. The proposed project would not have a substantial adverse effect on a scenic vista, conflict with applicable local regulations governing scenic quality, create a new source of substantial light and glare, or substantially damage scenic resources within a scenic highway. Therefore, aesthetics impacts would be less than significant.

2. Impacts of the Proposed Project

Senate Bill 743[6] passed in 2013, made changes to CEQA for projects located in transit-oriented development areas. Among these changes are that a project's aesthetics impacts are no longer considered significant impacts on the environment if the project is a residential, mixed-use residential, or employment center project and if the project is located on an infill site within a transit priority area (TPA). Pursuant to Section 21099 of the California Public Resources Code, a "transit priority area" is defined as an area within 0.5-mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit or bus rapid station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The entire Specific Plan Area is within a TPA, as shown on the Metropolitan Transportation Commission's (MTC) Transit Priority Areas maps[7] and **Figure 3**; and therefore impacts would be less than significant by definition.

FIGURE 3 TRANSIT PRIORITY AREAS IN BERKELEY

City of Berkeley TPAs and VMT per Resident.
Source: City of Berkeley and MTC.

[6] California Public Resources Code section 21099.

[7] Metropolitan Transportation Commission (MTC). 2021. Transit Priority Area map viewer. https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5

Multiple bus routes such as the Alameda-Contra Costa Transit District (AC Transit) bus routes 72, 72L, 72M, 72R, and 802 are located along the San Pablo Avenue Corridor. Additionally, the Specific Plan Area is located within 0.5-mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. Therefore, because the proposed project would facilitate residential and mixed uses within a TPA, aesthetics impacts are not considered significant impacts on the environment pursuant to SB 743.

The proposed project would not have any new or substantially more severe significant effects related to aesthetics than were identified in the 2023 HEU EIR, and no new mitigation measures are required.

3. Conclusion

The proposed project would have less than significant impacts with respect to aesthetics, similar to the 2023 HEU EIR findings. Furthermore, aesthetics impacts within TPAs, where the entire Specific Plan Area is located, are not considered significant effects on the environment, pursuant to SB 743. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to aesthetics than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

B. Air Quality

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 4.2, Air Quality*, of the 2023 HEU EIR, analysis of the HEU relied on the 2017 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. Construction-related air quality impacts were found to be less than significant with implementation of Berkeley's Standard Conditions of Approval (COA) related to diesel particulate matter controls during construction, as well as Mitigation Measure AQ-1, which was adopted and incorporated into the HEU and requires adherence to BAAQMD's Basic Construction Mitigation Measures to reduce fugitive dust impacts. Operational air quality impacts were also found to be less than significant because the VMT associated with HEU buildout would increase by approximately 38 percent, which would not exceed the rate of increase from the forecast population of approximately 43 percent. As discussed in Section 4.2 of the 2023 HEU EIR, because the HEU's VMT increase would not conflict with the BAAQMD's CEQA Guidelines operational plan-level significance thresholds for criteria air pollutants, and the HEU would be consistent with control measures within the BAAQMD 2017 Clean Air Plan, impacts related to conflicting or obstructing implementation of an applicable air quality plan would be less than significant.

According to the California Office of Environmental Health Hazard Assessment (OEHHA), construction of individual projects lasting longer than two months or located within 1,000 feet of sensitive receptors could potentially expose nearby sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant health risk impacts.[8] Future construction that could result from implementation of the HEU could exceed BAAQMD's thresholds for increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute), and result in potentially significant impacts related to construction toxic air contaminant (TAC) emissions. However, with implementation of Mitigation Measure AQ-2, which was adopted and incorporated into the HEU, construction-related TAC impacts were found to be less than significant. The 2023 HEU EIR determined that operation of land uses facilitated by buildout of the HEU would not include sources of TACs such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities, and also would not include new stationary sources onsite such as emergency diesel generators.[9] Therefore, the 2023 HEU EIR found less than significant impacts related to operational TACs.

In 2005, CARB issued recommendations to avoid siting new residences within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day or close to known stationary TAC sources.[10] BAAQMD's average daily traffic (ADT) threshold is lower, at 10,000 vehicles per day; therefore, this analysis conservatively uses BAAQMD's ADT threshold. Development consistent with the HEU could place sensitive receptors living in housing within approximately 500 to 1,000 feet of Interstate 580 (I-580) and Interstate 80 (I-80). There is also the potential for development to occur within 500 feet of roadways that have existing traffic volumes of 10,000 vehicles per day or more such as University Avenue, Adeline Street, Telegraph Avenue, Claremont Avenue, and Gilman Street.[11] Therefore, development of those housing sites could create a potentially significant impact by exposing future sensitive receptors to substantial pollutant concentrations. However, implementation of Mitigation Measure AQ-3, which was adopted and incorporated into the HEU, would be required and would reduce impacts to a less than significant level.

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[8] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0

[9] Bay Area Air Quality Management District (the Air District). 2023. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-0-cover-page-pdf.pdf?la=en

[10] California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.

[11] California Department of Transportation (Caltrans). 2023. Traffic Volumes. https://dot.ca.gov/programs/traffic-operations/census

The 2023 HEU EIR found that the HEU would not generate objectionable odors affecting a substantial number of people during operation since it would not include uses such as wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, or chemical plants. Impacts related to odors would be less than significant.

2. Impacts of the Proposed Project

The proposed project would increase the potential residential density and the total number of potential units above those studied in the 2023 HEU EIR by up to 4,500 units, and is anticipated to facilitate redevelopment of some commercial-only sites with mixed-use such that amount of commercial space would decrease. Overall, the proposed project would facilitate increased development in areas well-served by alternative transportation thereby reducing the use of personal vehicles and subsequent mobile emissions. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue. San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5-mile of the North Berkeley BART station at its northern end. The Specific Plan Area also includes bicycle and pedestrian facilities to encourage walking and biking. Similar to the HEU, development facilitated by the proposed project would be consistent with applicable 2017 Clean Air Plan Control Measures, including measures to increase pedestrian and bicycle access, decrease electricity demand, facilitate green building, and support water conservation, as shown in Table 4.2-6 of the HEU FEIR.

The proposed project would also increase the amount of construction activity compared to the HEU since it would potentially facilitate up to 4,500 more units, and would allow for increased building heights and density, which could require deeper foundations and/or increase the likelihood of sub-grade parking, thereby incrementally increasing construction-related air pollutant emissions that would affect local air quality. Similar to the HEU, development facilitated by the proposed project would be required to comply with the City's Standard COA regarding diesel particulate matter controls during construction, as well as previously adopted Mitigation Measure AQ-1, which requires implementation of Bay Area Air District's (Air District) Basic Construction Mitigation Measures. This would reduce construction-related emissions to a less than significant level, similar to the 2023 HEU EIR findings.

According to the Air District's 2022 CEQA Air Quality Guidelines,[12] determining compliance with the threshold for criteria air pollutants and precursors requires an assessment of the rate of

[12] Bay Area Air Quality Management District (the Air District). 2023. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-0-cover-page-pdf.pdf?la=en

increase of plan VMT and population. As discussed in the 2023 HEU EIR, VMT associated with the HEU buildout across the city would increase by approximately 38 percent, which would not exceed the rate of increase from the forecast population of approximately 43 percent. While the 2023 HEU EIR VMT analysis studied the entire city, which included areas in the hills that are more car-dependent and less accessible by bus and bike, the proposed project concentrates growth and residences in proximity to transit, bicycle facilities, jobs and services to reduce single-occupancy vehicle trips and encourage alternative models of travel. Therefore, VMT increases compared to the population growth for the proposed project are anticipated to be less than studied in the 2023 HEU EIR. As a result, impacts concerning criteria pollutants generated from transportation-related emissions would remain less than significant, same as the HEU.

Similar to the HEU, development facilitated by the proposed project could contribute to the Air District's thresholds being exceeded for cancer risk of greater than 10.0 in a million, non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute), and construction TAC impacts. Consistent with previously adopted Mitigation Measure AQ-2, individual development projects that would require construction activities occurring within 1,000 feet of sensitive receptors, last longer than two months, and are not using Tier 4 and/or alternative fuel construction equipment would be required to prepare a construction Health Risk Assessment (HRA). Implementation of this mitigation measure would reduce construction TAC impacts to a less than significant level consistent with the 2023 HEU EIR findings.

Operation of development facilitated by the proposed project would not include sources of TACs such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities, and therefore would not be considered sources of TACs. Residences also do not typically include new stationary sources of TACs onsite, such as emergency diesel generators. However, if residences did include a new stationary source onsite, it would be subject to the Air District Regulation 2, Rule 2 and require permitting. This process would ensure that the stationary source does not exceed applicable the Air District health risk thresholds. Therefore, similar to the 2023 HEU EIR findings, operational TAC impacts due to the proposed project would be less than significant.

Unlike the HEU, increased development facilitated along San Pablo Avenue would not place sensitive receptors living in housing within approximately 500 to 1,000 feet of Interstate 580 (I-580), Interstate 80 (I-80), or State Route 13 (SR 13). However, there is potential for development to occur within 500 feet of San Pablo and Solano Avenues, roadways that have a traffic volume of 10,000 vehicles per day or more, which could result in a potentially significant impact.[13]

[13] California Department of Transportation (Caltrans). 2023. Traffic Volumes. https://dot.ca.gov/programs/traffic-operations/census

Therefore, continued implementation of previously adopted Mitigation Measure AQ-3 would be required for future development located within 500 feet of Solano Avenue or San Pablo Avenue, which would require the incorporation of TAC reduction design features into future projects and reduce impacts to a less than significant level.

The proposed project's changes to the HEU would include the addition of residential uses and the reduction of commercial uses and, like the HEU, would not include odor-generating uses such as wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, or chemical plants. Therefore, development facilitated by the proposed project would not generate objectionable odors affecting a substantial number of people during operation, and impacts would be less than significant, similar to the 2023 HEU EIR findings.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to air quality, and no new mitigation measures are required. Berkeley's Standard COA requiring construction BMPs, as referenced in the 2023 HEU EIR, would remain applicable.

Air Quality – Diesel Particulate Matter Controls During Construction. All off-road construction equipment used for projects with construction lasting more than 2 months shall comply with **one** of the following measures:

A. The project applicant shall prepare a health risk assessment that demonstrates the project's on-site emissions of diesel particulate matter during construction will not exceed health risk screening criteria after a screening-level health risk assessment is conducted in accordance with current guidance from BAAQMD and OEHHA. The health risk assessment shall be submitted to the Public Works Department for review and approval prior to the issuance of building permits.

B. All construction equipment shall be equipped with Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the California Air Resources Board (CARB). The equipment shall be properly maintained and tuned in accordance with manufacturer specifications.

In addition, a Construction Emissions Minimization Plan (Emissions Plan) shall be prepared that includes the following:

- An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification

number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.

- A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. The Emissions Plan shall be submitted to the Public Works Department for review and approval prior to the issuance of building permits.

Previously adopted 2023 HEU EIR Mitigation Measures AQ-1 through AQ-3, incorporated in the City's Standard COAs, would remain applicable and would continue to be implemented and monitored.

AQ-1: Construction Emissions Reduction Measures. As part of the City's development approval process, the City shall require applicants for future development projects within the project sites to comply with the current BAAQMD basic control measures for reducing construction emissions of PM10, outlined below.[14]

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.

[14] Bay Area Air Quality Management District (the Air District). 2023. Table 8 2, Basic Construction Mitigation Measures Recommended for All Proposed Projects. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-0-cover-page-pdf.pdf?la=en

7. All construction equipment shall be maintained and properly tuned in accordance with manufacture's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper conditions prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's number shall also be visible to ensure compliance with applicable regulations.

AQ-2: Construction Health Risk Assessment. For individual projects (excluding ADUs, single-family residences, and duplexes) where construction activities would occur within 1,000 feet of sensitive receptors, would last longer than two months, and would not utilize Tier 4 and/or alternative fuel construction equipment, the project applicant shall prepare a construction health risk assessment (HRA). The HRA shall determine potential risk and compare the risk to the following BAAQMD thresholds:

- Non-compliance with Qualified Community Risk Reduction Plan;
- Increased cancer risk of > 10.0 in a million;
- Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute); or
- Ambient PM2.5 increase of > 0.3 µg/m3 annual average.

If risk exceeds the thresholds, measures such as requiring the use of Tier 4 and/or alternative fuel construction equipment shall be incorporated to reduce the risk to appropriate levels.

AQ-3: TAC Exposure Reduction Building Measures. The following design features shall be incorporated for residential development located within 1,000 feet of I-580/80 or on a lot that fronts on a section of roadway with 10,000 vehicles per day or more in order to reduce exposure of proposed residences to TACs from vehicles and stationary combustion engines (i.e., generators):

1. If the proposed buildings would use operable windows or other sources of infiltration of ambient air, the development shall install a central HVAC system that includes high efficiency particulate filters (HEPA). These types of filters are capable of removing approximately 99.97 percent of the DPM emissions from air introduced into the HVAC system.[15] The system may also include a carbon filter to remove other chemical matter. Filtration systems must operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors.

[15] United States Environmental Protection Agency (USEPA). 2022. What is MERV Rating. https://www.epa.gov/indoor-air-quality-iaq/what-merv-rating

2. If the development limits infiltration through non-operable windows, a suitable ventilation system shall include a ventilation system with filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating and Air- Conditioning Engineers MERV-13 supply air filters, (2) greater than or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system.
3. Windows and doors shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project.
4. Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).
5. Prepare an ongoing maintenance plan for the HVAC and filtration systems, consistent with manufacturers' recommendations.
6. The applicant shall inform occupants regarding the proper use of any installed air filtration system.

4. Conclusion

The proposed project would have less than significant impacts after mitigation with respect to air quality, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to air quality than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

C. Biological Resources

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 4.3, Biological Resources*, of the 2023 HEU EIR, the HEU did not include development sites on the western boundary of Berkeley, where marine, estuarine, and lacustrine habitats may provide habitats for special-status species and native fish and wildlife and includes mainly sites in the urbanized core of the City. Therefore, the HEU would have less than significant impacts related to riparian habitats and sensitive natural communities, state or federally protected wetlands, and movement of native resident or migratory fish or wildlife species.

Nonetheless, trees, shrubs, man-made structures, and the ground surface throughout Berkeley provide suitable nesting substrates for birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC), and construction activities under the HEU could potentially affect nesting birds if carried out during breeding season. However, with compliance with the City's Standard COA related to avoiding disturbance of nesting birds, impacts were found to be less than significant. As discussed in the 2023 HEU EIR, development facilitated by the HEU would be required to comply with the City's Tree Ordinance (BMC No. 6,509-N.S.) and the City's Creek Protection Ordinance (BMC 17.08) and because there are no adopted habitat conservation plans or natural community conservation plans within the city of Berkeley, the HEU would not conflict with provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

2. Impacts of the Proposed Project

Although the proposed project's changes to the HEU would facilitate the development of up to 4,500 more units in the Specific Plan Area, compared to the adopted HEU, the proposed project would only increase residential density on underutilized sites in a highly-urbanized area of the city away from open space preserves and non-channelized creeks and would not directly or indirectly impact the habitat of special-status species. New development facilitated under the proposed project would not differ substantially from the existing urban development in the Specific Plan Area with respect to implications for biological resources. Although trees and other vegetation in the Specific Plan Area may support species of nesting migratory birds protected under the CFGC, development facilitated by the proposed project would be required to comply with the City's Standard COA regarding avoidance of disturbance of nesting birds, which would reduce impacts to a less than significant level, similar to the 2023 HEU EIR findings2023 HEU EIR findings.

The Specific Plan Area does not contain natural communities considered sensitive by the California Department of Fish and Wildlife. There are also no mapped or designated federally protected wetlands in the Specific Plan Area.[16] Some underground drainage culverts may intersect the Specific Plan Area; however, these are not federally protected and therefore are not subject to United States Army Corps of Engineers (USACE) jurisdiction. Additionally, pursuant to BMC Chapter 17.08, obstructing or interfering with watercourses is prohibited and construction within 30 feet of a culverted creek must receive a permit from the City Engineer and comply with the provisions in the chapter to ensure the watercourse is protected. Due to the developed nature of the Specific Plan Area, there would not be potential for impacts to protected wetlands. Additionally, the Specific Plan Area is not within, and does not function as, a significant regional or local wildlife movement corridor, since there are no waterways that could be utilized for

[16] U.S. Fish and Wildlife Service (USFWS). 2025. National Wetlands Inventory. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/

movement of native residents or migratory fish. Furthermore, there are no habitat conservation plans or natural community conservation plans adopted in the Specific Plan Area, and the proposed project would not conflict with such plans. Therefore, impacts would be less than significant, similar to the 2023 HEU EIR findings.

Similar to the HEU, the proposed project could result in the removal of mature trees during construction. General Plan Policy EM-29 requires the City to maintain and enhance street and park trees to improve the environment and provide habitat. On-going implementation of that policy through site-specific design review and use permits would reduce potential impacts to locally significant trees to a less than significant level. Development facilitated by the proposed project would also be required to adhere to the City of Berkeley's Tree Ordinance (BMC No. 6,509-N.S.), which prohibits the removal of coast live oak trees unless determined to be necessary for public safety by the City Manager. Therefore, with adherence to the City's Tree Ordinance and other policies and ordinances for protecting biological resources, impacts would be less than significant, similar to the 2023 HEU EIR findings.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to biological resources, and no new mitigation measures are required. Berkeley's Standard COA requiring avoiding disturbance of nesting birds, as referenced in the 2023 HEU EIR, would remain applicable.

> BIO-1: Avoid Disturbance of Nesting Birds. Initial site disturbance activities, including vegetation and concrete removal, shall be prohibited during the general avian nesting season (February 1 to August 30), if feasible. If nesting season avoidance is not feasible, the applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and activity status of any active nests on or adjacent to the project site. The extent of the survey buffer area surrounding the site shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC), nesting bird surveys shall be performed not more than 14 days prior to scheduled vegetation and concrete removal. In the event that active nests are discovered, a suitable buffer (typically a minimum buffer of 50 feet for passerines and a minimum buffer of 250 feet for raptors) shall be established around such active nests and no construction shall be allowed inside the buffer areas until a qualified biologist has determined that the nest is no longer active (e.g., the nestlings have fledged and are no longer reliant on the nest). No ground-disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Nesting bird

surveys are not required for construction activities occurring between August 31 and January 31.

4. Conclusion

The proposed project would have less than significant impacts with respect to biological resources, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to biological resources than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

D. Cultural Resources

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 4.4, Cultural Resources*, of the 2023 HEU EIR, the City has adopted regulations related to cultural resources that would apply to development facilitated by the HEU. Pursuant to Chapter 3.24 of the BMC, the City's Landmarks Preservation Commission (LPC) ordinance provides procedures for the local designation of historical resources and includes a provision for a permit review which allows the LPC to review and approve construction, alteration, or demolition of a designated landmark, buildings in designated historic districts, and structures of merit. In addition, pursuant to BMC Section 23.326.070(C), the City requires any application for a use permit or administrative use permit to demolish a non-residential building or structure which is 40 or more years old to be forwarded to the LPC for review before consideration of the permit. Further, the City's zoning project application has submittal requirements for zoning projects that include the proposed demolition or substantial change to any building 40 or more years old subject to environmental review requiring a historical resource evaluation. For projects subject to discretionary review, potential impacts to historical resources would be addressed by following the existing procedures of the City's permit review process, and by adherence to the City's Standard COAs. The BMC requirements and zoning project application submittal requirements are intended to reduce impacts to historical resources by ensuring that proposed changes to buildings do not negatively impact the resource by encouraging the preservation and maintenance of historical materials and ensuring work performed is consistent with the resource's historical character. Nonetheless, the 2023 HEU EIR determined that there is potential for historic resources that have not yet been subject to evaluation or would not be subject to the City's permit review or zoning application requirements to be adversely impacted, and Mitigation Measure CUL-1 and Mitigation Measure CUL-2, which were adopted and incorporated into the HEU, would be required to reduce impacts to the maximum extent feasible.

However, even with implementation of previously-adopted Mitigation Measure CUL-1 and Mitigation Measure CUL-2, existing and eligible historical resources could still be materially impaired by future development that would be facilitated by the HEU because specific actions intended for the reduction of impacts to historical resources could be deemed infeasible. In addition, future projects that are not subject to discretionary review and have not been previously evaluated for the presence of historical resources could result in the demolition of potential historic resources. Therefore, impacts to historical resources were found to be significant and unavoidable.

The 2023 HEU EIR found that ground-disturbance of native soils on properties for the purposes of development facilitated by the HEU could contain previously unknown prehistoric or historic-period resources, and individual development projects facilitated by the HEU that would involve ground disturbance activities would have the potential to damage or destroy archaeological resources, especially if they occur below previously disturbed sediments. However, with adherence to the City's Standard COA related to archaeological resources, impacts would be less than significant.

The 2023 HEU EIR also determined that ground-disturbing activities associated with development under the HEU could result in damage to or destruction of human burials. However, compliance with the California Health and Safety Code (Section 7050.5, 7051, and 7054), which has specific provisions for the protection of human burial remains; PRC Section 5097.98, which addresses the disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission (NAHC) to resolve related disputes; and the City's Standard COA related to human remains; would result in impacts that would be less than significant.

2. Impacts of the Proposed Project

Historical Resources

The Landmarks Preservation Commission, enabled by BMC 3.24, maintains a list of "Berkeley Landmarks," "Structures of Merit" and "Historic Districts". The Specific Plan Area does contain buildings with these designations, listed below in **Table 5**, but does not include areas that are designated historical districts. The 2023 HEU EIR did not include specific physical development projects, but it assumed that development was a reasonably foreseeable outcome that would be facilitated by adoption of the HEU. The proposed project also does not call for specific physical development projects but, similarly, this analysis assumes that implementation of the proposed project's zoning changes in the Specific Plan Area would facilitate development projects. Therefore, as was assumed in the 2023 HEU EIR, reasonably foreseeable development facilitated

by the proposed project could impact historical resources through demolition and construction activities.

TABLE 5 HISTORIC LANDMARKS

Historic Landmark	Address	Date of Construction	Designation Date	Designation Type
Gullen Market (Henry S. Patton Building)	1523-1531 San Pablo Avenue	1906-1907	1985	City Landmark
Weisbrod Building	2001 San Pablo Avenue	1930	1985	Structure of Merit
H.J. Heinz Co. Factory	2900 San Pablo Avenue	1927	1986	City Landmark*
Ashkenaz Music & Dance Community Center	1317 San Pablo Avenue	1973	1992	City Landmark
Mobilized Women of Berkeley Building	1007 University Avenue	1949	2009	City Landmark
The Borg Building	2136-2154 San Pablo Avenue	1923	2020	City Landmark

* Listed in the California State Historic Places Inventory.
Source: List of Designated City Landmarks, Structures of Merit, and Historic Districts. Updated October 6, 2025.

The City encompasses approximately 6,675 acres and contains 346 city, state, and national landmarks.[17] Six of these landmarks, listed in **Table 5**, are located within the approximately 12-acre Specific Plan Area. While this represents a higher concentration of historical resources than exists citywide and a greater concentration than was analyzed in the 2023 HEU EIR, the proposed project would potentially affect only six landmarks, or approximately 1.7 percent of the city's total historic landmarks. Additionally, the City currently has procedures in place for projects that would involve the demolition of non-residential buildings 40 or more years old that require use permits or administrative use permits to be forwarded to the LPC for review. The City's zoning project application requires a historic resources evaluation for zoning projects subject to environmental review that include the proposed demolition or substantial change to a building more than 40 years. For projects subject to discretionary review, potential impacts to historical resources would be addressed by following the existing procedures of the permit review process, and by adherence to the City's Standard COAs. These regulations are intended to reduce impacts to historical resources by ensuring that proposed changes to buildings do not adversely impact the resource through encouraging the preservation and maintenance of historical materials and ensuring work performed is consistent with the resource's historical character.

[17] City of Berkeley. List of Designated City Landmarks, Structures of Merit, and Historic Districts. Updated October 6, 2025. https://berkeleyca.gov/sites/default/files/documents/COB%20Landmarks%20Updated%20Jan%202023_0.pdf

However, future development in the Specific Plan Area may be allowed with a Zoning Certificate and would not undergo discretionary review. For these projects, the City would not have the authority to implement review procedures for evaluating buildings 40 or more years old. Further, as mentioned previously, there are designated, known, and potential historic resources in the Specific Plan Area. Although the continued implementation of previously adopted Mitigation Measure CUL-1 and Mitigation Measure CUL-2 would be required in order to reduce impacts to historical resources to the extent feasible, even with implementation of these mitigation measures, existing and eligible historical resources could still be materially impaired by future development that would be facilitated by the proposed project. Material impairment could occur because specific actions intended for the reduction of impacts to historical resources could be determined to be infeasible. Material impairment could also occur because future projects that are not subject to discretionary review on sites with structures that have not been previously evaluated to initiate a landmark or structure-of-merit designation could result in the demolition of potential but unknown historic resources. Although future development would be required to comply with mitigation measures CUL-1 and CUL-2 as adopted in the HEU, similar to the 2023 HEU EIR findings, impacts due to the proposed project's changes to the HEU would remain significant and unavoidable. Nonetheless, impacts related to historical resources would not be substantially more severe than what was analyzed in the HEU.

Archaeological Resources and Human Remains

Implementation of the proposed project would involve disturbance in the same areas as analyzed in the 2023 HEU EIR, and conditions in the Specific Plan Area have not substantially changed since certification of the 2023 HEU EIR and adoption of the HEU and development under the proposed project would occur on underutilized sites in previously disturbed areas. Nevertheless, ground-disturbing activities such as earthmoving and excavation could still potentially damage and/or destroy unrecorded archaeological resources or human remains in subsurface soils within the Specific Plan Area. Additionally, the proposed project would allow increased building heights and density, which could require deeper foundations and/or increase the likelihood of sub-grade parking, and thereby increase the likelihood of encountering archaeological resources or human remains. However, future development would be subject to federal and State regulations, such as the California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) (CEQA), which state the mandated procedures of conduct following the discovery of human remains. Future development facilitated by the proposed project would also be required to comply with the City's Standard COA related to archaeological resources and human remains during demolition, grading, and construction, which would reduce impacts to a less than significant level, similar to the 2023 HEU EIR findings.

Archaeological Resources (Ongoing throughout demolition, grading, and/or construction). Pursuant to CEQA Guidelines Section 15064.5(f), "provisions for historical or unique

archaeological resources accidentally discovered during construction" should be instituted. Therefore:

A. In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist, historian or paleontologist to assess the significance of the find.

B. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified professional would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Berkeley. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a CEQA Review Document prepared by the qualified professional according to current professional standards.

C. In considering any suggested measure proposed by the qualified professional, the project applicant shall determine whether avoidance is necessary or feasible in light of factors such as the uniqueness of the find, project design, costs, and other considerations.

D. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation measures for cultural resources is carried out.

E. If significant materials are recovered, the qualified professional shall prepare a CEQA Review Document on the findings for submittal to the Northwest Information Center.

Human Remains (Ongoing throughout demolition, grading, and/or construction). In the event that human skeletal remains are uncovered during ground-disturbing activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

Effects and Mitigation Measures

Historical Resources

No new or substantially more severe significant effects would occur to cultural resources, and no new mitigation measures are required. Previously adopted Mitigation Measure CUL-1 and Mitigation Measure CUL-2 would remain applicable and would continue to be implemented and monitored.

> CUL-1: Historic Context Statement, Cultural Resources Survey and Designations. During the period of this Housing Element, the City should conduct a citywide historic context statement and a cultural resource survey to identify historic resources, with priority given to sites in the 2023 HEU EIR Site Inventory, to determine if there are designed built environment features which are over 40 years of age proposed to be altered or demolished. Designation of historic or cultural resources should be conducted by the Landmarks Preservation Commission pursuant to 3.24.260 of the Berkeley Municipal Code.
>
> CUL-2: Historical Resources Discretionary Review. For projects that are subject to discretionary review that occur during the Housing Element period where a historical-age building or structure that has not been previously evaluated is present, a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior Professional Qualification Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level survey in accordance with the California Office of Historic Preservation guidelines to determine if the property qualifies for federal, state, or local historical resources designation. All age eligible properties shall be evaluated within their historic context and documented in a technical memorandum with Department of Parks and Recreation Series 523 Forms.

Should a property be found to be a qualifying historical resource, the project shall be subject to the City's regulations for permit review, including by the Preservation Landmarks Commission pursuant to Chapter 3.24.260, and/or by the Zoning Adjustments Board pursuant to Chapter 23.326 of the City of Berkeley Municipal Code. Efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with a development application that may affect the historical resource, the historical resources built environment assessment shall also identify and specify the treatment of character-defining features and construction activities.

Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been

determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a CEQA Review Document identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the CEQA Review Document shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These may include documentation of the resource in a manner consistent with the standards of the Historic American Building Survey (HABS). Documentation should include full descriptive and historical narrative, measured drawings, and medium format photographs, all in archivally stable format.

Archaeological Resources and Human Remains

No new or substantially significant effects to archaeological resources or human remains were identified and no new mitigation measures are required. Berkeley's Standard COAs, as referenced in the 2023 HEU EIR, would remain applicable and continue to be implemented, reducing impacts to archaeological resources and human remains to a less than significant level.

3. Conclusion

Historical Resources

Previously adopted Mitigation Measure CUL-1 and Mitigation Measure CUL-2 would remain applicable to the proposed project. However, even with implementation of these mitigation measures, impacts to cultural resources would remain significant and unavoidable, similar to the adopted HEU. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to historical resources than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

Archaeological Resources and Human Remains

The proposed project would have less than significant impacts with respect to archaeological resources and human remains, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating

that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to archaeological resources or human remains than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

E. Energy

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 5.5*, *Energy*, of the 2023 HEU EIR, construction facilitated by the HEU would involve temporary energy use. During construction, contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than 5 minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency's (USEPA) Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. The HEU would also be required to comply with standards and regulations such as 2019 CALGreen (as codified in CCR Title 24, Part 11), California Energy Code (as codified in CCR Title 24, Part 6), and BMC Chapter 19.37, Berkeley's Green Code.

Development under the HEU would be required to comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's CALGreen standards (California Code of Regulations, Title 24, Part 11) and BMC Chapters 19.36 and 19.37 would require implementation of energy-efficient light fixtures and building materials into the design of new construction projects, limit the use of natural gas infrastructure in new development, and provide for electric-ready infrastructure for natural gas appliances in new buildings. The HEU would facilitate development along transit corridors, near BART stations, and in Priority Development Areas (PDA), which would place residents in proximity to public transit and encourage walking and bicycling. BMC Chapter 19.37 would require at least 20 percent of parking spaces at new multi-family residential developments to be capable of supporting electric vehicle chargers and raceway at the remaining 80 percent of parking spaces to facilitate future electric vehicle supply equipment, which would support the use of electric vehicles by future residents.

In addition, the HEU would be consistent with state renewable energy and energy efficiency plans as well as the City's General Plan policies related to energy. Impacts of the HEU would be less than significant.

2. Impacts of the Proposed Project

Although the proposed project would increase potential buildout in the Specific Plan Area compared to what was analyzed in the 2023 HEU EIR by up to 4,500 units, increasing construction activities and energy use during demolition and construction would be temporary. Construction contractors would also be required to comply with the same regulations outlined in the 2023 HEU EIR such as CARB regulations, provisions of California Code of Regulations, Title 13, Sections 2449 and 2485, USEPA Construction Equipment Fuel Efficiency, and 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Future development would also be expected to utilize fuel-efficient equipment consistent with State and federal regulations, as well as divert a minimum of 65 percent of construction and demolition debris and recycle and salvage 100 percent of excavated soil and land-clearing debris, concrete, and of asphalt during construction and demolition activities pursuant to the latest iteration of CALGreen and BMC Chapter 19.37. Therefore, construction-related energy impacts would be less than significant, similar to the 2023 HEU EIR findings.

Future development would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations, Title 24) and locally adopted amendments codified in Title 12 and 19 of the BMC, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. Long-term operation of future development under the proposed project would require permanent grid connections for electricity to power internal and exterior building lighting, and heating and cooling systems. Electricity in Berkeley is supplied by Ava Community Energy (Ava) and all future residential customers would be placed in Ava's Renewable 100 Plan which utilizes 100 percent renewable and carbon-free energy. The proposed project would also facilitate increased development within a PDA which would encourage the use of alternative modes of transportation such as cycling and walking, thereby reducing fuel consumption and minimizing the potential of the proposed project to result in the wasteful or unnecessary consumption of vehicle fuels. Therefore, given the above-mentioned reasons, the proposed project would also be consistent with State renewable energy and energy efficiency plans, the City's General Plan, and the City's CAP.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects related to energy would occur, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to energy, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023

HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to energy than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

F. Geology and Soils

1. Impacts Identified in the 2023 HEU EIR

As discussed in *Section 5.6*, *Geology and Soils*, of the 2023 HEU EIR, the HEU would facilitate development in areas near the Hayward fault, which would increase the population and infrastructure that would be exposed to earthquake-related hazards. However, with compliance with applicable State and local laws such as the Alquist-Priolo Earthquake Fault Zone Act and Title 19, Chapter 28 of the BMC, impacts would be less than significant. The 2023 HEU EIR determined that the HEU would be located in areas with "low" to "moderate" liquefaction potential and low landslide risk, and impacts were found to be less than significant. The 2023 HEU EIR also determined that although unstable soils within Berkeley have the potential to damage infrastructure or introduce hazards to human health and safety, the City requires site-specific geotechnical evaluations for individual development on steep slopes and unstable soils in accordance with the California Building Code (CBC), and development under the HEU would be required to comply with the Policies S-13A and S-14B of the City's General Plan Disaster Preparedness and Safety Element. Impacts related to unstable soils were found to be less than significant.

The 2023 HEU EIR found that Berkeley's soils are characterized by having "moderate" or a "high" potential for erosion-related hazards, and construction activities could result in erosion and the loss of topsoil. However, new development under the HEU would be required to comply with the State Water Regional Control Board's General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit [CGP] Order 2009-0009-DWQ). Construction activities that disturb one or more acres of land surface are subject to the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the SWRCB. Development would also be required to comply with BMC Chapter 21.40, which requires compliance with the CGP, as well as BMC Section 21.40.270 which requires subdivision projects to comply with grading, erosion and sediment control regulations on file with the Public Works Department. Therefore, impacts related to soil erosion or the loss of topsoil were found to be less than significant.

As discussed in *Section 4.6, Geology and Soils,* of the 2023 HEU EIR, many of the soil types within Berkeley have "moderate" to "high" potential for shrink-swell behavior, or expansiveness.

Building on unsuitable soils would have the potential to create future subsidence or collapse issues that could result in the settlement of proposed project infrastructure, and/or the disruption of utility lines and other services. Development facilitated by the HEU would be required to comply with existing State and local regulations, such as the CBC and General Plan Action S-14B, which would require submittal to and review by the City of detailed soils and/or geologic reports prior to construction. Impacts were found to be less than significant.

The 2023 HEU EIR found that construction activities related to the HEU would potentially result in significant impacts to paleontological resources. However, implementation of Mitigation Measure GEO-1, which was adopted and incorporated into the HEU, would reduce impacts to a less than significant level.

The 2023 HEU EIR found no impacts related to requiring septic tanks or alternative wastewater disposal systems.

2. Impacts of the Proposed Project

As with any site in the Bay Area region, development facilitated by the proposed project would be susceptible to strong seismic ground shaking in the event of a major earthquake. The Specific Plan Area is located in a seismically active region and is located proximate to the Hayward Fault, Chabot Fault, and Wildcat Fault, which run east of Specific Plan Area. Although the proposed project would facilitate the development of up to 4,500 more units compared to what was analyzed in the 2023 HEU EIR, the proposed project would not facilitate development on or adjacent to the faults; therefore, fault rupture risks would not be increased by the proposed project. In addition, the proposed project would promote infill development which would replace older buildings subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects of strong ground shaking. Future development would be required to conform to the CBC adopted pursuant to Title 19.28 of the BMC, which includes requirements for foundation and structural design to resist seismic hazards and requirements for geotechnical investigation based on soil conditions and proposed construction methods in specific instances. New projects would be reviewed by the Building and Safety Division during the normal plan review process to confirm that the necessary geotechnical investigations are completed and that the structural design of the project is consistent with design measures recommended in the Geological Report prior to issuance of required building permits. The City would therefore ensure that development occurring in the Specific Plan Area would be designed and constructed consistent with the current City of Berkeley Building Codes and with the findings and recommendations of the site-specific geotechnical reports to effectively minimize or avoid potential hazards associated with redevelopment and/or new building construction. Therefore, similar to the 2023 HEU EIR findings, earthquake-related impacts would be less than significant with adherence to State and local regulations.

Although the proposed project would increase potential buildout in the Specific Plan Area compared to what was analyzed in the 2023 HEU EIR by up to 4,500 units, as required by the Public Resources Code (PRC) Section 2690-2699.6, Seismic Hazards Mapping Act and CBC requirements as adopted in the BMC, site-specific geotechnical investigations would be required for individual development projects within the portions of the Specific Plan Area susceptible to seismic-related ground failure to identify the degree of potential hazards, design parameters for the project based on the hazard, and describe appropriate design measures to address hazards. These geotechnical studies customarily include recommendations for foundation design, as well as soil improvement techniques, both of which help mitigate these unstable soils.

Additionally, as discussed in the 2023 HEU EIR, future projects requiring discretionary approval would be reviewed for their compliance with General Plan policies, including Policy S-13A: Hazards Identification and Policy S-14B: Land Use Regulation of the City's General Plan Disaster Preparedness and Safety Element. Future development in the Specific Plan Area and located in areas with identified hazards would be required to appropriately address and be designed to withstand associated hazards to the maximum extent feasible. Therefore, impacts related to liquefaction, landslides, and expansive and/or unstable soils would be less than significant with adherence to State and local regulations, similar to the 2023 HEU EIR findings.

Construction activities of future development that disturb one or more acres of land surface are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the California State Water Resources Control Board (SWRCB). Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a stormwater pollution prevention plan, which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. Compliance with the Construction Stormwater Ground Permit (CGP) is reinforced through the BMC Chapter 21.40, which requires applicants to comply with grading, erosion and sedimentation control plan regulations on file with the Public Works Department. Therefore, impacts related to soil erosion would be less than significant with compliance with State and local regulations, similar to the findings of the 2023 HEU EIR.

Additionally, the proposed project would allow increased building heights, which could require deeper foundations and thereby increase the likelihood of encountering paleontological resources. Therefore, previously adopted Mitigation Measure GEO-1 would be required for future

development facilitated by the proposed project and would ensure the protection of paleontological resources and reduce impacts to a less than significant level.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to geology and soils, and no new mitigation measures are required. Previously adopted 2023 HEU EIR Mitigation Measure GEO-1,incorporated in the City's Standard COAs, would remain applicable and would continue to be implemented and monitored.

> GEO-1: Protection of Paleontological Resources. If ground disturbance below the level of prior disturbance and into native soils is proposed to occur in areas mapped as Pleistocene alluvial fan and fluvial deposits (Qpaf), Orinda Formation (Tor), or Knoxville Formation (Kjk), then the City shall require the following to be implemented:
>
> **Retention of Qualified Professional Paleontologist**. Prior to initial ground disturbance, the project applicant shall retain a Qualified Professional Paleontologist, as defined by Society of Vertebrate Paleontology (SVP),[18] to determine the project's potential to significantly impact paleontological resources according to SVP standards.
>
> If underlying formations are found to have a high potential for paleontological resources, the Qualified Professional Paleontologist shall create a Paleontological Mitigation and Monitoring Program, which will be approved by the City and contain the following elements:
>
> **Paleontological Worker Environmental Awareness Program (WEAP**). Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and procedures for notifying paleontological staff should fossils be discovered by construction staff.
>
> **Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) in sediments assigned a high paleontological sensitivity. Paleontological monitoring shall be conducted by a qualified Paleontological Resources Monitor, as defined by the SVP. The duration and timing of the monitoring will be determined by the Qualified Professional Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City. If the Qualified Professional

[18] Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee. https://vertpaleo.org/wpcontent/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf.

Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Professional Paleontologist at that time. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Professional Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Professional Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Professional Paleontologist shall prepare a final CEQA Review Document describing the results of the paleontological monitoring efforts associated with the project. The CEQA Review Document shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The CEQA Review Document shall be submitted to the City. If the monitoring efforts produced fossils, then a copy of the CEQA Review Document shall also be submitted to the designated museum repository.

4. Conclusion

The proposed project would have less than significant impacts with respect to geology and soils, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to geology and soils than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

G. Greenhouse Gas Emissions

1. Impacts Identified in the 2023 HEU EIR

As discussed in Section 4.7, *Greenhouse Gas Emissions,* of the 2023 HEU EIR, full buildout of the HEU would generate 81,985 MT of CO2e per year, equating to an increase of 1.7 MT of CO2e per service population per year. As analyzed in the 2023 HEU EIR, the HEU's greenhouse gas (GHG) emissions of 1.7 MT of CO2e per service population per year would not exceed the BAAQMD's interpolated 2031 target of 3.7 MT CO2e per service population at the plan-level (refer below to the "Impacts of the Proposed Project" section for interpolation methodology). Therefore, impacts related to GHG emissions were found to be less than significant.

The 2023 HEU EIR found that the HEU would be consistent with GHG reduction goals and policies in the 2017 Scoping Plan, Plan Bay Area 2050, the City's General Plan, and the City's Climate Action Plan (CAP). Therefore, the 2023 HEU EIR determined that the HEU would have less than significant impacts related to conflicting with an applicable GHG reduction plan.

2. Impacts of the Proposed Project

The City of Berkeley adopted a CAP in 2009 with the goal of reducing communitywide GHG emissions by 80 percent below 2000 levels by 2050. While the CAP is not considered a "qualified greenhouse gas reduction plan" for the purposes of streamlining GHG emissions analysis under CEQA, it is actively used by the City for guiding GHG emission reduction efforts. Since publication of the CAP, the City has revised the CAP to add the following climate commitments/goals in support of achieving the goals of the 2009 Plan:

- 100 percent renewable electricity by 2035.
- Net-Zero Carbon Emissions by 2045, in alignment with Governor Brown's Executive Order B 55 18.
- Declared a Climate Emergency and resolved to become a Fossil Fuel Free City.

Since the certification of the 2023 HEU EIR and approval of the HEU, the Air District has updated its GHG emissions thresholds of significance. The 2022 Air District thresholds allow two options for plan-level projects to meet the significance thresholds,[19] one of which is to meet State's goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045.

As discussed in the 2023 HEU EIR, the Air District's plan-level efficiency threshold of 6.6 MT CO_2e per service population per year is reduced to 4.0 MT CO_2e per service population per year to be 40 percent below the 2030 target of 1990 emissions. To set a significance threshold that would achieve the 2045 target, the 4.0 MT CO2e per service population per year threshold was reduced by 0.27 MT CO2e per year to reach 2045's goal of zero MT CO2e per population per year. Based on the trajectory to achieve this 2045 target, in the year 2031 this would equate to an interpolated threshold of 3.7 MT CO2e per service population per year threshold.

[19] Bay Area Air Quality Management District (the Air District). 2023. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-0-cover-page-pdf.pdf?la=en

As discussed in Section 4.7, *Greenhouse Gas Emissions*, of the 2023 HEU EIR, the analysis assumed that 90 percent of new development would be all-electric pursuant to Chapter 12.80 of the Berkeley Municipal Code. However, this ordinance has since been repealed and is no longer applicable.[20] Since adoption of the 2023 HEU EIR, new building electrification data has suggested that 30 to 40 percent of new developments include natural gas connections, resulting in approximately 60 to 70 percent electrification of development facilitated by the Specific Plan.[21] Pursuant to CEQA Guidelines Section 16152, Rincon Consultants, Inc., who previously assisted the City in preparing the GHG analysis for the 2023 HEU EIR, prepared updated modeling to reflect the revised assumption for the percentage of building electrification for the full buildout of the HEU, as well as the increased residential buildout from the proposed project. Rincon used the most recent version of the California Emissions Estimator Model (CalEEMod 2022) to model both the revised natural gas usage scenario and the additional proposed project buildout, replicating the 2023 HEU EIR methodology where applicable. Rincon's Analysis is included in **Appendix B** and the results are further summarized in **Table 6**.

TABLE 6 INCREASED NATURAL GAS AND BUILDOUT SCENARIOS GHG EMISSIONS

Annual Emissions (MT of CO_2e)	
HEU Buildout[a]	85,759
Additional Proposed Project Buildout[a]	14,035
Total MT of CO_2e	**99,794**
Population	
HEU Population	47,443
Additional Proposed Project Population	8,125
Total	**55,568**
MT OF CO_2E PER SERVICE POPULATION	**1.8**

[a] Reflects the revised 60 percent electrification scenario and 2022 CalEEMod.
Source: Rincon Consultants, Inc Analysis (See Appendix B) and City of Berkeley, 2023.

Table 6 shows the operational GHG emissions associated with future development under HEU, with the revised assumption of 60 percent development electrification, and the additional buildout from the Specific Plan that was not analyzed under the 2023 HEU EIR. As shown therein, annual emissions from the HEU and the Specific Plan, 22,348 dwelling units over 2020 conditions, would be 99,794 MT of CO_2e per year. With the associated HEU and proposed project combined increase in population of 47,773 this would result in an increase to 1.8 MT of CO_2e per service population per year. This would not exceed the HEU threshold of 3.7 MT CO_2e per service population at the plan-level.

Rincon's analysis used an estimated net increase of 3,250 multi-family units and 8,125 additional residents beyond the 2023 HEU EIR projections. However, the analysis was completed while the proposed project was being developed and before the design standards were finalized. The final design standards increased the potential maximum buildout assumption from 3,250 units, the

[20] Chapter 12.80, Prohibition of Natural Gas Infrastructure in New Buildings, was repealed on June 4, 2024 by Ordinance 7907-NS.
[21] Robert, Rivera, Senior Planner, 2025. Personal communications with Urban Planning Partners, May 29, 2025.

assumption used for Rinon's Analysis, to 4,500 units and from 8,125 additional residents to 11,250 additional residents. The additional 1,250 units may incrementally increase the impact but not to levels that would change the level of significance. The original analysis found that the proposed project would increase the potential MT of CO_2e per service population per year from 1.7 to 1.8. The addition of 1,250 units, would proportionally add an additional .04 MT of CO_2e per service population per year. 1.84 MT of CO_2e per service population per year would not exceed the HEU threshold of 3.7 MT CO_2e per service population per year at the plan-level. Furthermore, the proposed project's annual emissions represent a conservative estimate since it does not take into account the reduction of up to 319,600 square feet of commercial uses. Commercial land uses typically generate higher levels of energy consumption, area source emissions, and vehicle trips per square foot compared to residential uses. Therefore, r the reduction of potential commercial space would likely offset a portion of the projected emissions associated with the increase of potential residential uses. As a result, the proposed project would not change the level of significance compared to the 2023 HEU EIR.

As discussed in the 2023 HEU EIR, the HEU would be consistent with the 2017 Scoping Plan, which provides a framework towards reaching statewide per capita goals of 6 MT CO2e by 2030 and 2 MT CO2e by 2050; Plan Bay Area 2050, a State-mandated, integrated long-range transportation, land-use, and housing plan with 35 strategies to improve the transportation system, provide affordable housing, and reduce climate emissions; and the City's General Plan and Climate Action Plan, which includes policies, actions, and measures aimed at reducing GHG emissions. Although the proposed project would facilitate the development of up to 4,500 more units compared to the HEU, all the units would be concentrated in TPAs which would further reduce reliance on personal vehicles and encourage usage of alternative modes of transport. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue and San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. The Project area also includes bicycle and pedestrian facilities to facilitate walking and biking. Development facilitated by the proposed project would also be required to comply with EV requirements pursuant to BMC Section 19.37.040, which currently requires one parking space per dwelling unit to be equipped with low power Level 2 EV charging receptacles at all new multi-family developments; and for new one- and two-family dwelling units to minimum 40-ampere 208/240-volt dedicated EV branch circuit in close proximity to the proposed location of an EV charger at the time of original construction in accordance with the California Electrical Code. Future development would also be subject to BMC Chapter 19.37, which requires diversion of 65 percent diversion of construction/demolition waste, and recycling and salvage of 100 percent of excavated soil and land-clearing debris, 100 percent of concrete, and 100 percent of asphalt during construction and demolition activities. Ava would be the electricity supplier for the proposed project and would enroll residential customers in their Renewable 100 service plan, which provides 100 percent of

electricity from renewable energy sources. Therefore, similar to the 2023 HEU EIR findings, the proposed project would be consistent with goals and policies of the 2017 Scoping Plan, Plan Bay Area 2050, the City's General Plan, and the City's CAP, and impacts would be less than significant.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects related to GHG emissions would occur and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to GHG emissions, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to GHG emissions than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

H. Hazard and Hazardous Materials

1. Impacts Identified in the 2023 HEU EIR

As discussed in Section 4.8, *Hazards and Hazardous Materials*, of the 2023 HEU EIR, construction of development facilitated by the HEU could result in an increase in the overall routine, transport, use, and disposal of hazardous materials in Berkeley. However, hazardous materials would be required to be transported under U.S. Department of Transportation (DOT) regulations (U.S. DOT Hazardous Materials Transport Act, 49 Code of Federal Regulations). The California Department of Toxic Substances Control (DTSC) also regulates hazardous waste under the authority of Resource Conservation and Recovery Act (RCRA) and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). The 2023 HEU EIR found that portions of Berkeley are located in Environmental Management Areas (EMA) as identified by the City's Toxics Management Division (TMD). As a Certified Unified Program Agency (CUPA) for the City of Berkeley, the TMD is responsible for identifying areas known or suspected to have groundwater contamination that could result in potential health and environmental impacts, and development in the EMA would require project review by the TMD prior to issuance of permits. Future development projects facilitated by the HEU would be subject to the City's Standard COA related to Environmental Site Assessments, Soil and Groundwater Management Plans, Building Materials Surveys, and Hazardous Materials Business Plans, which would reduce impacts to a less than significant level.

The 2023 HEU EIR determined that operation of the HEU would not risk exposing the public to hazardous materials because residential uses do not typically use hazardous materials other than small amounts for cleaning and landscaping. Although the HEU would increase the number of residents near transportation corridors where hazardous materials may be routinely transported, as discussed above the transportation of hazardous materials is regulated by the DOT. Additionally, since the HEU would facilitate residential development within areas of Berkeley where hazardous materials could be stored or used, such as near mixed-use or industrial areas, the potential of residents being exposed to hazardous materials may be increased. However, future development would be required to adhere to the California Accidental Release Prevention (CAL ARP) program as required by the California Environmental Protection Agency (Cal EPA)[22], develop a Hazardous Materials Business Plan enforced by Berkeley's TMD[23], and adhere to the Local Hazard Mitigation Plan (LHMP) established by Alameda County and the City of Berkeley,[24] which aim to minimize community exposure to hazardous and potentially hazardous materials by avoiding toxic cleaning and building materials and products in civic facilities and services; providing information, opportunities, and incentives to the community for proper disposal of toxic materials; encouraging non-toxic materials and products in homes and businesses as an alternative to products containing potentially hazardous materials; and providing procedures to follow in the event of a spill. Compliance with these policies would further prepare the City, reduce the risk of spills, and protect the public in the event of an accidental spill or exposure. Future development would also be required to comply with policies and programs in the Disaster Preparedness and Safety Element, Environmental Management Element, and the Housing Element of the City's General Plan such as Policies S-15, EM-12, EM-13, and EM-15, as well as Housing Element Programs 16, 21, 22, and 25, impacts would be less than significant.

The 2023 HEU EIR determined that although 122 housing inventory sites listed in the HEU would be located within a 0.25-mile radius of Berkeley's existing schools and childcare facilities, impacts related to the accidental release of hazardous materials and exposure to these materials would be less than significant with adherence to the above-referenced State and local laws, regulations and plans. The 2023 HEU EIR stated that Berkeley has 361 documented sites containing or potentially containing hazardous materials contamination in underlying soil and/or groundwater that have not received regulatory closure. Development facilitated by the HEU could involve ground disturbance on sites where soil, soil vapor, or groundwater contamination is present such that hazardous materials are released, exposing construction workforce and nearby occupants to

[22] California Environmental Protection Agency (Cal EPA). 2023. California Accidental Release Prevention Program. https://calepa.ca.gov/california-accidental-release-prevention/

[23] Berkeley, City of. 2023. General Plan. Hazardous Materials Business Plan website. https://berkeleyca.gov/doing-business/operating-berkeley/hazardous-materials-business-plan

[24] Berkeley, City of. 2019. General Plan. Local Hazard mitigation Plan. Adopted December 10, 2019. https://berkeleyca.gov/sites/default/files/2022-01/Local-Hazard-Mitigation-Plan-2019.pdf

hazardous materials. However, development near hazardous locations would be preceded by investigation, remediation (cleanup), and monitoring, as necessary, under the supervision of the City's TMD, RWQCB, or DTSC before construction activities begin. Furthermore, if an unidentified underground storage tank (UST) is uncovered or disturbed during construction, it would be removed under permit, and potential risks due to residual contamination would be minimized by managing the site according to existing standards contained in Division 20, Chapters 6.7 and 6.75 (Underground Storage Tank Program) of the California Health and Safety Code as enforced and monitored by the City's TMD. Similarly, if groundwater contamination is identified, characterization of the vertical and lateral extent of the contamination and remediation activities would be required by the RWQCB prior to the commencement of new construction activities that would disturb the subsurface. If contamination exceeds regulatory action levels, the developer would be required to undertake remediation prior to grading and development under the supervision of the RWQCB, depending upon the nature of identified contamination to levels that do not pose an unacceptable risk for the intended land use. Therefore, impacts related to hazardous materials sites would be less than significant.

Development facilitated by the HEU also would be required to comply with Policy T-28 of the City's General Plan which identifies actions for emergency access. Development would also be required to conform to the latest Fire Code requirements, including provisions for emergency access. Because there are no public or private airports within Berkeley, the 2023 HEU EIR determined that the HEU would not result in impacts related to safety hazards or excessive noise hazards within airport land use plan areas or in proximity to airports.

2. Impacts of the Proposed Project

Much of Specific Plan Area is within the City's identified EMA, which includes areas known or suspected to have groundwater contamination issues. Additionally, a search of the DTSC's EnviroStor database and the SWRCB's GeoTracker database (conducted in May 2026), which contain information on properties in California where hazardous substances have been released or where the potential for release exists, identified one closed cleanup program site, seven open cleanup sites, 22 closed LUST sites, and three open LUST sites within the Specific Plan Area. There are two active voluntary cleanup sites, 2371 San Pablo Avenue and 1625-1627 San Pablo Avenue and two closed state response sites, 2378/2366 San Pablo Avenue and 1138 Delaware Street within the Specific Plan Area. Future development of these two sites would be subject to DTSC oversight and regulation, City review, and other existing environmental laws related to cleanup of hazardous materials. Cleanup of the site would have to be certified as suitable for the intended land use by DTSC before new development could occur. Because development, including grading and excavation, would be contingent on cleanup of existing hazards on this site, no significant impacts related to hazardous materials would occur with implementation of the proposed project.

Similar to the HEU, development facilitated by the proposed project would be subject to the City's Standard COA. With adherence to the City's Standard COA, the City's TMD would evaluate projects to determine if Phase I/Phase II Environmental Site Assessments are required to characterize potential contamination. If contamination is present, applicants would be required to develop a soil and groundwater management plan, a type of construction management plan that would identify procedures for soil and groundwater management and disposal to address hazards during construction.

The proposed project would allow for development of up to 4,500 more units in the Specific Plan Area compared to the buildout analyzed in the 2023 HEU EIR, and therefore would potentially involve transport, use, or dispose of more hazardous materials than what was analyzed in the 2023 HEU EIR during construction, and would facilitate increased development on sites that are possibly contaminated and inactive, undergoing evaluation, and/or undergoing corrective action, where grading or excavation may result in the transport, disposal, and release of hazardous materials if they are discovered and removed from the site. However, future development would be required to comply with the same federal, State, and local laws and regulations as discussed in the 2023 HEU EIR, such as DOT regulations (U.S. DOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5), and Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Although the majority of the Specific Plan Area is within the City's EMA, development within the EMA would be subject to project review by the TMD prior to issuance of permits. Future projects also would be subject to the City's Standard COA regarding Environmental Sites Assessments, Soil and Groundwater Management Plans, Building Materials Surveys, and Hazardous Materials Business Plans, which would reduce impacts to a less than significant level.

Toxics. The applicant shall contact the Toxics Management Division (TMD) to determine which of the following documents are required and timing for their submittal:

A. Environmental Site Assessments

1. Phase I & Phase II Environmental Site Assessments (latest ASTM 1527-13). A recent Phase I ESA (less than 6 months old) shall be submitted to TMD for developments for:
   - All new commercial, industrial and mixed-use developments and all large improvement projects.
   - All new residential buildings with 5 or more dwelling units located in the Environmental Management Area (or EMA).
   - EMA is available online at: https://berkeleyca.gov/construction-development/permits-design-parameters/design-parameters/berkeley-requirements-building

2. Phase II ESA is required to evaluate Recognized Environmental Conditions (REC) identified in the Phase I or other RECs identified by TMD staff. The TMD may require a third party toxicologist to review human or ecological health risks that may be identified. The applicant may apply to the appropriate state, regional or county cleanup agency to evaluate the risks.
3. If the Phase I is over 6 months old, it will require a new site reconnaissance and interviews. If the facility was subject to regulation under Title 15 of the Berkeley Municipal Code since the last Phase I was conducted, a new records review must be performed.

B. Soil and Groundwater Management Plan

1. A Soil and Groundwater Management Plan (SGMP) shall be submitted to TMD for all non-residential projects, and residential or mixed-use projects with five or more dwelling units, that: (1) are in the Environmental Management Area (EMA) and (2) propose any excavations deeper than 5 feet below grade. The SGMP shall be site specific and identify procedures for soil and groundwater management including identification of pollutants and disposal methods. The SGMP will identify permits required and comply with all applicable local, state and regional requirements.
2. The SGMP shall require notification to TMD of any hazardous materials found in soils and groundwater during development. The SGMP will provide guidance on managing odors during excavation. The SGMP will provide the name and phone number of the individual responsible for implementing the SGMP and post the name and phone number for the person responding to community questions and complaints.
3. TMD may impose additional conditions as deemed necessary. All requirements of the approved SGMP shall be deemed conditions of approval of this Use Permit.

C. Building Materials Survey

Prior to approving any permit for partial or complete demolition and renovation activities involving the removal of 20 square or lineal feet of interior or exterior walls, a building materials survey shall be conducted by a qualified professional. The survey shall include, but not be limited to, identification of any lead-based paint, asbestos, polychlorinated biphenyl (PBC) containing equipment, hydraulic fluids in elevators or lifts, refrigeration systems, treated wood and mercury containing devices (including fluorescent light bulbs and mercury switches). The Survey shall include plans on hazardous waste or hazardous materials removal, reuse or disposal procedures to be implemented that fully comply with state hazardous waste generator requirements (22 California Code of Regulations 66260 et seq). The Survey becomes a condition of any building or demolition permit for the project. Documentation evidencing disposal of hazardous waste in compliance with the survey shall be submitted to TMD within 30 days of the completion of the demolition. If asbestos is

identified, BAAQMD Regulation 11-2-401.3 a notification must be made and the J number must be made available to the City of Berkeley Permit Service Center.

D. Hazardous Materials Business Plan

A Hazardous Materials Business Plan (HMBP) in compliance with BMC Section 15.12.040 shall be submitted electronically at http://cers.calepa.ca.gov/. HMBP requirement can be found at https://berkeleyca.gov/doing-business/operating-berkeley/hazardous-materials-business-plan.

Similar to the HEU, the proposed project's changes to the adopted HEU would facilitate the development of residential uses, which may involve use and storage of some materials considered hazardous, though these materials would be primarily limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. However, the proposed project would also result in a decrease in 319,600 square feet of commercial uses, reducing the amount of hazardous materials used.

These materials would not be different from chemicals and solvents already in wide use throughout the Specific Plan Area, and the use of such products would be required to comply with all applicable laws and regulations regarding the disposal of household waste. New housing units would be located in an area near major transportation stations and existing residential and commercial development. Hazardous materials may be transported into and through the Specific Plan Area via San Pablo Avenue, and collector and local streets. The proposed project would increase the number of residents near transportation corridors where hazardous may be routinely transported compared to the HEU. However, as discussed in the 2023 HEU EIR, compliance with existing federal, State, and local laws and regulations would reduce risks related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these materials. Therefore, impacts from a hazard to the public or the environment due to routine transport, use or disposal of hazardous materials, or from accidental release or exposure to hazardous materials would be less than significant, similar to the 2023 HEU EIR findings.

Several streets in Specific Plan Area, such as San Pablo Avenue, University Avenue, Dwight Way, Ashby Avenue, Cedar Street, Hopkins Street and Gilman Street are designated as emergency access routes to move people and emergency response equipment in a.[25] General Plan Policy T-28 identifies actions for emergency access. These include not installing diverters or speed humps on streets identified as Emergency Access and Evacuation Routes. While the proposed project would increase the number of units in the Specific Plan Area by up to 4,500 units, and may result in increased traffic compared to the HEU, the designated access routes would continue to serve

[25]Berkeley, City of. 2011. General Plan. Berkeley Emergency Access and Evacuation Routes. https://berkeleyca.gov/sites/default/files/documents/Berkeley-Emergency-Access-Evacuation-Routes-06-2011.pdf

as evacuation routes in the case of emergency. The proposed project includes incentives for developers to create pedestrian plazas by partially or fully closing minor side streets that intersect with San Pablo Avenue to vehicular traffic, while maintaining emergency access. However, prior to any streets being closed, the selected streets would be reviewed by the Fire and Public Works Departments to ensure that there are no significant emergency access or safety impacts. Additionally, because the Specific Plan Area can be accessed by several designated access routes, and new development in the Specific Plan Area is anticipated to be distributed throughout the area, the traffic increase that would result from new development would not substantially impact one route and would be distributed among existing routes. Future development would be required to conform to the latest Fire Code requirements, including provisions for emergency access, and would not obstruct existing roadways or require the construction of new roadways or access points. Therefore, impacts would be less than significant, similar to the 2023 HEU EIR findings.

The Specific Plan Area is not located within two miles of an airport and is not in the land use plan for the airport.[26] There would be no impacts related to airport safety hazards for people residing or working in the Specific Plan Area.

The proposed project would increase the intensity/density of development along the San Pablo Avenue beyond what was evaluated in the 2023 HEU EIR and the level of impact may incrementally increase but not to the levels that will change the level of significance. Ground disturbance associated with development of new residential units would occur in the same areas as studied in the 2023 HEU EIR on sites in urbanized areas of the city. The same existing regulations and standard conditions of approval would apply. Potential impacts related to hazardous materials use, contaminated sites, and risk of release would be within those disclosed in the 2023 HEU EIR.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to hazards and hazardous materials, and no new mitigation measures are required. Berkeley's Standard COA requiring contacting the TMD and determining if Environmental Site Assessments, Soil and Groundwater Management Plans, Building Materials Surveys, and Hazardous Materials Business Plans, as referenced in the 2023 HEU EIR, would remain applicable.

[26] Alameda County Community Development Agency. 2010. Oakland International Airport Land Use Compatibility Plan. https://www.acgov.org/cda/planning/generalplans/documents/OAK_ALUCP_122010_FULL.pdf

4. Conclusion

The proposed project would have less than significant impacts with respect to hazards and hazardous materials, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hazards and hazardous materials than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

I. Hydrology and Water Quality

1. Impacts Identified in the 2023 HEU EIR

As discussed in Section 4.9, *Hydrology and Water Quality*, of the 2023 HEU EIR, construction activities could cause soil erosion from exposed soil, and accidental release of hazardous materials used for equipment such as vehicle fuels and lubricant, or temporary siltation from storm water runoff. However, future development facilitated by the HEU would be required to comply with State and local water quality regulations designed to control erosion and protect water quality during construction, such as requirements of the SWRCB Construction General Permit (CGP), which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and BMPs for projects that disturb one acre or more of land. Should dewatering be necessary during construction, development projects would be subject to the San Francisco Bay Regional Water Quality Control Board Order No. R2-2012-0060, General Waste Discharge Requirements for Discharge or Reuse of Extracted Brackish Groundwater, Reverse Osmosis Concentrate Resulting from Treated Brackish Groundwater, and Extracted Groundwater from Structural Dewatering Requiring Treatment (Groundwater General Permit). Development would also be required to comply with BMC Chapters 17.20, which would reduce construction-related water quality impacts to a less than significant level.

Development under the HEU and development resulting from the proposed project, would also be required to comply with the BMC and the Municipal Regional Stormwater NPDES Permit (No. CAS612008). Development design would include BMPs to avoid adverse effects associated with stormwater runoff quality. The 2023 HEU EIR stated that development would also be required to implement LID Measures and on-site infiltration, as required under the C.3 provisions of the Municipal Regional Stormwater Permit (MRP). Provision C.3 requires projects that create and/or replace between 2,500 square feet and 10,000 square feet of impervious surface to install at least one of a menu of site-specific design measures to either redirect runoff into vegetated areas or to include design site features with permeable surfaces. Given the built-out character of the C-SP

Zoning District, projects would primarily consist of redevelopment of already urbanized parcels which include impervious surfaces, not development on vacant greenfield parcels.

In addition to Provision C.3, development would also be required to comply with Provisions C.6 (Construction Site Control), C.10 (Trash Load Reduction), and C.15 (Exempted Discharges) of the MRP, which would reduce operational water quality impacts to a less than significant level.

Similarly, with adherence to the NPDES Construction General Permit, NPDES MS4 General Permit, MRP, the Alameda County Clean Water Program, and the BMC, the 2023 HEU EIR found that development facilitated by the HEU would not substantially alter the existing drainage pattern of the site or area or alter the course of a stream or river, not result in erosion or siltation, and not substantially increase the rate of surface runoff in a manner which would result in flooding on- or off-site or exceed capacity of a stormwater system. Impacts were found to be less than significant.

The 2023 HEU EIR determined that development facilitated by the HEU would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. Compliance with the above-mentioned regulations would increase the potential for groundwater recharge, resulting in less than significant impacts to groundwater.

The 2023 HEU EIR noted that development facilitated by the HEU would be subject to the following provisions within the BMC:

- **Preservation and Restoration of Natural Watercourses – Chapter 17.08.** The purpose of this chapter is to regulate: (1) building over or near culverted creeks; (2) building near open creeks; (3) the rehabilitation and restoration of natural waterways; and (4) the management of watersheds.
- **Discharge Of Non-Stormwater Into The City's Storm Drain System--Reduction Of Stormwater Pollution – Chapter 17.20**. This chapter provides the stormwater requirements for projects conducted within the City of Berkeley and is consistent with the requirements of the San Francisco RWQCB and the MRP permit. The purpose of this chapter is to ensure the health, safety, and general welfare of the City of Berkeley's citizens by eliminating non-stormwater discharges to the City's storm drain system and by reducing the contamination of stormwater by pollutants to the maximum extent practicable.
- **Flood Zone Development – Chapter 17.12.** The ordinance also ensures that property owners construct new and substantially improved buildings in the 100-year floodplain in accordance with the National Flood Insurance Program's goals to protect life and property. Section 500 of this chapter addresses standards of construction in special flood hazard areas. Section 530 addresses coastal high hazard areas vulnerable to future sea level rise.

- **Grading, erosion and sediment control requirements – Section 21.40.270.** This requires projects to comply with all grading, erosion and sediment control regulations on file in the Public Works Department.

As discussed in Section 4.9 of the 2023 HEU EIR, there are a few FEMA-designated 100-year Flood Hazard Areas throughout the city, particularly in the western portion of the city. However, development in Flood Hazard Areas would be required to comply with Chapter 17.12 of the BMC, which contains standards for construction in flood zones, as well as Policies S-26, S-27, and S-28 of the Berkeley General Plan, which would reduce impacts to a less than significant level.

2. Impacts of the Proposed Project

Similar to what was assumed in the 2023 HEU EIR, although development facilitated by the proposed project would occur on underutilized sites in previously disturbed areas, ground-disturbing activities would still have the potential to cause soil erosion from exposed soil, an accidental release of hazardous materials used for equipment such as vehicle fuels and lubricant, or temporary siltation from storm water runoff. If uncontrolled during construction, soil erosion and water pollutants could have adverse offsite effects on water quality. Although most future development projects in the Specific Plan Area would likely be on sites under one acre in size, future development projects that disturb more than one acre of land – for example, where lots are consolidated – would be required to comply with the requirements of the California State Water Resources Control Board (SWRCB) Construction Stormwater General Permit (CGP), which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must include erosion and sediment control best management practices (BMPs) that would meet or exceed measures required by the CGP, as well as those that control hydrocarbons, trash, debris, and other potential construction-related pollutants. Post-construction stormwater performance standards are also required to specifically address water quality and channel protection events.

In addition, future subdivisions would be required to comply with BMC Section 21.40.270, which contains regulations that govern the grading, erosion, and sediment control, and future development would be required to comply with BMC Chapter 17.20, which requires BMPs to be implemented to minimize non-stormwater discharges during construction. Additionally, as discussed in *Hazard and Hazardous Materials,* the Specific Plan Area is in the EMA, and all future non-residential projects as well as residential or mixed-use projects with more than four dwelling units that are in the EMA and include excavations deeper than 5 feet would also be required to prepare a site-specific Soil and Groundwater Management Plan (SGMP). Therefore, as with the HEU, construction-related water quality impacts would be less than significant.

The Specific Plan Area is urbanized, largely consisting of impervious surfaces, including structures, parking lots, and roadways, with the exception of designated landscaped areas. Therefore, future development would likely replace existing impervious surfaces and would not substantially increase the existing amount of impervious surfaces. Nonetheless, the proposed project would increase development potential and building height in the Specific Plan Area by up to 4,500 units, which could require deeper foundations and increase the likelihood of including underground parking. These features could, in turn, result in greater operational and dewatering-related water quality impacts compared to the HEU. However, as discussed in the 2023 HEU EIR with regard to the HEU, the proposed project would be required to comply with the same State and local regulations, such as the NPDES Permit; MRP, specifically Provision C.3, C.6, and C.15; and BMC regulations, which would reduce impacts to a less than significant level, similar to the 2023 HEU EIR findings.

The Specific Plan Area is urbanized, largely consisting of impervious surfaces, including structures, parking lots, and roadways. Stormwater runoff generated by new development or redevelopment under the proposed project would be collected by drainage inlets and conduits and conveyed to the San Francisco Bay, as under current conditions. There are no surface waters within the Specific Plan Area, and the Specific Plan Area is not located within a FEMA designated Flood Hazard Area.[27] Site-specific drainage pattern alterations could be required for development facilitated by the proposed project, but such alterations would not result in substantial adverse effects. Because the Specific Plan Area is already largely covered with impervious surfaces, development under the proposed project would not introduce substantial new impervious areas to the extent that the rate or amount of surface runoff would substantially increase, would not introduce substantial new surface water discharges, and would not result in flooding on- or off-site. Regulated projects within the Specific Plan Area must treat 80 percent or more of the volume of annual runoff for volume-based treatment measures or 0.2-inch per hour for flow-based treatment measures. Furthermore, projects that create or replace 2,500 square feet or more of impervious surface must implement site design measures to reduce stormwater runoff. All regulated projects within the Specific Plan Area would also be required to prepare a Stormwater Management Plan (SWMP) that includes the post-construction BMPs that control pollutant levels pursuant to BMC Chapter 17.20. SWMPs would be reviewed by the City of Berkeley prior to the issuance of building permits. In areas of the city that have soils with low permeability and/or area with high water tables, which may include portions of the Specific Plan Area, BMPs that do not rely on infiltration are most appropriate. Therefore, similar to the 2023 HEU EIR findings, this impact would be less than significant.

[27] FEMA. Flood Map Service Center. https://msc.fema.gov/portal/home

The proposed project would increase the intensity/density of development along the San Pablo Avenue beyond what was evaluated in the 2023 HEU EIR and the level of impact may incrementally increase but not to the levels that will change the level of significance. Potential impacts related to hydrology and water quality would be within those disclosed in the 2023 HEU EIR.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to hydrology and water quality, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to hydrology and water quality, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hydrology and water quality than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

J. Land Use and Planning

1. Impacts Identified in the 2023 HEU EIR

As discussed in Section 4.10, *Land Use and Planning*, of the 2023 HEU EIR, the HEU would have no impact regarding division of an established community because the HEU includes policies and programs to encourage housing development on underutilized and vacant sites and along established commercial corridors and neighborhoods. The HEU was determined to be consistent with the goals and strategies of Plan Bay Area 2050, as well as policies in the City's General Plan and the BMC. As stated in Government Code Section 65589.5(a), the Legislature has concluded that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California." The HEU establishes policies and programs to further the goal of meeting the existing and projected housing needs of all household income levels of the community. In addition, the sites inventory provides evidence of the City's ability to accommodate the RHNA through the year 2031, as established by the Association of Bay Area Governments (ABAG), as well as efficiently utilize vacant, underutilized, and underdeveloped lots within the City to increase the supply of housing. Impacts were found to be less than significant.

2. Impacts of the Proposed Project

Although the proposed project would allow for up to an additional 4,500 units in the Specific Plan Area, no new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel, or social interaction between established land uses. Therefore, similar to the 2023 HEU EIR findings, this impact would be less than significant.

The proposed project would include Zoning Ordinance text and map amendments, General Plan text and map amendments, the retirement of the West Berkeley Plan and the San Pablo Avenue Public Improvements Plan and the adoption of the San Pablo Avenue Design Standards (SPADS). As shown and described in the *Project Description* and **Table 2** the proposed project would increase the intensity and density of development in the Plan Area by establishing a the Commercial-San Pablo (C-SP) Zoning District where height would be increased up to seven stories and 75' and maximum density would be increased up to 4.25 FAR for mixed-use and residential developments and increased up to 145 and 150 dwelling units per acre for mixed-use developments and residential-only developments, respectively. Future development facilitated by the proposed project would be required to comply with zoning requirements for residential uses as described in Title 23, Zoning, of the BMC. Therefore, similar to the 2023 HEU EIR findings, the proposed project would be consistent with the BMC with adoption of the proposed project.

As mentioned in *2023-2031 Housing Eylement Update (HEU) Project Overview* and *Project Description*, the Specific Plan Area is identified as a Priority Development Area (PDA) in Plan Bay Area 2050, a long-range regional plan, prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). PDAs are select areas with strong potential to support sustainable development patterns for housing and jobs in walkable, transit-oriented infill areas. As shown in **Table 7** below the proposed project would be consistent with the goals and policies outlined in Plan Bay Area 2050.

TABLE 7 PROJECT CONSISTENCY WITH PLAN BAY AREA 2050

Measure	Proposed Project Plan Bay Area 2050 Consistency
Housing. Spur Housing Production for Residents of all Income Levels	
H3. Allow a greater mix of housing densities and types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas and Select High-Resource Areas.	**Consistent.** The proposed project would facilitate up to 4,500 more units compared to the HEU in the Specific Plan Area, which is in a TPA. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue. San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. The project area also includes bicycle and pedestrian facilities to facilitate walking and biking. This would further reduce reliance on personal vehicles and encourage usage of alternative modes of transport.

Measure	Proposed Project Plan Bay Area 2050 Consistency
H5. Integrate affordable housing into all major housing projects. Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	**Consistent.** Pursuant to Chapter 23.328 of the BMC, Inclusionary Housing, the City requires that new rental housing with five or more units must provide 20 percent of the units as below market rate units or pay the Affordable Housing Mitigation Fee or provide some below market rate units and pay a prorated fee. Of the 20 percent below market rate units, half must be provided to low-income households, and half must be provided to very-low income households.
EN4. Maintain urban growth boundaries. Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	**Consistent.** The project would facilitate increased development of housing on underutilized sites in Specific Plan Area, all within the incorporated City of Berkeley, which would reduce pressure to develop open space areas. By placing residents close to jobs, services, and alternative methods of transportation, the project would reduce greenhouse gas emissions and other criteria pollutants associated with vehicle use to help communities stay healthy and safe.

Source: Plan Bay Area 2050. ABAG. 2021.

Additionally, the HEU includes implementation programs to promote middle- and moderate-income housing and facilitate additional housing development along three of the City's corridors, including San Pablo Avenue. Specifically, Program 27 calls for preparation of the "San Pablo Avenue Corridor PDA Specific Plan," to evaluate opportunities to increase allowed densities and development capacity and to study design standards, public improvements, and mechanisms to incentivize affordable housing. Additionally, the proposed project is consistent with other goals and policies outlined in the General Plan as outlined below in **Table 8**.

TABLE 8 PROJECT CONSISTENCY WITH RELEVANT GENERAL PLAN GOALS AND POLICIES

Measure	Proposed Project General Plan Consistency
Land Use Element	
Maintain and Preserve the Character of Berkeley	
Policy LU-3 Infill Development. Encourage infill development that is architecturally and environmentally sensitive, embodies principles of sustainable planning and construction, and is compatible with neighboring land uses and architectural design and scale.	**Consistent.** The proposed project would facilitate increased infill development on underutilized sites in order to increase density to accommodate a higher number of residents. Individual future projects would be subject to the City's existing general development standards (BMC Chapter 23.304) to ensure that buildings are compatible with neighboring land uses and architectural design and scale.
Policy LU-4 Discretionary Review. Preserve and enhance the aesthetic, environmental, economic, and social character of Berkeley through careful land use and design review decisions.	**Consistent**. Future development would be required to comply with General Plan land use and design review policies and processes, and discretionary review would be required for applicable projects.

Measure	Proposed Project General Plan Consistency
Maintain and Enhance Berkeley's Residential Areas	
Policy LU-9 Non-Residential Traffic. Minimize or eliminate traffic impacts on residential areas from institutional and commercial uses through careful land use decisions.	**Consistent.** The proposed project would facilitate up to 4,500 more units compared to the HEU in the Specific Plan Area, which is in a TPA. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue. San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. The project area also includes bicycle and pedestrian facilities to facilitate walking and biking. This would further reduce reliance on personal vehicles and encourage usage of alternative modes of transport.
Policy LU-11 Pedestrian- and Bicycle-Friendly Neighborhoods. Ensure that neighborhoods are pedestrian- and bicycle-friendly with well-maintained streets, street trees, sidewalks, and pathways.	**Consistent.** Future development would be required to comply with residential bicycle parking standards pursuant to BMC Section 23.322.090. Future residents and workers would be able to utilize existing bicycle routes. Implementation of the proposed project would not interfere or conflict with the City's pedestrian or bicycle network.
Maintain and Enhance Berkeley's Commercial Areas and the Downtown	
Policy LU-23 Transit-Oriented Development. Encourage and maintain zoning that allows greater commercial and residential density and reduced residential parking requirements in areas with above-average transit service such as Downtown Berkeley**.**	**Consistent.** The proposed project would facilitate up to 4,500 more units compared to the HEU in the Specific Plan Area, which is in a TPA. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue. San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. The project area also includes bicycle and pedestrian facilities to facilitate walking and biking. This would further reduce reliance on personal vehicles and encourage usage of alternative modes of transport.
Policy LU-27 Avenue Commercial Areas. Maintain and improve Avenue Commercial areas, such as University, San Pablo, Telegraph, and South Shattuck, as pedestrian-friendly, visually attractive areas of pedestrian scale and ensure that Avenue areas fully serve neighborhood needs as well as a broader spectrum of needs**.**	**Consistent.** The proposed project would facilitate the development of up to 4,500 more units in the San Pablo Avenue corridor compared to the HEU. The proposed project would streamline housing development by providing an objective set of development standards, such as building height and setbacks. This would ensure that future development is compatible with the character and scale of Berkeley according to the City's standards. The increase in residential density and mixed-use development within the Specific Plan Area would enhance the pedestrian environment by supporting a larger, more consistent customer base for local businesses. Added activity would create a more vibrant, walkable streetscape with improved visibility and overall street-level vitality.
Transportation Element	
Automobile Use Reduction	
Policy T-10 Trip Reduction. To reduce automobile traffic and congestion and increase transit use and	**Consistent.** The proposed project would facilitate up to 4,500 more units compared to the HEU in the Specific Plan Area, which

Measure	Proposed Project General Plan Consistency
alternative modes in Berkeley, support, and when appropriate require, programs to encourage Berkeley citizens and commuters to reduce automobile trips, such as: 1. Participation in a citywide Eco-Pass Program (also see Transportation Policy T-3). 2. Participation in the Commuter Check Program. 3. Carpooling and provision of carpool parking and other necessary facilities. 4. Telecommuting programs. 5. "Free bicycle" programs and electric bicycle programs. 6. "Car-sharing" programs. 7. Use of pedal-cab, bicycle delivery services, and other delivery services. 8. Programs to encourage neighborhood-level initiatives to reduce traffic by encouraging residents to combine trips, carpool, telecommute, reduce the number of cars owned, shop locally, and use alternative modes. 9. Programs to reward Berkeley citizens and neighborhoods that can document reduced car use. 10. Limitations on the supply of long-term commuter parking and elimination of subsidies for commuter parking. 11. No-fare shopper shuttles connecting all shopping districts throughout the city.	is in a TPA. Specifically, AC Transit bus routes 72, 72L, 72M, 72R, and 802 are located along San Pablo Avenue. San Pablo Avenue is located within 0.5 mile of the Ashby BART station at its southern end and within 0.5 mile of the North Berkeley BART station at its northern end. The project area also includes bicycle and pedestrian facilities to facilitate walking and biking. This would further reduce reliance on personal vehicles and encourage usage of alternative modes of transport. In addition, future development would be required to comply with Chapter 23.334 of the BMC, which requires development and implementation of a Transportation Demand Management program.
Urban Design & Preservation	
Policy UD-33 Sustainable Design. Promote environmentally sensitive and sustainable design in new buildings.	**Consistent.** As discussed in Section 5.5, Energy, and Section 5.7, Greenhouse Gas Emissions, future development projects would be required to be constructed in accordance with the latest iteration of CALGreen and the California Energy Code, which include requirements for environmentally sensitive and sustainable design practices. In addition, all future residential customers would be placed in Ava's Renewable 100 Plan which utilizes 100 percent renewable and carbon free energy.

Source: General Plan. City of Berkeley. 2021.

As a result, the proposed project would be consistent with the applicable goals and policies from the BMC, Plan Bay Area 2050 and the City's General Plan as analyzed in the 2023 HEU EIR, and impacts would be less than significant.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to land use and planning, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to land use and planning, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to land use and planning than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

K. Noise

1. Impacts Identified in the 2023 HEU EIR

According to the Berkeley General Plan Environmental Management Element, noise-sensitive uses include but are not limited to residences, child-care centers, hospitals, and nursing homes.[28] As discussed in Section 4.11, *Noise*, of the 2023 HEU EIR, the HEU could expose noise-sensitive receptors to combined noise levels from construction equipment of 84 dBA Leq at 50 feet without a pile driver, and 95 dBA Leq at 50 feet with a pile driver. Development facilitated by the HEU would be required to comply with the City's Standard COAs related to construction hours, construction noise reduction, construction noise management, and noise reduction plans. Nonetheless, construction noise levels could still exceed the City's standards for stationary equipment in both multi-family residential and commercial zones and could still exceed the City's standards at multiple sites. Therefore, construction noise impacts were found to be significant and unavoidable.

Operation of projects facilitated by the HEU would include mechanical equipment such as heating, ventilation, and air conditioning (HVAC) equipment, delivery and trash trucks, and other noise-generating activities. However, such activities would be similar to the existing noise environment, and development would be required to comply with Section 13.40.070 of the BMC, which states that stationary machines and other devices located on the exterior of structures which generate sounds perceptible outside the perimeters of the lot on which the machine or other device is located must be installed with such sound transmission control measures to

[28] Berkeley, City of. 2001. General Plan. https://berkeleyca.gov/your-government/our-work/adopted-plans/general-plan

adequately minimize or eliminate the transmission of the sound to a level not to exceed 60 dBA on weekdays and 50 dBA on weekends for single family residential beyond property perimeters; Section 23130 of the California Motor Vehicle Code which establishes maximum sound levels of 86 dBA Leq at 50 feet for trucks operating at speeds less than 35 miles per hour; Section 13.40.070 of the BMC which prohibits operating or permitting the operation of a mechanically powered saw, sander, drill, grinder, lawn or garden tool, or similar tool before 7:00 a.m. on a weekday (or before 9:00 a.m. on a weekend or holiday) or after 7:00 p.m. on a weekday (or after 8:00 p.m. on a weekend or holiday) such that the sound therefrom across a residential or commercial real property line violates BMC Section 13.40.050 or 13.40.060; and Section 19.29 of the BMC which includes the 2019 California Residential Code, as adopted in Title 24 Part 2.5 of the California Code of Regulations, which would reduce operational noise impacts to a less than significant level. As discussed in the 2023 HEU EIR, daily VMT from the HEU would increase by approximately 6 percent over existing 2020 conditions by the year 2031. A 6 percent increase in traffic on a roadway would equate to an increase in noise of 0.2 dBA, which would not double the existing mobile noise source and would not increase noise levels by even the most conservative threshold of 3 dBA, which is considered a barely perceptible noise increase. Off-site traffic noise impacts were therefore found to be less than significant.

The 2023 HEU EIR found that construction activities related to development facilitated by the HEU would not result in significant vibration impacts with adherence to the City's Standard COA related to construction vibration. The 2023 HEU EIR also found that ground-borne vibration in the vicinity of development facilitated by the HEU would be primarily generated by vehicular travel on the local roadways. However, the HEU would not increase traffic trips such that it would be perceptible to nearby noise-sensitive receptors, and impacts would be less than significant.

As discussed in 2023 HEU EIR Section 4.11, development facilitated by the HEU would not be exposed to intermittent noise levels from overhead flight patterns from airports in the city, because there are none located within Berkeley. In addition, residential development would be required to incorporate noise insulation features consistent with achieving State and local standards to reduce interior noise levels to below 45 dBA. Therefore, impacts would be less than significant.

2. Impacts of the Proposed Project

Construction Noise

The proposed project would increase the potential number of units in Specific Plan Area by up to 4,500 units compared to the adopted HEU, and would allow increased building heights and density, which could require deeper foundations and/or increase the likelihood of sub-grade parking, and thereby result in additional demolition and construction activity that would generate

temporary increases in ambient noise levels. It is also possible that concurrent construction activity on nearby development sites could result in a higher combined temporary increase in ambient noise at sensitive receptors in the vicinity, and result in an adverse impact on nearby noise-sensitive receptors. As discussed in the 2023 HEU EIR, construction noise levels would vary depending on the type of equipment, the duration of use, the distance to receivers, and the potential for pile driving. Noise associated with construction of most development facilitated by the proposed project would be typical of residential construction in urban areas, but could exceed the eight-hour 80 dBA L_{eq} daytime significance threshold at residences. Similar to the HEU, the proposed project could facilitate larger projects that may include relatively lengthy construction durations (i.e., longer than 18 months), two or more subterranean levels, use of multiple pieces of heavier equipment (i.e., cranes, excavators, dozers), simultaneous use of multiple pieces of equipment, and generally noisier activities, such as the potential for pile driving. This could potentially result in significant noise impacts, in particular to adjacent residential zones or other nearby noise-sensitive receivers, and would temporarily increase ambient noise levels above Federal Transit Administration (FTA) noise limits. Development facilitated by the proposed project would be required to comply with the City's Standard COA related to construction hours, construction noise reduction programs, construction noise management, and noise reduction plans, which would reduce construction noise to the extent feasible.

Construction Hours (Residential Zoning Districts). Construction activity shall be limited to between the hours of 8:00 AM and 6:00 PM on Monday through Friday, and between 9:00 AM and Noon on Saturday. No construction-related activity shall occur on Sunday or any Federal Holiday.

Construction Hours (Non-Residential Zoning Districts). Construction activity shall be limited to between the hours of 7:00 AM and 6:00 PM on Monday through Friday, and between 9:00 AM and 4:00 PM on Saturday. No construction-related activity shall occur on Sunday or any Federal Holiday.

Construction Noise Reduction Program. The applicant shall develop a site specific noise reduction program prepared by a qualified acoustical consultant to reduce construction noise impacts to the maximum extent feasible, subject to review and approval of the Zoning Officer. The noise reduction program shall include the time limits for construction listed above, as measures needed to ensure that construction complies with BMC Section 13.40.070. The noise reduction program should include, but shall not be limited to, the following available controls to reduce construction noise levels as low as practical:

A. Construction equipment should be well maintained and used judiciously to be as quiet as practical.

B. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.

C. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. Select hydraulically or electrically powered equipment and avoid pneumatically powered equipment where feasible.

D. Locate stationary noise-generating equipment as far as possible from sensitive receptors when adjoining construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible.

E. Prohibit unnecessary idling of internal combustion engines.

F. If impact pile driving is required, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.

G. Construct solid plywood fences around construction sites adjacent to operational business, residences or other noise-sensitive land uses where the noise control plan analysis determines that a barrier would be effective at reducing noise.

H. Erect temporary noise control blanket barriers, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.

I. Route construction related traffic along major roadways and away from sensitive receptors where feasible.

Construction Noise Management – Public Notice Required. At least two weeks prior to initiating any construction activities at the site, the applicant shall provide notice to businesses and residents within 500 feet of the project site. This notice shall at a minimum provide the following: (1) project description, (2) description of construction activities, (3) daily construction schedule (i.e., time of day) and expected duration (number of months), (4) the name and phone number of the Project Liaison for the project that is responsible for responding to any local complaints, (5) commitment to notify neighbors at least four days in advance of authorized extended work hours and the reason for extended hours, and (6) that construction work is about to commence. The liaison would determine the cause of all construction-related complaints (e.g., starting too early, bad muffler, worker parking, etc.) and institute reasonable measures to correct the problem. A copy of such notice and methodology for distributing the notice shall be provided in advance to the City for review and approval.

Noise Reduction Plan. Applicants are required to develop a site-specific noise reduction program prepared by a qualified acoustical consultant to reduce construction noise impacts to the

maximum extent feasible. The noise reduction program would include several elements that would reduce the exposure of sensitive receptors to construction noise, such as the following:

- Equipping all internal combustion engine-driven equipment with mufflers in good condition.
- Pre-drilling foundation pile holes to minimize the use of pile drivers.
- Installing solid plywood fences around construction sites adjacent to sensitive receptors.
- Erecting temporary noise control blanket barriers along building façades facing construction sites.

However, as discussed in the 2023 HEU EIR, the Standard COAs would include the installation of temporary sound barriers where warranted, which are the most effective advanced measure to reduce noise from construction sites adjacent to noise-sensitive receptors, and no further measures are available to provide additional reductions in construction noise. Therefore, construction noise levels could still exceed the City's standards for stationary equipment in both multi-family residential and commercial zones. Furthermore, construction noise levels could exceed the City's standards at multiple sites where the proposed project would facilitate development in the Specific Plan Area. This impact would be significant and unavoidable, consistent with the 2023 HEU EIR findings.

Operational Noise

The additional 4,500 units facilitated under the proposed project would generate noise associated with the operation of residences. Typical noise sources associated with residential uses include stationary HVAC equipment, vehicle movement (e.g., delivery and trash hauling), outdoor activities, and traffic on area roadways. These impacts are discussed below.

HVAC Equipment

Because of the proposed increased density of development in the Specific Plan Area, this analysis includes the conservative assumption that new HVAC equipment could be installed as close as 20 feet from noise-sensitive receptors on adjacent properties. Typical residential HVAC units are anticipated to generate noise levels ranging from 50 to 60 dBA Leq at a distance of 50 feet from the source, if unshielded by equipment enclosures.[29] Based on a standard attenuation rate of 6 dBA per doubling of distance from stationary noise sources, it is estimated that new HVAC equipment in the Specific Plan Area would generate noise levels reaching 68 dBA at 20 feet from the source. This estimate does not account for the shielding effect of equipment enclosures or

[29] Illingworth & Rodkin, Inc. 2019. Noise and Vibration Impacts from Residences Proposed at 325 Yolanda Avenue, Santa Rosa, CA. January 2019. https://files.ceqanet.opr.ca.gov/251916-2/attachment/m3VESveoKy6z2njk58vk2yOfZP3inTgJtvC2_VPKqEoPle__ZYeJyIgz1Vy_7PGcsn5TXsIqZP49OpMGo

rooftop parapets, which could block line of sight between the source and noise-sensitive receptors, reducing noise levels by at least 10 dBA. However, as discussed in the 2023 HEU EIR, the design and placement of new HVAC equipment would be required to comply with Section 13.40.070 of the BMC, which states that stationary machines and other devices located on the exterior of structures which generate sounds perceptible outside the perimeters of the lot on which the machine or other device is located must be installed with such sound transmission control measures to adequately minimize or eliminate the transmission of the sound to a level not to exceed 60 dBA on weekdays and 50 dBA on weekends for single family residential beyond property perimeters. Stationary equipment shall not exceed 65 dBA on weekdays and 55 dBA on weekends for multi-family residential areas. Furthermore, a motor, machinery, pump, such as swimming pool equipment, etc., must be sufficiently enclosed or muffled and maintained so as not to create a Noise Disturbance in accordance with Section 13.40.050 or 13.40.060 of the BMC. Therefore, impacts related to HVAC equipment would be less than significant, similar to the 2023 HEU EIR findings.

Vehicle Activity (Delivery and Trash Hauling)

Maximum noise levels generated by movement of medium duty delivery trucks generally range from 61 to 70 dBA Leq at a distance of 25 feet, depending on the speed at which the truck is driving.[30] The average noise level for a single idling truck generally ranges from 72 to 77 dBA Leq at a distance of 25 feet. It is assumed that delivery and trash hauling trucks serving additional development in the Specific Plan Area could stop as close as 25 feet to adjacent residences. An increase of up to 4,500 units in the Specific Plan Area could result in a slightly higher volume of truck trips for delivery and trash hauling. However, truck activity would not substantially exceed existing activity in the already urbanized Specific Plan Area. For example, trash and recycling trucks already visit most existing properties that could be redeveloped under the proposed project. Additionally, as discussed in the 2023 HEU EIR, Section 23130 of the California Motor Vehicle Code establishes maximum sound levels of 86 dBA Leq at 50 feet for trucks operating at speeds less than 35 miles per hour, and solid waste pick-up operations are typically scheduled during daytime hours when people tend to be less sensitive to noise. Furthermore, these noise events from trucks are typically transient and intermittent, and do not occur for a sustained period of time. Therefore, similar to the 2023 HEU EIR findings, impacts related to delivery and trash hauling would be less than significant.

[30] N. Olson; Survey of Motor Vehicle Noise. *J. Acoust. Soc. Am.* 1 November 1972; 52 (5A): 1291–1306. https://doi.org/10.1121/1.1913246

Outdoor Activity Areas

Addition of up to 4,500 units in the Specific Plan Area would increase the number of residents and thereby increase noise generated by conversations, music, television, or other outdoor sound-generating equipment (e.g., leaf blowers), particularly in the event future residents open their windows or such activities take place on balconies or in common outdoor amenity areas. However, these noise-generating activities would be similar to those of the existing urban environment. Further, violations of the noise ordinance would be subject to BMC Chapter 13.40. This chapter prohibits noise disturbances such as loud equipment, amplified sound not associated with a permitted event, or yelling and sets forth procedures if violations occur. Section 13.40.070 of the BMC prohibits operating or permitting the operation of a mechanically powered saw, sander, drill, grinder, lawn or garden tool, or similar tool before 7:00 a.m. on a weekday (or before 9:00 a.m. on a weekend or holiday) or after 7:00 p.m. on a weekday (or after 8:00 p.m. on a weekend or holiday) such that the sound therefrom across a residential or commercial real property line violates Section 13.40.050 or 13.40.060 of the BMC. Furthermore, Chapter 19.29 of the BMC includes the 2019 California Residential Code, as adopted in Title 24 Part 2.5 of the California Code of Regulations. Therefore, similar to the 2023 HEU EIR findings, impacts related to outdoor activities would be less than significant.

Roadway Vehicle Noise

The proposed project would allow for up to 4,500 more units in the Specific Plan Area compared to what was anticipated under the HEU. The proposed project could affect ambient traffic noise if the proposed project facilitated development in a way that would increase vehicle trips to and from the Specific Plan Area. As stated above in the "Impacts Identified in the 2023 HEU EIR," a doubling of mobile noise sources would increase traffic noise levels by an estimated 3 dBA, which is considered a barely perceptible noise increase. Due to the nature of the project which is located along a major transit corridor it is not anticipated that the project would double the existing mobile noise sources along any one roadway and therefore would not increase noise levels by the most conservative threshold of 3 dBA, which is considered a barely perceptible noise increase. The HEU's projected buildout of 19,098 units results in a 5.5 percent increase in vehicle trips, which equates to an increase of 0.2 dBA – well below the 3dBA threshold. The maximum buildout of the proposed project is 4,500 additional units over the HEU's projected buildout, an approximately 24 percent increase in units. This increase in units would not result in a large enough increase in vehicle trips to exceed the 3 dBA threshold. Even under a conservative, proportional assumption (i.e., trips – and thus noise – scale with units), a ≤25 percent increase over 0.2 dBA would be ≤0.25 dBA, which remains well below the 3 dBA threshold. Therefore, the proposed project's potential maximum buildout would not change the level of significance compared to the 2023 HEU EIR.

Therefore, overall, the project would not double the existing mobile noise source and would not increase noise levels by even the most conservative threshold of 3 dBA, which is considered a barely perceptible noise increase. Similar to the 2023 HEU EIR findings, impacts related to off-site operational noise would be less than significant.

Operational Vibration

Similar to the HEU, it is not anticipated that operation of residential development would involve activities that would result in substantial vibration levels, such as use of heavy equipment or machinery. Based on the FTA Transit Noise and Vibration Impact Assessment[31] guidance document, rubber tires and suspension systems dampen vibration levels from vehicles on local roadways to a level that is rarely perceptible. Therefore, similar to the 2023 HEU EIR findings, the proposed project would have a less than significant impact related to operational vibration.

Construction Vibration

The proposed project would allow for additional development in the Specific Plan Area, the construction of which could intermittently generate strong vibration. As discussed in the 2023 HEU EIR, general construction equipment such as a vibratory roller would generate vibration levels up to 0.21 in./sec. peak particle velocity (PPV) at 25 feet, while more intensive equipment such as pile driving could generate a vibration level of approximately 0.64 in./sec. PPV at 25 feet. According to Caltrans impact criteria, the damage threshold for historic sites (which are most sensitive to impacts from groundborne vibration) is 0.12 in./sec. PPV. Groundborne vibration from hoe rams, bulldozers, caisson drilling, loaded trucks, and jackhammers would not exceed the 0.1 in./sec. PPV threshold for sensitive historic sites. While groundborne vibration from vibratory rollers would only exceed the threshold for building damage for historic sites at 25 feet from the source, vibration levels from pile driving would exceed one or more of building damage thresholds for historic sites, general old buildings, and older and newer residential structures. Furthermore, vibration levels associated with pile driving would also exceed the threshold of 0.25 in./sec. PPV for human annoyance at various distances up to 75 feet. Future development facilitated by the proposed project would be required to comply with the City's Standard COA related to construction vibration, which would ensure groundborne vibration from vibratory rollers and vibration levels from pile driving would not occur in a manner that would damage buildings.

Damage Due to Construction Vibration. The project applicant shall submit screening level analysis prior to, or concurrent with demolition building permit. If a screening level analysis shows

[31] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

that the project has the potential to result in damage to structures, a structural engineer or other appropriate professional shall be retained to prepare a vibration impact assessment (assessment). The assessment shall take into account project specific information such as the composition of the structures, location of the various types of equipment used during each phase of the project, as well as the soil characteristics in the project area, in order to determine whether project construction may cause damage to any of the structures identified as potentially impacted in the screening level analysis. If the assessment finds that the project may cause damage to nearby structures, the structural engineer or other appropriate professional shall recommend design means and methods of construction that to avoid the potential damage, if feasible. The assessment and its recommendations shall be reviewed and approved by the Building and Safety Division and the Zoning Officer. If there are no feasible design means or methods to eliminate the potential for damage, the structural engineer or other appropriate professional shall undertake an existing conditions study (study) of any structures (or, in case of large buildings, of the portions of the structures) that may experience damage. This study shall establish the baseline condition of these structures, including, but not limited to, the location and extent of any visible cracks or spalls; and include written descriptions and photographs.

Therefore, similar to the 2023 HEU EIR findings, construction vibration impacts would be less than significant.

Airport Noise

As discussed in the 2023 HEU EIR, the closest airport to Berkeley is the Oakland San Francisco Bay Airport. According to the Oakland International Airport Land Use Compatibility Plan, Berkeley is located outside of the airport's noise contours and the airport influence area illustrated in Figure 3-1 of the Airport Land Use Compatibility Plan.[32] Therefore, similar to the 2023 HEU EIR findings, the proposed project would not expose people residing or working in the plan area to excessive noise levels, and impacts would be less than significant.

The proposed project would increase the intensity/density of development along the San Pablo Avenue beyond what was evaluated in the 2023 HEU EIR and the level of impact may incrementally increase but not to the levels that will change the level of significance. The same regulations and Standard COAs would apply to development under the proposed project. Impacts related to noise would be the same as for the program studied in the 2023 HEU EIR and would be significant and unavoidable.

[32] Alameda County Community Development Agency. 2010. Oakland International Airport Land Use Compatibility Plan. https://www.acgov.org/cda/planning/generalplans/documents/OAK_ALUCP_122010_FULL.pdf

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to noise and vibration, and no new mitigation measures are required. Berkeley's Standard COAs related to construction hours, construction noise reduction, construction noise management, noise reduction plans, and construction vibration, as referenced in the 2023 HEU EIR, would remain applicable.

4. Conclusion

The City's Standard Conditions of Approval for construction noise reduction and management and BMC requirements would still be applicable to development under the proposed project. However, even with implementation of these conditions, impacts related to construction noise would remain significant and unavoidable, similar to the 2023 HEU EIR findings. Nonetheless, no substantial changes have occurred that require major revisions to the 2023 HEU EIR. The proposed project may incrementally increase impacts with respect to noise, but would have no new significant impacts or substantially more severe significant impacts with respect to noise than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

L. Population and Housing

1. Impact Identified in the 2023 HEU EIR

As discussed in Section 4.12, *Population and Housing*, of the 2023 HEU EIR, the HEU would add housing sites with a potential for up to 19,098 additional residential units and 47,443 additional residents by the year 2031. The 2023 HEU EIR found that the HEU would be consistent with State requirements for the RHNA and would be within the growth forecasts for Northwest Alameda County in Plan Bay Area 2050, which projected a 57 percent increase in population for Northwest Alameda County. The 2023 HEU EIR found that the HEU would not directly or indirectly result in substantial unplanned population growth and would not result in the displacement of substantial numbers of people or housing. Therefore, impacts were found to be less than significant.

2. Impacts of the Proposed Project

The HEU buildout estimates a population increase of 47,443 (or a 38 percent increase over the 2020 population of 124,563). Utilizing the same persons per unit assumption from the HEU of 2.5 for multi-family, the proposed project's maximum buildout of 4,500 additional units over the HEU's projected buildout would result in a population increase of 11,250. The HEU and the proposed project would result in a population increase of 58,693 or a 47 percent increase over the

2020 population by 2031 (buildout year of 2023 HEU). The Specific Plan and HEU population increase is consistent with State requirements for the Regional Housing Needs Assessment and would be within the growth forecasts for Northwest Alameda County in Plan Bay Area 2050, which projects a 57 percent increase in population. Given that the State is currently in an ongoing housing crisis due to an insufficient housing supply, the additional units under the proposed project would also assist in addressing the existing crisis and meeting Berkeley's housing needs.

Similar to what was analyzed in the 2023 HEU EIR, this analysis is conservative because it assumes a maximum buildout scenario. The proposed project's actual contribution to population growth may be less than estimated. In addition, the proposed project would not involve the extension of roads or other infrastructure that could indirectly lead to population growth. As discussed in Sections 5.13, *Public Services and Recreation*, and Section 5.16, *Utilities and Service Systems*, of the 2023 HEU EIR, the city is mostly developed and is supported by existing public services and infrastructure which are sufficient to serve the additional housing units. Therefore, the proposed project would not result in substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant, same as the impact analyzed in the 2023 HEU EIR.

While the proposed project would have no direct physical effects, subsequent development allowed by the proposed project could involve the demolition of existing housing units in the Specific Plan Area. Because the addition of up to 4,500 more housing units than analyzed in the 2023 HEU EIR would more than offset the potential loss of housing units, the proposed project would not require the construction of additional housing elsewhere. Future applicants would be required to comply with the City's Inclusionary Housing Ordinance, which would require developers of market-rate ownership housing to include affordable ownership units or pay a fee, as well as the Affordable Housing Mitigation Fee Ordinance, which would require developers of market-rate rental housing to pay a fee to the Housing Trust Fund (which is used as funding for affordable housing production) or include affordable units in developments. In addition, SB 330 would require that replacement housing be either rent-controlled or below market rate. Moreover, deed restrictions may run with individual properties to maintain long-term affordability. The BMC also places conditions on the loss of housing units and includes tenant protections for displaced residents. Projects that involve demolition or elimination of dwelling units would be subject to BMC Chapter 13.79.060, which includes tenant protections for displaced residences. When demolition of an occupied unit is approved, the project applicant is required to provide assistance with moving expenses and subsidize the rent differential for a comparable replacement unit. If a tenant is displaced due to the owner withdrawing the building from rent or lease or for repairs to bring the unit into compliance, BMC Section 13.77.055 and Chapter 13.84 entitle the tenant to relocation compensation and certain protections. In addition, BMC Section 13.76.130 requires landlords to have good cause for evictions and provide relocation assistance to households as specified in Section 13.76.130A(8). Therefore, similar to the 2023 HEU EIR findings,

the proposed project would not result in the net loss or displacement of housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to population and housing, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to population and housing, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to population and housing than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

M. Public Service and Recreation

1. Impact Identified in the 2023 HEU EIR

As discussed in Section 4.13, *Public Services and Recreation*, of the 2023 HEU EIR, the HEU would increase demand for fire and police protection services, school facilities, and parks and recreational facilities. However, compliance with Government Code 65995 (b) as well as policies in the City's General Plan and BMC would reduce impacts to a less than significant level.

2. Impacts of the Proposed Project

Fire Protection

Fire protection in the city is provided by the Berkeley Fire Department (BFD). The proposed project would facilitate development that would increase population in Specific Plan Area and in Berkeley by adding the potential for up to 4,500 new units. Using the 2023 HEU EIR estimate of 2.5 persons per household, the proposed project's changes to the HEU would result in 11,250 new residents in addition to the 47,443 new residents estimated to be added in the HEU as analyzed in the 2023 HEU EIR. The additional increase in residents associated with the proposed project could increase demand for fire protection and emergency medical services such that additional staff, equipment or facilities would be needed to meet response time goals. However, future development would be facilitated on underutilized sites in urbanized areas in the Specific Plan Area which are already served by existing fire stations. The Specific Plan Area is served by two fire districts and their associated BFD Fire Stations. The Specific Plan Area north of University Avenue

is served by the BFD Fire Station 6 and south of University Avenue is served by the BFD Fire Station 1. The continued implementation of policies and actions in the Berkeley General Plan would improve the ability of fire protection facilities to serve this additional future development and allow fire protection services to maintain response time goals. As discussed in the 2023 HEU EIR, the BFD has an average response time of five minutes and fifteen seconds (5:15) from when the station receives the call to the first unit arriving on the scene. The median response time is 4:46. Policy S-22 in the City's Disaster Preparedness and Safety Element of the General Plan calls for the City to provide adequately staffed and equipped Fire Stations and to pursue a response time goal of four minutes from the nearest station to all parts of Berkeley. Although the City's response time goal of four minutes has not been met, new residential projects would be reviewed for compliance with these requirements and compliance with other building and safety regulations several times during different phases of project development, such as the entitlement and pre-application phase, during the building permit process, and during the construction process.

Future development would be required to comply with basic building designs and standards for residential buildings as mandated by the Berkeley Fire Code under BMC Chapter 19.48. In some cases, older buildings not constructed to today's more stringent levels of fire-safety regulation would be replaced by new buildings compliant with existing regulations, improving fire safety on those sites. Compliance with designs and standards and other fire safety requirements would reduce the demand for fire protection services and thereby reduce the need for new fire stations. Future development would also be required to comply with abatement of fire-related hazards and pre-fire management prescriptions as contained in the California Health and Safety Code and the California Fire Plan. The City's Measure FF, passed in November 2020, is estimated to generate $8.5 million annually, and would be used to implement a state-of-the-art 911 dispatch system to ensure rapid assistance to emergency medical calls, increase ambulance and paramedic capacity, to better meet the needs of all residents, and strengthen wildfire, earthquake and other disaster prevention and preparedness with new, expanded emergency warning systems, fire fuel reduction and evacuation planning. These funds will allow the Fire Department to address increased call volumes and emergency medical service needs that result from city-wide increases in residential density, including the anticipated increase allowed under the proposed project. Future remodeling or expansion of BFD facilities to accommodate new equipment would not be needed to specifically to serve the additional residential units, which would be added incrementally in various locations in the city and served by more than one fire station. Should a new fire station be required, the environmental impacts of constructing a fire station would be consistent with the construction-related impacts discussed in other sections of this Addendum and the 2023 HEU EIR. Should the Fire Department and the City determine that additional facilities are needed to provide fire protection services to the Specific Plan Area, it is not known whether such facilities would be located within the Specific Plan Area or elsewhere in

the city. If and when the BFD proposes a new station and identifies an appropriate site and funding, the City will conduct a complete a site-specific evaluation of the station's environmental impacts under CEQA. Therefore, impacts to fire services would be less than significant, similar to the 2023 HEU EIR findings.

Police Protection

Police protection in the city is provided by the Berkeley Police Department (BPD). Although the proposed project would increase potential buildout in the Specific Plan Area compared to what was analyzed in the 2023 HEU EIR by up to 4,500 units, future development would be facilitated on underutilized sites in urbanized areas which are already served by the BPD. Nonetheless, the additional population growth facilitated by the proposed project could result in an increase in reported incidents, leading to longer response times unless the BPD increases staffing. The Disaster Preparedness and Safety Element, the Transportation Element and the Economic Development & Employment Element of the City's General Plan include policies that would ensure police services are adequate to accommodate an increase in population. Specifically, Policy S-1 and Action G would ensure that the City's emergency response plans are current and incorporate the latest information on hazards, vulnerability and resources; Policy T-28 and Action A would ensure emergency access be provided to all parts of the city which would not significantly increase emergency response times or hinder effective evacuation; and Policy ED-4 and Action A would ensure there are adequate levels of police presence in neighborhood and avenue commercial zones. Should the BPD and the City determine that additional facilities are needed to provide police protection services to the Specific Plan Area, it is not known whether such facilities would be located within the Specific Plan Area or elsewhere in the city. If and when the BPD proposes a new station and identifies an appropriate site and funding, the City will conduct a complete a site-specific evaluation of the station's environmental impacts under CEQA. Therefore, similar to the 2023 HEU EIR findings, impacts to police services would be less than significant.

Schools

As discussed in the 2023 HEU EIR, in a study prepared for Berkeley Unified School District's (BUSD) adopted School Facilities Fee on new residential and commercial/industrial development, the District used a blended student generation rate of 0.191 for all housing types.[33] Based on this generation rate, development under the proposed project would add an estimated total of 860 new students over time. This number is highly conservative, however, the proposed project could

[33] Berkeley Unified School District (BUSD). 2016. School Facility Fee Justification Report for Residential, Commercial & Industrial Development Projects for the Berkeley Unified School District. Berkeley, CA. September 2016. https://www.berkeleyschools.net/wp-content/uploads/2016/11/Berkeley-USD-Level-I-2016-FINAL-10-10-2016.pdf

encourage housing that would add more school-aged children to BUSD schools. These students would be distributed throughout the schools that serve Berkeley depending on their grade level, their location, and their school preferences. The addition of 860 students under the proposed project would result in an increase of 9 percent compared to the BUSD enrollment of 9,342 students in the 2023-24 school year.[34] However, as discussed in the 2023 HEU EIR, future development facilitated by proposed project would be required to pay school impact fees pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), which BUSD would use to maintain the desired school capacity and the maintenance and/or development of new school facilities. Furthermore, if and when the City proposes new facilities and identifies an appropriate site and funding, the City will conduct an evaluation of the site-specific environmental impacts of the new school facility under CEQA. Therefore, impacts related to school capacity would be less than significant, similar to the 2023 HEU EIR findings.

Parks and Recreation

Similar to the HEU, the proposed project would not include the provision of new parks or the physical alteration of existing parks or recreation centers. Full buildout of the proposed project would further increase the number of residents in the Specific Plan Area compared to the HEU by 11,250 people, which would increase the use of parks and recreational facilities. As discussed in the 2023 HEU EIR, the ratio of parkland per resident is approximately 25.5 acres per 1,000 residents. Although the proposed project would decrease the ratio of parkland per resident from 25.5 acres per 1,000 residents to 23.9 acres per 1,000 residents, in accordance with General Plan policies, the City continually evaluates and plans for expansion or renovations of parks and recreation facilities as need to accommodate demand. Compliance with General Plan policies, particularly Policies OS-1, OS-2, OS-6, would ensure park facilities are kept up to date and park acreage to population ratio is maintained within Berkeley. Compliance with General Plan policies and actions would potentially result in development of new recreational opportunities including parks. Should future park or recreational facilities be identified for construction, it is not known where such facilities would be located. If and when the Parks Department proposes new facilities and identifies an appropriate site and funding, the City will conduct an evaluation of the site-specific environmental impacts of the new park or recreation facility under CEQA. Future residents in the Specific Plan Area would also be able to access existing City parks and regional recreational facilities; including the Bay Trail and Eastshore State Park and Tilden Regional Park and Claremont Canyon Regional Preserve. Therefore, the proposed project would not result in substantial overuse of existing City parks which may cause physical deterioration of these facilities or require the construction or expansion of facilities which may have an adverse physical

[34] Ed-data.org. 2022. "District Summary, Berkeley Unified." https://www.ed-data.org/district/Alameda/Berkeley-Unified

effect on the environment. Therefore, impacts related to parks and recreational facilities would be less than significant, similar to the 2023 HEU EIR findings.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to public services and recreation, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to public services and recreation, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to public services and recreation than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

N. Transportation

1. Impact Identified in the 2023 HEU EIR

As discussed in Section 4.14, *Transportation*, of the 2023 HEU EIR, the HEU would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Although the HEU would increase ridership for AC Transit and BART, AC Transit and BART monitor and plan for anticipated changes in local and regional ridership levels and increased demand through their ongoing evaluation of routes, schedules, ridership, and capacity availability. The HEU would also be consistent with the City's 2026 Bicycle Plan and development would be required to provide long-term and short-term bicycle parking in accordance with BMC Section 23.322.090 as well as meet applicable requirements for pedestrian access under BMC Section 23.304.100.

The 2023 HEU EIR found that the HEU would decrease VMT per capita by 3 percent, from 11.22 to 10.86, which would be below the City of Berkeley VMT threshold of 19.38 (15 percent below regional average household VMT per capita of 22.80). Therefore, VMT impacts were found to be less than significant.

As found in the 2023 HEU EIR, the HEU would not include hazardous geometric design features or incompatible uses, and circulation components and geometric design features for individual projects would be reviewed by the City Engineering division and would be in accordance with all

applicable City standards and the building plan check process to minimize design hazards. Therefore, this impact was determined to be less than significant.

The HEU also would not result in inadequate emergency access. The 2023 HEU EIR determined that development under the HEU would be required to comply with basic building designs and standards for residential buildings as mandated by the Berkeley Fire Code, under BMC Chapter 19.48. As a part of development review, representatives from several City departments and representatives, including the Building and Safety Division, the Transportation Division, and the Fire Department, would review the entitlement plan set to ensure compliance with egress requirements and other fire safety features. Individual projects would be required to incorporate all applicable design and safety requirements as set forth in the most current adopted building codes and fire and life safety standards. Compliance with these standards is ensured through the City review and building plan check process. Based on the preceding, impacts related to emergency access were found to be less than significant.

2. Impacts of the Proposed Project

The proposed project would allow for up to 4,500 more units in the Specific Plan Area, which are areas served by BART and AC Transit, and therefore would increase the transit ridership for AC Transit and BART. However, AC Transit and BART monitor and plan for anticipated changes in local and regional ridership levels and increased demand through their ongoing evaluation of routes, schedules, ridership, and capacity availability. Therefore, similar to the 2023 HEU EIR findings, the proposed project would not conflict with AC Transit's or BART's ongoing efforts for facility improvement or capital improvement project planning.

The proposed project would concentrate development in Specific Plan Area with is entirely in a TPA, and would place residents in proximity to jobs, services, and transit, which would encourage walking, bicycling, and the use of alternative modes of transportation. Future development would be reviewed in accordance with the City's Public Works Department Transportation Program standards, which would provide oversight engineering review to ensure that the project is constructed according to City standards. Thus, the proposed project would also be consistent with the City's 2026 Berkeley Bicycle Plan Update. The proposed project does not include modifications to the public right-of-way and, therefore, would not preclude the installation of the planned or proposed bicycle facilities on the streets in the city. Development facilitated by the proposed project would provide long-term and short-term bicycle parking in accordance with BMC Section 23.322.090 requirements to accommodate the bicycle parking demand generated by the project residents and would also be required to meet applicable requirements for pedestrian access under BMC Section 23.304.100 or other requirements as applicable. Therefore, the proposed project would not conflict with the City's Bicycle Plan Update or the City's Pedestrian Plan, and impacts would be less than significant, similar to the adopted HEU.

As discussed in the 2023 HEU EIR, the City of Berkeley has adopted thresholds to evaluate significant impacts for VMT. For residential uses, the City of Berkeley adopted a threshold of significance for VMT analysis based on the guidance from the California's Office of Planning and Research (OPR) that a residential project's VMT impact is considered less than significant if its household VMT per capita is at least 15 percent below the regional average household VMT per capita. Therefore, an increase in VMT per capita above 16.71 VMT (15 percent below the regional average of 19.67) would be considered a significant impact. However, the Specific Plan Area would satisfy the City's VMT screening criteria since the entire Specific Plan Area is located within a TPA and is proximate to high-quality transit Moreover, the HEU VMT per capita of 10.86 assumes the addition of 19,098 housing units and 47,500 residents and remains well below the significance threshold of 19.38. The proposed project would add approximately 4,500 additional units and 11,250 additional residents—an increase of less than 25 percent relative to the HEU assumptions. Given that the HEU VMT per capita is substantially below the threshold, this proportional increase would not be expected to raise VMT per capita above the 19.38 threshold. Therefore, the proposed project would result in VMT per capita below applicable thresholds and impacts would be less than significant, similar to the 2023 HEU EIR findings.

Similar to the HEU, the proposed project's changes would not include hazardous geometric design features or incompatible uses. Each housing application would be evaluated at the project-specific level. Circulation components and geometric design features would be reviewed by the City Engineering division and would be in accordance with all applicable City standards and the building plan check process to minimize design hazards. Design review standards include standards for project access points, location, design, sight lines, roadway modifications, provisions for bicycle and pedestrian transportation connections, and emergency access. The proposed project includes policies to incentivize developers to create pedestrian plazas by partially or fully closing minor side streets that intersect with San Pablo Avenue to vehicular traffic, while maintaining emergency access. However, prior to any streets being closed, the selected streets would be reviewed by the Fire and Public Works Departments to ensure that there are no significant emergency access or safety impacts. Additionally, future development facilitated by the proposed project would be required to comply with basic building designs and standards for residential buildings as mandated by the Berkeley Fire Code, pursuant to BMC Chapter 19.48. As part of the development review process, representatives from several City departments and representatives, including the Building and Safety Division, the Transportation Division, and the Fire Department, would review the proposed development plan set to ensure compliance with emergency access requirements and other fire safety features. Future projects would be required to incorporate all applicable design and safety requirements as set forth in the most current building codes and fire and life safety standards, which would reduce impacts related to emergency access. Therefore, as was found in the 2023 HEU EIR, the proposed project would have less than significant impacts related to safety hazards and emergency access.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to transportation and circulation, and no new or revised mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to transportation, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to transportation than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

O. Tribal Cultural Resources

1. Impact Identified in the 2023 HEU EIR

As discussed in Section 4.15, *Tribal Cultural Resources*, of the 2023 HEU EIR, ground-disturbing activities associated with the HEU could expose and adversely affect previously unidentified subsurface archaeological resources that may qualify as tribal cultural resources. However, impacts would be less than significant with adherence to the City's Standard COAs related to archaeological resources and human remains set forth above under Section 4.4, *Cultural Resources*, as well as Mitigation Measure TCR-1, which was adopted and incorporated into the HEU and would require tribal cultural monitoring.

2. Impacts of the Proposed Project

Based on the results of AB 52 and SB 18 consultation conducted as part of preparation of the 2023 HEU EIR, tribal cultural resources were found to be potentially present in areas near the waterfront and near Indian Rock. Although the proposed project would increase potential buildout in the Specific Plan Area compared to what was analyzed in the 2023 HEU EIR by up to 4,500 units, development facilitated by the proposed project would be concentrated on developed sites and would not be within the areas determined by consulting tribes to be sensitive for tribal cultural resources. The project includes amendments to the General Plan, and therefore required Tribal Consultation, pursuant to AB 52. The California Native American Heritage Commission provided contact information for tribes potentially affected by the project, and the City sent letters to these tribes. No tribes requested consultation within the deadline. Similar to what was concluded in the 2023 HEU EIR, it can be assumed that no tribal cultural resources have been identified. Nonetheless, similar to the HEU, ground-disturbing activities associated with

individual development projects under the proposed project could expose previously unidentified subsurface archaeological resources that may qualify as tribal cultural resources and could be adversely affected by construction. Additionally, the proposed project would allow increased building heights, which could require deeper foundations and thereby increase the likelihood of encountering tribal cultural resources. Future projects subject to CEQA and SB 35 would require project-specific tribal cultural resource identification and consultation and incorporation of the appropriate avoidance, minimization, or mitigation identified through the consultation process. In addition, the City's Standard COA related to the protection of archaeological resources and human remains (including remains that are determined to be of Native American origin) would apply to future development. In addition to the City's Standard COAs related to the protection of archaeological resources and human remains set forth in full in Addendum Section 5.4, *Cultural Resources*, previously adopted Mitigation Measure TCR-1 would be required to be implemented and would reduce impacts to tribal cultural resources a less than significant level.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to Tribal Cultural Resources, and no new mitigation measures are required. Berkeley's Standard COAs related to archaeological resources and human remains, set forth above in *Section 4.4, Cultural Resources*, which apply to the HEU as a whole, would remain applicable. Previously adopted 2023 HEU EIR Mitigation Measure TCR-1, incorporated in the City's Standard COAs, also would remain applicable and would continue to be implemented and monitored.

> <u>TCR-1: Tribal Cultural Monitoring</u>. For future projects that are determined through tribal consultation to potentially affect tribal cultural resources, in order to mitigate potential adverse impacts to Native American cultural objects and human remains discovered during construction, tribal cultural monitors will be retained to monitor work done in areas of Tribal concern, as determined through tribal consultation. If Native American cultural objects and/or human remains are discovered during construction, work shall be halted within 100 feet of the discovery until the objects have been inspected and evaluated by tribal cultural monitors and a qualified archaeologist meeting the Professional Qualifications Standards of the Secretary of the Interior (36 CFR Part 61). The archaeologist shall, in accordance with the appropriate Guidelines, identify and evaluate the significance of the discovery and develop recommendations for treatment in consultation with the affected Tribe to ensure any impacts to the cultural resource are less than significant. The preferred mitigation is avoidance. If avoidance is not feasible, project impacts shall be mitigated in consultation with the affected Tribe consistent with the CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources. Such mitigation may include, but is not limited to, additional archaeological testing, archaeological monitoring and/or an archaeological data recovery program. A Native American monitor shall

be retained to monitor the ground disturbance when it is suspected that a TCR might be encountered.

4. Conclusion

The proposed project would have less than significant impacts with mitigation with respect to tribal cultural resources, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to tribal cultural resources than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

P. Utilities and Service Systems

1. Impact Identified in the 2023 HEU EIR

As discussed in *Section 4.16, Utilities and Service Systems*, of the 2023 HEU EIR, HEU would increase water demand in the City by an estimated 0.96 mgd, or approximately 0.5 percent, above the 2030 EBMUD water service area demand estimate of 190 mgd. The increase of 0.5 percent from the projected 2030 water demand in EBMUD's Urban Water Management Plan (UWMP) would also increase the gallons per capita per day (gpcd) from 121 gpcd to 127 gpcd. However, this would still be well below the EBMUD service area water reduction goal of 153 gpcd by 2020. Therefore, EBMUD infrastructure and facilities would have adequate capacity to service the HEU, and construction and operation of development facilitated by the HEU would not require new or expanded water supply facilities. With demand management during multi-year droughts, as required by EBMUD, impacts of HEU related to water supply would be less than significant.

As discussed in *Section 4.16, Utilities and Service Systems*, of the 2023 HEU EIR, development facilitated by the HEU would generate approximately 765,688 gallons per day (gpd) of wastewater. EBMUD projects that 61 mgd of wastewater will be collected and treated in the EBMUD Special District No.1 by 2040. Therefore, the HEU would generate approximately 1.3 percent of the wastewater collected and treated in in the district by 2040. The increased wastewater generation would be within the remaining capacity of EBMUD's Main Wastewater Treatment Plant (MWWTP), and the plant's existing wastewater treatment capacity would be sufficient to accommodate the increase in population facilitated by the HEU. Additionally, as discussed in the 2023 HEU EIR, although the construction of new or expanded sewer mains may be necessary to accommodate additional wastewater flow, development would be required to

comply with the City's Private Sewer Lateral Ordinance[35] (BMC Section 17.24.130) and impacts related to individual new sewer main construction projects would be less than significant due to their temporary nature, adherence to existing requirements, and the already developed nature of wastewater conveyance corridors. Development facilitated by the HEU would be required to comply with BMC Title 17 which establishes City standards related to wastewater discharge, peak flow, and sewer capacity. Every person, firm, corporation or entity desiring to construct a new connection to sewer services to the City's sanitary sewer system would be required to pay a connection fee in the amount as established by City Council resolution. With adherence to City regulations and General Plan policies, impacts related to wastewater conveyance and the construction of new or expanded wastewater facilities were found to be less than significant.

As discussed in the 2023 HEU EIR, existing stormwater infrastructure, electricity and natural gas facilities, and telecommunications infrastructure would be able to accommodate the increased demand under the HEU, and the construction or relation of facilities would be required.

Lastly, the 2023 HEU EIR found that the HEU would generate 23.7 cubic yards of solid waste per day or 8,651 cubic yards of solid waste per year, which would be 0.013 percent of the total remaining capacity of 65.4 million cubic yards of the Altamont Landfill. Therefore, impacts to solid waste were found to be less than significant.

2. Impacts of the Proposed Project

The City's wastewater treatment capacity is 320 million gallons per day (mgd). The existing average daily flow is 63 mgd and the HEU buildout would add an additional 0.77 mgd. Based on the HEU wastewater generation assumption of 40 gallons per day (gpd) for a multi-family unit, the proposed project buildout of 4,500 units above the Housing Element maximum buildout would add 180,000 gpd, which is 0.18 mgd and well within the City's treatment capacity of 320 mgd. New development would be required to comply with the City's Private Sewer Lateral Ordinance, by eliminating wet-weather infiltration and inflow to private sewer laterals, which would regulate wet-weather contribution from the proposed project. Although construction of new or expanded sewer mains may be necessary to accommodate additional wastewater flow, the precise sizing of new wastewater conveyance pipes would be determined at the time of installation and would be subject to the approval of the City to ensure that the system would be adequate. The impacts of sewer main construction projects would be less than significant due to their temporary nature, adherence to existing requirements, and the already developed nature of wastewater conveyance corridors. Impacts of construction of projects facilitated by the proposed project are analyzed comprehensively throughout this Addendum and the 2023 HEU. Future

[35] City of Berkeley.2023. Private Sewer Lateral website. https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/private-sewer-lateral

development facilitated by the proposed project would also be required to comply with BMC Title 17 which establishes City standards related to wastewater discharge, peak flow, and sewer capacity, and future applicants desiring to construct a new connection the City's sanitary sewer system would be required to pay a connection fee in the amount as established by City Council resolution. Therefore, similar to the 2023 HEU EIR findings, impacts related to wastewater would be less than significant.

The HEU projected increase in water demand is 0.96 mgd, which is a 0.5 percent increase over the 2030 EBMUD service area demand of 190 mgd. Based on the HEU water use assumption of 50 gpd per multi-family unit, the proposed project buildout would add 225,000 gpd, which is 0.25 mgd. The HEU and proposed project buildout would increase demand in the City by an estimated 1.21 mgd or 0.64 percent increase to the 2030 EBMUD service area demand.

Similar to the HEU, the EBMUD Urban Water Management Plan (UWMP) is used to project water demand with the proposed project. The EBMUD service area reduction goal is 153 gallons per capita per day (gpcd) by 2020. As discussed in the 2023 HEU EIR, the EBMUD service area has a water reduction goal of 153 gallons per capita per day (gpcd) by 2020, and in 2020 the Mid-Peninsula Water District (MPWD) reported its gpcd was 121 gpcd which met the target. Based on the increase of approximately 0.64 percent from the projected 2030 water demand in EMBUD's UWMP, estimated gpcd with implementation of the proposed project would be 129 gpcd, which would still be well below the targeted 153 gpcd. Future development facilitated by the project would be required to comply with water conservation regulations and policies which would help maintain sufficient supplies, such as California Code of Regulations (CCR) Title 24, Part 11 (CALGreen), the State's Water Efficient Landscaping Ordinance (WELO) and EBMUD's Section 31. Therefore, similar to the 2023 HEU EIR findings, there would be sufficient water supplies available to serve development facilitated by the proposed project, and impacts would be less than significant.

Based on the HEU solid waste generation rate of 4/lbs/unit/day, and conversion factor of 1,000 pounds per cubic yard, the proposed project buildout would generate 18 cubic yards of solid waste per day. With Berkeley's 69 percent diversion rate, the proposed project buildout would generate an additional 5.58 cubic yards of solid waste per day, which equates to 2,037 cubic yards per year. The landfill has a remaining capacity of 52.3 million cubic yards (as of October, 2025), meaning the proposed project's potential maximum buildout would generate 0.0039 percent of the current total remaining landfill capacity per year which is an insignificant increase compared to the 0.013 percent as analyzed in the 2023 HEU EIR. Therefore, impacts related to solid waste would be less than significant, similar to the 2023 HEU EIR findings.

As discussed above, impacts related to utilities and service systems, including water demand, wastewater and stormwater generation, solid waste generation, and electricity, natural gas and

telecommunications service, may incrementally increase, but would be within those disclosed in the 2023 HEU EIR.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to utilities and service systems, and no new mitigation measures are required.

4. Conclusion

The proposed project would have less than significant impacts with respect to utilities and service systems, similar to the 2023 HEU EIR. No substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to utilities and service systems than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

Q. Wildfire

1. Impact Identified in the 2023 HEU EIR

As discussed in *Section 4.17, Wildfire*, of the 2023 HEU EIR, 82 units of the HEU would be located in Fire Zones 2 and 3, which are considered Very High Fire Hazard Severity Zones (VHFHSZ). The HEU would also facilitate increased residential development in the R-1, R-2, and R-2A districts, which include portions within the VHFHSZ. Development facilitated by the HEU would be subject to the City's Standard COA to prepare a Transportation Construction Plan, which would limit the extent to which development would impair or physically interfere with adopted emergency response or evacuation procedures. Development also would be required to comply with existing City regulations and prepare a Fire Protection Plan for housing projects in the Wildland-Urban Interface Fire Area, which would reduce the potential to exacerbate wildfire risk during construction and after projects are constructed. This would also reduce the severity of potential impacts related to exposure to pollutant concentrations from a wildfire or the likelihood of wildfire ignition. Furthermore, the BMC requires site-specific geotechnical investigations which would reduce potential impacts related to landslides, post-fire slope instability, or drainage changes following a potential wildfire for individual future development projects. Nonetheless, for some development projects, impacts may result from the potential for unusual site-specific or road conditions, project characteristics, and the general ongoing fire risk in the Berkeley Hills; therefore, impacts were found to be significant and unavoidable.

The 2023 HEU EIR found that new development could require the installation and maintenance of new or improved roads, emergency water sources, power lines or other utilities, the construction and operation of which could introduce potential sources of wildfire ignition, such as the sparking of an overhead power line or construction equipment or the operation of resident vehicles. Although Mitigation Measure W-1, which was adopted and incorporated into the HEU and would reduce potential risks by requiring power lines to be placed underground in areas subject to wildfire risk, it may not be feasible to impose the requirement on all projects. Potentially unusual site-specific conditions or aspects of a specific infrastructure project, including power line installation, may result in wildfire impacts from the installation or maintenance of infrastructure required by buildout of the HEU. Therefore, this impact was also found to be significant and unavoidable.

2. Impacts of the Proposed Project

The proposed project would increase the intensity/density of development in the Specific Plan Area compared to what was evaluated in the 2023 HEU EIR, however no portion of the Specific Plan Area is within the VHFHSZ. The impacts from the potential allowed land uses, potential increase in residential density, and total number of potential new units that would be facilitated by the proposed project would no greater than those studied in the 2023 HEU EIR. The same regulations and standard conditions of approval would apply. Impacts related to wildfire would be similar compared to those disclosed in the 2023 HEU EIR but would remain significant and unavoidable as part of overall Housing Element implementation.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to wildfire, and no new mitigation measures are required. Berkeley's Standard COA requiring preparation of a Transportation Construction Plan, as referenced in the 2023 HEU EIR and shown below, would remain applicable.

4. Conclusion

Similar to the HEU, wildfire impacts would remain significant and unavoidable. Nonetheless, no substantial changes have occurred that require major revisions to the 2023 HEU EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to wildfire than were identified in the 2023 HEU EIR. None of the conditions listed in CEQA Guidelines Section 15162 that would indicate that the project is not consistent with the HEU and its impacts as studied in the 2023 HEU EIR have been met.

R. Cumulative Impacts

In addition to the specific impacts of individual projects, CEQA requires consideration of potential cumulative impacts of the proposed project. CEQA defines "cumulative impacts" as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other past, present, and probable future projects producing related or cumulative impacts. For example, noise impacts of two nearby projects may be less than significant when analyzed separately, but could have a significant impact when analyzed together. The cumulative impact analysis provides a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a summary of projections contained in an adopted planning document such as a general plan.

1. Cumulative Significant Impacts Identified in the 2023 HEU EIR

The cumulative setting for the analysis in the 2023 HEU EIR is explained in Section 3, Environmental Setting, of the 2023 HEU EIR. As stated in that section, some analyses including air quality, energy, greenhouse gas emissions, transportation, and population and housing rely on larger geographic areas, such as the Bay Area region. For issues that may have regional cumulative effects, the cumulative impact analysis in the 2023 HEU EIR was based on Plan Bay Area 2040, the Bay Area's most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Based on the forecasts in Plan Bay Area 2040, in 2040 Berkeley is estimated to have a population of 140,900, 55,400 housing units, and 121,700 jobs. Development under the HEU in conjunction with development forecasted in Plan Bay Area 2040 is accounted for in the cumulative impacts analysis.

For analyses that may have more localized or neighborhood implications (biological resources, cultural resources, noise, public services, utilities, wildfire), the 2023 HEU EIR's cumulative impact analysis includes development proposed under UC Berkeley's LRDP and Housing Projects #1 and #2 as described in the University's Draft EIR dated March 8, 2021.[36] The 2021 LRDP planning assumption for the campus population is 48,200 students and 19,000 faculty and staff in the 2036-37 academic year compared to 39,300 students and 15,400 faculty and staff in the 2018-19 academic year. The LRDP also assumes 9,325,88 square feet of development on non-campus

[36] University of California, Berkeley. 2021. UC Berkeley 2021 Long Range Development Plan and Housing Projects #1 and #2 Draft Environmental Impact Report. https://berkeley.app.box.com/s/rbb4buhz5b3w7yz8gk7ot2n759fpqbrs

University properties throughout Berkeley (including Housing Projects #1 and #2) compared to 4,640,769 square feet of development in 2018-2019.

Cumulative impacts associated with the HEU in combination with cumulative development were analyzed in Sections 4.1 through 4.17 of the 2023 HEU EIR. The 2023 HEU EIR found that cumulative development pursuant to the HEU and the LRDP would have the potential to impact historical resources. Historic-period resources could be vulnerable to development activities that could result in damage to or demolition of cultural resources. The HEU would result in significant and unavoidable impacts to historical resources. Implementation of previously-adopted Mitigation Measures CUL-1 and CUL-2, which were adopted and incorporated into the HEU, would reduce or avoid some but not all potential impacts to historical resources in Berkeley. Therefore, cumulative impacts to historical resources would be significant, and the HEU's contribution would be cumulatively considerable.

According to the Berkeley General Plan Environmental Management Element, noise-sensitive uses include but are not limited to residences, child-care centers, hospitals, and nursing homes (City of Berkeley 2001). The 2023 HEU EIR found that construction of future development projects in Berkeley would produce temporary noise impacts that would be localized to a project site and could affect noise-sensitive receptors within the immediate vicinity. Therefore, only sensitive receptors located in proximity to each construction site would be potentially affected by each activity. However, construction activities associated with individual housing development projects accommodated under the HEU may overlap for some time with construction activities for other development projects. Based on the locations of the potential housing sites included in the HEU and shown in Figure 2-4 of *Section 2, Project Description*, of the 2023 HEU EIR this could substantially increase noise levels at specific neighboring noise-sensitive receivers since many sites are located in proximity to each other. Therefore, concurrent construction of development projects facilitated by the HEU could result in cumulatively considerable impacts.

The 2023 HEU EIR also found that in and near Berkeley, the VHFHSZs are located largely along the WUI borders within the hilly northwestern areas. Within the geographic scope for this cumulative analysis wildfire-related impacts could be significant if development is in or near Berkeley's VHFHSZ. The University's proposed LRDP update would involve improvements and development in Campus Park, the Hill Campus West, the Hill Campus East, the Clark Kerr Campus, and the City Environs Properties, areas of which fall within the VHFHSZ. Development within this area could exacerbate wildfire risks. Like development under the HEU, new development under the LRDP would be subject to statewide standards for fire safety in the California Fire Code. Nonetheless, because the proposed HEU could exacerbate wildfire risk in a VHFHSZ and development under the proposed LRDP update could also exacerbate such risks, a cumulative impact would occur and the HEU's contribution would be cumulatively considerable.

For all other impact areas, the 2023 HEU EIR found that the HEU would not result in cumulatively considerable impacts.

2. Impacts of the Proposed Project

The proposed project would have no new or substantially more severe significant effects than those analyzed and disclosed in the 2023 HEU EIR. The 2023 HEU EIR found significant and unavoidable impacts related to cultural resources, noise and wildfire. Like the HEU, the proposed project would result in impacts related to historical resources and construction noise. Unlike the HEU, the proposed project would not result in impacts related to wildfire.

For impacts related to cultural resources, implementation of previously adopted Mitigation Measures CUL-1, CUL-2, and W-1, as well as the City's standard conditions of approval related to historical resources, would reduce impacts. Although impacts to historical resources would remain significant and unavoidable, consistent with the conclusions of the adopted HEU EIR, the Specific Plan Area contains only approximately 1.7 percent of the City's identified historic resources. While individual resources within the Specific Plan Area may vary in sensitivity, the area's limited share of the City's total historic resources supports the conclusion that the project's incremental contribution to cumulative impacts would not be substantially greater than that evaluated in the 2023 HEU EIR. The proposed project would not result in new significant impacts or substantially more severe impacts related to historical resources than those identified in the 2023 HEU EIR.

For impacts related to noise, the City’s standard conditions of approval for construction noise reduction and management, as well as applicable provisions of the Berkeley Municipal Code (BMC), would continue to apply to development under the proposed project. These measures would reduce construction-related noise impacts; however, even with their implementation, impacts related to construction noise would remain significant and unavoidable, consistent with the conclusions of the HEU EIR. While the proposed project would result in an incremental increase in construction activity and associated noise due to the addition of approximately 4,500 housing units, these impacts are within the range of construction noise impacts previously analyzed in the 2023 HEU EIR and do not represent new or substantially more severe impacts beyond those disclosed in that analysis.

For impacts related to wildfire, unlike the HEU, no portion of the Specific Plan Area is within the VHFHSZ and therefore the proposed project would not contribute to cumulatively considerable impacts related to wildfire.

Similar to the HEU, the proposed project would result in less than significant cumulative impacts related to all other impact areas with adherence to State and local regulations as well as the City’s

Standard COAs. Therefore, the proposed project would not result in a cumulatively considerable contribution to a cumulative impact.

3. Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to cumulative impacts, and no new mitigation measures are required.

S. Conclusion

This CEQA Review Document demonstrates that the proposed project and the potential impacts associated with the proposed project are consistent with potential impacts characterized in and mitigation measures developed for the 2023 HEU EIR. Substantive revisions to the 2023 HEU EIR are not necessary because no new significant impacts or impacts of substantially greater severity than previously described would occur as a result of the proposed project. Therefore, the following determinations are applicable:

- No further evaluation of environmental impacts is required for the proposed project
- No Subsequent EIR or negative declaration is necessary per CEQA Guidelines Section 15162
- An Addendum to the Housing Element EIR is the appropriate level of environmental analysis and documentation for the proposed project in accordance with CEQA Guidelines Section 15168(c).

Pursuant to CEQA Guidelines Section 15168(c), this CEQA Review Document will be included in the public record and will be considered as part of the deliberations on the proposed project. Documents related to this Addendum will be available at the City of Berkeley Planning and Development Department.

APPENDIX A: COMPARISON MATRIX OF HOUSING ELEMENT UPDATE AND SPECIFIC PLAN IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Comparison Matrix of HEU and Specific Plan Impacts, Mitigation Measures, and Residual Impacts

TABLE 1 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Aesthetics			
Impact AES-1. Implementation of the proposed HEU would alter the development pattern of the city such that scenic views of and from public viewpoints could be adversely affected. Potential future new development throughout the city could block views of a scenic vista from some public viewpoints. However, this would occur on individual sites and would be limited. This impact would be less than significant	None required.	LTS	=
Impact AES-2. There are no designated or eligible Scenic Highways in Berkeley or with substantial views of Berkeley. Implementation of the proposed HEU not damage scenic resources visible from a Scenic Highway. No impact would occur.	None required.	None	=
Impact AES-3. Berkeley is urbanized and future development under the proposed HEU would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.	None required.	LTS	=
Impact AES-4. Development facilitated by the proposed HEU would create new	None required.	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
sources of light or glare that could adversely affect daytime or nighttime views in the area. However, Berkeley is already largely built out with sources of light and glare throughout the city and development would not substantially add to existing light and glare. With compliance with existing regulations, this impact would be less than significant			
Air Quality			
Impact AQ-1. The proposed HEU would not conflict with the control measures within the 2017 Clean Air Plan, and VMT increase from the project would be less than the project's project population increase. Therefore, this impact would be less than significant.	None required.	LTS	=
Impact AQ-2 (Construction). Construction facilitated by the project would temporarily increase air pollutant emissions, which would affect local air quality. Adherence to Mitigation Measure AQ-1 and the City's Standard Conditions of Approval would reduce construction emissions. This impact would be less than significant with mitigation incorporated.	**AQ-1 Construction Emissions Reduction Measures.** As part of the City's development approval process, the City shall require applicants for future development projects within the project sites to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM10 (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the May 2017 BAAQMD CEQA Guidelines), outlined below.	LTS	= **The potential additional units from the proposed project could incrementally increase the impact, however the Mitigation Measure would not change. With MM AQ-1 the impact would be less than significant.**

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day. All haul trucks transporting soil, sand, or other loose material off- site shall be covered. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with manufacture's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper conditions prior to operation.		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's number shall also be visible to ensure compliance with applicable regulations.		
Impact AQ-2 (Operation). VMT from the project would increase at a lower rate compared to population growth facilitated by the project. Therefore, operational impacts related to criteria pollutants would be less than significant.	None required.		= The Specific Plan could result in an increase of up to 11,250 in population over that assumed in the 2023 HEU EIR, however, as discussed in TRA-2, the Specific Plan Area is entirely located within a Low VMT Area and Transit Priority Area, which would result in a less-than-significant VMT impact.
Impact AQ-3. Construction activities for individual projects lasting longer than two months or located within 1,000 feet of sensitive receptors could expose sensitive receptors to substantial pollutant concentrations. Additionally, development facilitated by the project would site new sensitive land uses near Interstate 580/80 which may expose them to substantial pollutant concentrations. This impact would be less than significant with mitigation.	AQ-2 Construction Health Risk Assessment. For individual projects (excluding ADUs, single-family residences, and duplexes) where construction activities would occur within 1,000 feet of sensitive receptors, would last longer than two months, and would not utilize Tier 4 and/or alternative fuel construction equipment, the project applicant shall prepare a construction health risk assessment (HRA). The HRA shall determine potential risk and compare the risk to the following BAAQMD thresholds: ▪ Non-compliance with Qualified Community Risk Reduction Plan;	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	▪ Increased cancer risk of > 10.0 in a million; ▪ Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute); or ▪ Ambient PM2.5 increase of > 0.3 µg/m3 annual average AQ-3 TAC Exposure Reduction Building Measures. The following design features shall be incorporated for residential development located within 1,000 feet of I-580/80 or on a lot that fronts on a section of roadway with 10,000 vehicles per day or more in order to reduce exposure of proposed residences to TACs from vehicles and stationary combustion engines (i.e., generators): If the proposed buildings would use operable windows or other sources of infiltration of ambient air, the development shall install a central HVAC system that includes high efficiency particulate filters (HEPA). These types of filters are capable of removing approximately 99.97 percent of the DPM emissions from air introduced into the HVAC system (U.S. EPA 2022). The system may also include a carbon filter to remove other chemical matter. Filtration systems must operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors. If the development limits infiltration through non-operable windows, a suitable ventilation		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	system shall include a ventilation system with filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating and Air- Conditioning Engineers MERV-13 supply air filters, (2) greater than or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system. Windows and doors shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project. Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). Prepare an ongoing maintenance plan for the HVAC and filtration systems, consistent with manufacturers' recommendations.		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	The applicant shall inform occupants regarding the proper use of any installed air filtration system.		
Impact AQ-4. Development facilitated by the project would not create objectionable odors that could affect a substantial number of people. This impact would be less than significant	None required.	LTS	=
Biological Resources			
Impact BIO-1. Development facilitated by the proposed HEU may result in direct or indirect impacts to special-status species or their associated habitats, and impacts to nesting birds. This impact would be less than significant.	No MM required. COA Nesting Bird	LTS	=
Impact BIO-2. Implementation of the proposed HEU may directly or indirectly impact riparian habitat, sensitive natural communities, or protected wetlands in the City of Berkeley. Implementation of federal, State, and local regulations and policies would ensure riparian habitat and wetlands are not significantly impacted. This impact would be less than significant.	No MM required. BMC Ch. 17.08	LTS	=
Impact BIO-3. Implementation of the proposed HEU may result in impacts to state or federally protected wetlands. This impact would be less than significant.	No MM required. BMC Ch. 17.08	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Impact BIO-4. Implementation of the proposed HEU would not substantially impede the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors with compliance with existing and proposed regulations. This impact would be less than significant.	No MM required. BMC Ch. 17.08	LTS	=
Impact BIO-5. Implementation of the proposed HEU would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant.	None required.	LTS	=
Impact BIO-6. Implementation of the proposed HEU would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.	None required.	LTS	=
Cultural Resources			
Impact CUL-1. Development accommodated by the proposed Housing Element Update could adversely affect known and previously unidentified historic-period resources. Impacts to historic-period resources would be	**CUL-1 Historic Context Statement, Cultural Resources Survey and Designations.** During the period of this Housing Element, the City should conduct a citywide historic context statement and a cultural resource survey to identify historic resources, with priority given to sites in	Significant and Unavoidable	= **Consistent with MM CUL-2, assessments on individual sites will be required. Analysis for the subsequent projects can rely on the**

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
significant and unavoidable with mitigation.	the EIR Site Inventory, to determine if there are designed built environment features which are over 40 years of age proposed to be altered or demolished. Designation of historic or cultural resources should be conducted by the Landmarks Preservation Commission pursuant to 3.24.260 of the Berkeley Municipal Code. CUL-2 Historical Resources Discretionary Review. For projects that are subject to discretionary review that occur during the Housing Element period where a historical-age building or structure that has not been previously evaluated is present, a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior Professional Qualification Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level survey in accordance with the California Office of Historic Preservation guidelines to determine if the property qualifies for federal, state, or local historical resources designation. All age-eligible properties shall be evaluated within their historic context and documented in a technical memorandum with Department of Parks and Recreation Series 523 Forms. Should a property be found to be a qualifying historical resource, the project shall be subject		SU, if needed, and a project specific EIR would not be required.

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	to the City's regulations for permit review, including by the Preservation Landmarks Commission pursuant to Chapter 3.24.260, and/or by the Zoning Adjustments Board pursuant to Chapter 23.326 of the City of Berkeley Municipal Code. Efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with a development application that may affect the historical resource, the historical resources built environment assessment shall also identify and specify the treatment of character-defining features and construction activities. Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)).		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a CEQA Review Document identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the CEQA Review Document shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of permits. If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These may include documentation of the resource in a manner consistent with the standards of the Historic American Building Survey (HABS). Documentation should include full descriptive and historical narrative, measured drawings, and medium format photographs, all in archivally stable format.		
Impact CUL-2. Development accommodated by the housing element update could adversely affect identified and previously unidentified archaeological Resources. Impacts would	No MM required. Archaeological Resources COA.	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
be less than significant with required adherence to the City's Standard Conditions of Approval for archaeological resources.			
Impact CUL-3. Ground-disturbing activities associated with development under the housing element update could result in damage to or destruction of human burials. Impacts would be less than significant through adherence to state health and safety code section 7050.5 and public resources code section 5097.98.	No MM required. Human Remains COA.	LTS	=
Cumulative Impact: Development pursuant to the Housing Element Update and the LRDP would have the potential to impact historical resources. Historic-period resources could be vulnerable to development activities that could result in damage to or demolition of cultural resources. As noted above in CUL-2, the proposed project would result in significant and unavoidable impacts to historical resources. Adherence to Mitigation Measures CUL-1 and CUL-2 would reduce or avoid some but not all potential impacts to historical resources in Berkeley. Therefore, cumulative historical resources impacts would be	No feasible mitigation measures have been identified.	Cumulatively considerable impact.	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
significant, and the project's contribution would be cumulatively considerable.			
Energy			
Impact E-1. Project construction and operation would require temporary and long-term consumption of energy resources. However, with adherence to State and local regulations, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant.	No MM required.	LTS	=
Impact E-2. The proposed HEU would be consistent with the State plans and General Plan policies related to energy efficiency and utilizing renewable energy. This impact would be less than significant.	None required.	LTS	=
Geology and Soils			
Impact GEO-1. A portion of Berkeley is located within the Hayward Fault zone. Development facilitated by the proposed HEU is subject to seismically-induced ground shaking and other seismic hazards, including liquefaction and landslides, which could damage structures and result in loss of property and risk to human health and safety. However, implementation of State-mandated building standards and	No MM required.	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
compliance with the Alquist-Priolo Act Earthquake Fault Act, the CBC, the Berkeley General Plan's policies and actions, and the BMC would reduce impacts to a less than significant level.			
Impact GEO-2. With adherence to applicable laws and regulations, the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, this impact would be less than significant.	No MM required.	LTS	=
Impact GEO-3. Portions of Berkeley are located on expansive soils. However, with required implementation of standard engineering practices, impacts associated with unstable or expansive soils would be less than significant.	No MM required.	LTS	=
Impact GEO-4. The proposed project would not include septic tanks or alternative wastewater disposal systems. No impact would occur.	None required.	No Impact	=
Impact GEO-5. Development facilitated by the proposed HEU has the potential to impact paleontological resources. This impact would be less than significant with mitigation incorporated.	**GEO-1 Protection of Paleontological Resources.** If ground disturbance below the level of prior disturbance and into native soils is proposed to occur in areas mapped as Pleistocene alluvial fan and fluvial deposits (Qpaf), Orinda Formation (Tor), or Knoxville Formation (Kjk), then the City shall require the following to be implemented:	LTS with Mitigation	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	Retention of Qualified Professional Paleontologist. Prior to initial ground disturbance, the project applicant shall retain a Qualified Professional Paleontologist, as defined by Society of Vertebrate Paleontology (SVP) (2010), to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If underlying formations are found to have a high potential for paleontological resources, the Qualified Professional Paleontologist shall create a Paleontological Mitigation and Monitoring Program, which will be approved by the City and contain the following elements: **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and procedures for notifying paleontological staff should fossils be discovered by construction staff. **Paleontological Monitoring**. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) in		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	sediments assigned a high paleontological sensitivity. Paleontological monitoring shall be conducted by a qualified Paleontological Resources Monitor, as defined by the SVP (2010). The duration and timing of the monitoring will be determined by the Qualified Professional Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City. If the Qualified Professional Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Professional Paleontologist at that time. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Professional Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Professional Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.		

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Professional Paleontologist shall prepare a final CEQA Review Document describing the results of the paleontological monitoring efforts associated with the project. The CEQA Review Document shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The CEQA Review Document shall be submitted to the City. If the monitoring efforts produced fossils, then a copy of the CEQA Review Document shall also be submitted to the designated museum repository.		
Greenhouse Gas Emissions			
Impact GHG-1. Future development under the proposed HEU would not directly or indirectly generate GHG emissions that would have a significant effect on the environment. GHG emissions from the project would not exceed BAAQMD 2031 interpolated thresholds. This impact would be less than significant.	None required.	LTS	= The GHG analysis was updated because BMC Section 12.80 was repealed on June 4, 2024 by Ordinance 7907-NS and to consider the potential increase in units and population from implementation of the proposed projects. The findings are summarized in the GHG section of this Report and the detailed analysis is included in Appendix B.

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Impact GHG-2. The proposed HEU would not conflict with GHG reduction goals and policies in the 2017 Scoping Plan, Plan Bay Area 2050, the City's General Plan, or the City's CAP. This impact would be less than significant.	None required.	LTS	=
Hazards and Hazardous Materials			
Impact HAZ-1. Implementation of the proposed HEU would facilitate new residential development in Berkeley. Proposed new residential uses would not involve the routine transportation, use, or disposal of hazardous materials. However, construction of new residences could result in an increase in the overall routine, transport, use and disposal of hazardous materials in Berkeley for construction activities. Nonetheless, required compliance with applicable regulations related to hazardous materials and compliance with General Plan policies would minimize the risk of releases and exposure to these materials. Impacts would be less than significant.	No MM required. Toxics COA	LTS	=
Impact HAZ-2. Implementation of the proposed HEU may result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. However, compliance	No MM required. Toxics COA	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
with existing regulatory requirements would minimize risks to schools and students, resulting in a less than significant impact.			
Impact HAZ-3. Implementation of the proposed HEU would accommodate development on or near hazardous materials sites. However, compliance with applicable regulations and the City's Standard Conditions of Approval requiring site characterization and cleanup would minimize hazards from development on contaminated sites. This impact would be less than significant.	No MM required. Toxics COA	LTS	=
Impact HAZ-4. There are no airports within two miles of the Berkeley, and Berkeley is not within the influence area of an airport. No impact would occur.	None required.	No Impact	=
Impact HAZ-5. The proposed HEU would not result in physical changes that could interfere with or impair emergency response or evacuation. Therefore, the project would not result in interference with these types of adopted plans. This impact would be less than significant.	None required.	LTS	=
Hydrology and Water Quality			
Impact HYD-1. Future development under the proposed HEU would involve ground-disturbing activities and the use of heavy machinery that could release materials,	No MM required. Municipal Regional Stormwater Permit	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
including sediments and fuels, which could adversely affect water quality. Operation of potential future development could also result in discharges to storm drains that could be contaminated and affect downstream waters. However, compliance with required permits and existing regulations, and implementation of Best Management Practices contained therein, would ensure that potential water quality impacts would be less than significant.			
Impact HYD-2. Future development facilitated under the proposed HEU would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. Further, implementation of low impact development measures and on-site infiltration required under the C.3 provisions of the MRP, and compliance with the Berkeley Municipal Code would increase the potential for groundwater recharge. Impacts would be less than significant.	No MM required. Municipal Regional Stormwater Permit	LTS	=
Impact HYD-3. Development under the proposed HEU would not substantially	No MM required.	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
alter the existing drainage pattern of future development sites, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding or exceed the capacity of stormwater drainage systems. Impacts related to drainage patterns would be less than significant.			
Impact HYD-4. Development under the proposed HEU would place housing and other structures within FEMA-designated Flood Hazard Areas and tsunami zones. However, compliance with the General Plan, the BMC, and the California Health and Safety Code would reduce potential effects associated with flood events. This impact would be less than significant.	No MM required.	LTS	=
Land Use and Planning			
Impact LU-1. The proposed HEU includes policies and programs to encourage housing development on underutilized and vacant sites and along established commercial corridors and neighborhoods. Development under the proposed HEU would not physically divide an established community. No impact would occur.	None required.	No Impact	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Impact LU-2. The proposed HEU would be consistent with the goals and policies of Plan Bay Area 2050, the Berkeley General Plan, and the BMC. This impact would be less than significant.	No MM required.	LTS	=
Noise			
Impact NOI-1. Construction associated with housing development accommodated under the proposed HEU would be required to comply with the allowed daytime construction hours as set forth in the Berkeley Municipal Code and therefore, would not occur during nighttime hours when people are more sensitive to noise. Larger developments could involve construction with lengthy durations, substantial soil movement, use of large, heavy-duty equipment, and/or pile driving near noise-sensitive land uses that would exceed the applicable FTA daytime noise limits. Implementation of City Standard Conditions of Approval for construction noise would reduce construction noise levels, but may not reduce them to below thresholds for every project. Therefore, impacts generated by temporary construction noise would be significant and unavoidable.	No feasible mitigation measures have been identified.	Significant and Unavoidable	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Impact NOI-2. Housing development accommodated under the proposed HEU could include mechanical equipment (i.e., HVAC), delivery and trash trucks, and other noise-generating activities. However, such activities would be similar to the existing noise environment. In addition, on-site activities would be required to comply with applicable noise standards in the Berkeley Municipal Code. Furthermore, while housing development would generate vehicle trips in the city, the increase in mobile noise would not result in a perceptible (3-dBA or greater) noise increase. Permanent noise increases due to operation of new development under the proposed HEU would be less than significant.	No MM required.	LTS	The HEU's projected buildout of 19,098 units results in a 5.5% increase in vehicle trips, which equates to an increase of 0.2 dBA – well below the 3dBA threshold. The maximum Specific Plan buildout of 4,500 additional units over the HEU's projected buildout, is approximately a 24% increase in units. This increase in units would not result in a large enough increase in vehicle trips to exceed the 3 dBA threshold. Even under a conservative, proportional assumption (i.e., trips – and thus noise – scale with units), a ≤25% increase over 0.2 dBA would be ≤0.25 dBA, which remains well below the 3 dBA threshold.
Impact NOI-3. Housing development accommodated under the proposed HEU would not involve operational activities that would result in substantial vibration levels (e.g., use of heavy equipment or machinery). Construction activities would be required to implement the City's Standard Conditions of Approval that control vibration. This impact would be less than significant.	No MM required. Construction vibration COA	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
Impact NOI-4. Housing developments accommodated under the proposed HEU would not be exposed to intermittent noise levels from overhead flight patterns from airports in the city as there are none located within the City. Furthermore, while the project would not emphasize building housing in the immediate vicinity of the airport, all residential development would, nonetheless, be required to incorporate noise insulation features per State and local standards to reduce interior noise levels to below 45 dBA. Therefore, the impact of airport or airstrip operations on new development would be less than significant.	None required.	LTS	=
Cumulative Impact: Construction of future development projects in Berkeley would produce temporary noise impacts that would be localized to a project site and sensitive receivers within the immediate vicinity. Therefore, only sensitive receivers located in close proximity to each construction site would be potentially affected by each activity. Nonetheless, construction activities associated with individual housing development projects accommodated under the proposed Housing Element Update may overlap for some time with	No feasible mitigation measures have been identified.	Cumulatively considerable impact.	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
construction activities for other development projects. Based on the locations of the potential housing sites displayed in Figure 2-4 of Section 2, Project Description, this could substantially increase noise levels at specific neighboring noise-sensitive receivers since many sites are located in proximity to each other. Therefore, concurrent construction of development projects accommodated under the proposed Housing Element Update could result in cumulatively considerable impacts. This impact would be cumulatively considerable and cumulative impacts would be significant and unavoidable.			
Population and Housing			
Impact POP-1. This EIR assumes full buildout of 19,098 residential units in Berkeley through 2031, which equates to a population increase of an estimated 47,443 residents compared to the existing population. However, growth resulting from the project is anticipated and would not constitute substantial unplanned population growth. This impact would be less than significant.	None required.	LTS	= The HEU buildout estimates a population increase of 47,443 (or a 38% increase over the 2020 population of 124,563). Utilizing the same persons per unit assumption from the HEU of 2.5 for multi-family, the proposed project's maximum buildout of 4,500 additional units over the HEU's projected buildout would result in a population increase of 11,250. The HEU and the

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
			proposed project would result in a population increase of 58,068 or a 47% increase over the 2020 population. The Specific Plan and HEU population increase is consistent with State requirements for the RHNA and would be within the growth forecasts for Northwest Alameda County in Plan Bay Area 2050, which projects a 57% increase in population.
Impact POP-2. Implementation of proposed project would not result in the displacement of substantial numbers of people or housing. The proposed project would facilitate the development of new housing in accordance with State and local housing requirements, while preserving existing residential neighborhoods. This impact would be less than significant.	None required.	LTS	=
Public Services and Recreation			
Impact PS-1. Development facilitated by the proposed HEU would result in an increase of population and buildings within Berkeley. The projected population increase would increase demand for fire protection services and potentially create the need for a new or altered fire station. However, compliance	None required.	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
with policies in the 2020 General Plan would reduce impacts related to fire service facilities to a less than significant level.			
Impact PS-2. Development facilitated by the proposed HEU would result in an increase in the City's population. The projected population increase would increase demand for police protection services and potentially create the need for new or altered police service facilities. However, compliance with policies in the 2020 General Plan would reduce impacts related to police facilities to a less than significant level.	None required.	LTS	=
Impact PS-3. Development facilitated under the proposed HEU would result in an increase in population in Berkeley, resulting in the need for additional or expanded school facilities. However, Government Code 65995 (b) would require funding for the provision or expansion of new school facilities to offset impacts from new residential development. Therefore, this impact would be less than significant.	None required.	LTS	=
Impact PS-4. Development associated with the proposed HEU would increase the population of Berkeley and the use of existing parks and recreational facilities.	None required.	LTS	= The HEU buildout results in a ratio of parkland per resident of 25.5 acres per 1,000 residents. The

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
However, additional recreational opportunities are available adjacent to the City and donation of parkland pursuant to the Quimby Act would be required prior to occupancy of individual projects. No plans for the expansion or construction of new parks or recreational facilities are anticipated. Therefore, this impact would be less than significant.			proposed project increase of 4,500 additional units and 11,500 residents above the HEU Buildout results in a parkland per resident ratio of 23.9 per 1,000 residents.
Transportation			
Impact TRA-1. The proposed HEU would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact would be less than significant.	None required.	LTS	=
Impact TRA-2. The proposed HEU would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). This impact would be less than significant.	None required.	LTS	= The Specific Plan Area is located within a Transit Priority Area (TPA) and a Low VMT Area. Additionally, San Pablo Avenue is a high-quality transit corridor as defined under Public Resources Code 21155. Therefore, residential projects built as a result of the proposed project would be presumed less than significant. Moreover, the HEU VMT per capita of 10.86 is far below the impact threshold of 19.38, and the

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
			increase from 19,098 to 23,598 units and 47,500 to 58,750 people from the maximum buildout of the proposed project, which is a less than 25% increase, is not anticipated to exceed this threshold.
Impact TRA-3. The proposed HEU would not substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact would be less than significant.	None required.	LTS	=
Impact TRA-4. The proposed HEU would not have the potential to result in inadequate emergency access. This impact would be less than significant.	None required.	LTS	=
Tribal Cultural Resources			
Impact TCR-1. Development during the planning period of the proposed HEU could adversely impact tribal cultural resources due to ground disturbing activity during construction. This impact would be less than significant with mitigation incorporated.	**TCR-1 Tribal Cultural Monitoring.** For future projects that are determined through tribal consultation to potentially affect tribal cultural resources, in order to mitigate potential adverse impacts to Native American cultural objects and human remains discovered during construction, tribal cultural monitors will be retained to monitor work done in areas of Tribal concern, as determined through tribal consultation. If Native American cultural objects and/or human remains are discovered during construction, work shall be halted within 100	LTS	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
	feet of the discovery until the objects have been inspected and evaluated by tribal cultural monitors and a qualified archaeologist meeting the Professional Qualifications Standards of the Secretary of the Interior (36 CFR Part 61). The archaeologist shall, in accordance with the appropriate Guidelines, identify and evaluate the significance of the discovery and develop recommendations for treatment in consultation with the affected Tribe to ensure any impacts to the cultural resource are less than significant. The preferred mitigation is avoidance. If avoidance is not feasible, Project impacts shall be mitigated in consultation with the affected Tribe consistent with the CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources. Such mitigation may include, but is not limited to, additional archaeological testing, archaeological monitoring and/or an archaeological data recovery program. A Native American monitor shall be retained to monitor the ground disturbance when it is suspected that a TCR might be encountered.		
Utility and Service Systems			
Impact UTIL-1. Development under the proposed HEU would require utility service and connections for water supply, wastewater conveyance, and stormwater	No MM required.	LTS	= The City's wastewater treatment capacity is 320 mgd. The existing average daily flow is 63 mgd and the

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
conveyance, as well as telecommunications, electricity, and natural gas. Existing utility systems for water, wastewater, stormwater, electric power, natural gas, and telecommunications facilities in Berkeley have sufficient capacity to serve the project. Relocation or construction of new or expanded facilities resulting in significant environmental impacts would not occur, and adequate wastewater capacity exists to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.			HEU buildout would add an additional 0.77 mgd. Based on the HEU wastewater generation assumption of 40 gallons per day (gdp) for a multi-family unit, the proposed project buildout of 4,500 units above the Housing Element maximum buildout would add 180,000 gdp, which is 0.18 mgd and well within the City's treatment capacity of 320 mgd.
Impact UTIL-2. Development under the proposed HEU would result in an increase in water demand. However, this increase in demand can be served by the East Bay Municipal Utility District (EBMUD) with demand management measures required by EBMUD. This impact would be less than significant.	None required.	LTS	= The HEU projected increase in water demand is 0.96 mgd, which is a 0.5 percent increase over the 2030 EBMUD service area demand of 190 mgd. Based on the HEU water use assumption of 50 gdp per multi-family unit, the proposed project buildout would add 225,000 gdp, which is 0.25 mgd. The HEU and proposed project buildout would increase demand in the City by an estimated 1.21 MGD or 0.64 percent increase to the 2030 EBMUD service area

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
			demand. Similar to the HEU, the EBMUD UWMP is used to project water demand with the proposed project. Similar to the HEU, the EBMUD UWMP is used to project water demand with the proposed project. The EBMUD service area reduction goal is 153 gallons per capita per day by 2020. The 2020 CEQA Review Documented GPCD was 121 GPCD, meeting the target. Based on the increase of 0.62 percent from project 2030 water demand, the estimated GPCD with implementation of the HEU and projected project would be 129 GPCD, which is below the targeted 153 GPCD.
Impact UTIL-3. Development facilitated by the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The project would not impair the attainment of solid waste reduction goals and would comply with federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.	None required.	LTS	= Based on the HEU solid waste generation rate of 4/lbs/unit/day, and conversion factor of 1,000 pounds per cubic yard, the proposed project buildout would generate 18 cubic yards of solid waste per day. With Berkeley's 69% diversion rate, the proposed project buildout would generate an additional 5.58 cubic yards of solid waste per day, which equates to

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
			2,037 cubic yards per year. The landfill has a remaining capacity of 52.3 million cubic yards (as of October, 2025), meaning the proposed project's potential maximum buildout would generate 0.0039% of the current total remaining landfill capacity per year.
Wildfire			
Impact W-1. Development during the planning period of the proposed HEU would occur in hillside areas located near a State Responsibility Area and in a Very High Fire Hazard Severity Zone. The city employs multiple strategies to reduce the impairment the HEU would have on emergency response and evacuation. Nonetheless, this impact would be significant and unavoidable.	No feasible mitigation measures have been identified.	Significant and Unavoidable	=
Impact W-2. Implementation of the proposed HEU would encourage development in the hillside areas located near a State Responsibility Area and in a Very High Fire Hazard Severity Zone. New development would be required to comply with extensive regulations and fire safety provisions in the Berkeley Municipal Code, including the Fire Code. Based on the existing regulatory framework and project review process	No feasible mitigation measures have been identified.	Significant and Unavoidable	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
with Berkeley Fire Department, impacts would be generally avoided. However, it remains possible that even with existing regulations, construction or other human activities related to development in or near an SRA or in a VHFHSZ could exacerbate wildfire risk and expose existing and new residents to pollutant concentrations and uncontrolled spread of a wildfire. Additionally, by increasing the population of the WUI area, more people will be directly threatened when a wildland fire occurs. Therefore, this impact would be significant and unavoidable.			
Impact W-3. Implementation of the proposed HEU would encourage development of housing on inventory sites and in the Hillside Overlay district located near a State Responsibility Area and in a Very High Fire Hazard Severity Zone. The proposed HEU could expose people and structures to risk due to the terrain and slope in the Berkeley hills. This could result in potential risks such as landslides. This impact would be significant and unavoidable.	No feasible mitigation measures have been identified.	Significant and Unavoidable	=
Impact W-4. Implementation of the proposed HEU would encourage development of housing on inventory	**W-1 Undergrounding of Power Drops in the VHFHSZs.** The City shall require that new or upgraded power drops located in the very high	Significant and Unavoidable	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
sites and in the R-, R-2, and R-2a districts located near a State Responsibility Area and in a Very High Fire Hazard Severity Zone. However, the area is already developed and served by existing infrastructure and it is not anticipated that installation of new infrastructure or a substantial increase in the maintenance of existing infrastructure would occur. Should additional maintenance or construction of such infrastructure occur, implementation of Mitigation Measure W-1 would reduce the risk of fire during construction. Overall, this impact would be significant and unavoidable.	fire hazard severity zone be installed underground. Prior to the issuance of a building permit, the applicant shall submit plans for undergrounding of power drops.		
Cumulative Impact: In and near Berkeley, the VHFHSZs are located largely along the WUI borders with the hilly northwestern areas. Within the geographic scope for this cumulative analysis, wildfire-related impacts could be significant if development is in or near Berkeley's VHFHSZ. The proposed LRDP update would involve improvements and development in Campus Park, the Hill Campus West, the Hill Campus East, the Clark Kerr Campus, and the City Environs Properties, areas of which fall within the VHFHSZ. Development within this area could exacerbate wildfire risks. Like	No feasible mitigation measures have been identified.	Cumulatively considerable impact.	=

Impact	Mitigation Measure(s)	HE Residual Impact	Specific Plan Analysis
development under the proposed HEU, new development under the LRDP would be subject to statewide standards for fire safety in the California Fire Code. Nonetheless, because the proposed HEU could exacerbate wildfire risk in a VHFHSZ and development under the proposed LRDP update could also exacerbate such risks, a cumulative impact would occur and the proposed projects' contribution would be cumulatively considerable.			

APPENDIX B: GREENHOUSE GAS EMISSIONS ANALYSIS

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003
805-644-4455

Date: June 24, 2025
Project No: 25-17613

Hannah Chan Smyth
Urban Planning Partners, Inc.
388 17th Street, Suite 230
Oakland, CA 94612
Via Email: hchansmyth@up-partners.com

Subject: Greenhouse Gas Emissions Modeling Analysis for the San Pablo Specific Plan and 2023-2031 Housing Element

Dear Mrs. Smyth:

This Greenhouse Gas (GHG) Emissions Letter Report was prepared by Rincon Consultants, Inc. (Rincon) to provide GHG emissions modeling scenarios for the City of Berkeley for the proposed San Pablo Avenue Specific Plan and 2023-2031 Housing Element. Rincon previously assisted the City in preparing the GHG analysis for the 2023-2031 Housing Element Update Environmental Impact Report (EIR), which assumed 90 percent of the natural gas demand would be supplied by electricity. This analysis includes adjustments to the previous modeling effort with the latest California Emissions Estimator Model (CalEEMod) version (2022) in order to evaluate a revised natural gas scenario. In addition, proposed buildout of the San Pablo Avenue Specific Plan is greater than the EIR forecast. Therefore, this analysis also includes modeling to reflect the increased buildout of the Specific Plan.

Methodology

GHG emissions for development facilitated by the City of Berkeley's 2023-2031 Housing Element EIR were previously calculated using CalEEMod version 2020.4.0. In order to provide a direct comparison between model versions, GHG emissions were remodeled using CalEEMod version 2022, the latest available version of the model. Where possible, user inputs from the previous modeling effort were replicated in version 2022 to establish an updated baseline for comparison with the scenarios described below. Consistent with the methodology used for the Housing Element EIR, emissions modeling was conducted for both single-family and multi-family land uses with an anticipated buildout year of 2031. Utility GHG intensity factors were adjusted to match the original model inputs, which reflect the supply of electricity by East Bay Community Energy under their Bright Choice Plan (40 percent renewable). CalEEMod version 2022 does not provide default values for outdoor water consumption by multi-family uses. Therefore, default consumption factors from version 2020 were replicated in the newer model.

Table 1 shows a comparison of GHG emissions between CalEEMod versions 2020 and 2022 using the original EIR's assumptions, including 90% electrification of the proposed buildout. As shown therein, the updated emissions estimate is 1.9% greater than previously calculated. Both the increased natural gas demand and increased buildout scenarios included later in this analysis were analyzed using the updated emissions estimate as a basis for comparison.

Table 1 Emissions Comparison Between CalEEMod Versions

CalEEMod Model Version	Annual Emissions (MT of CO2e)
V2020	81,985
v2022	83,568
Percent Change	1.9%

See Attachment A for CalEEMod Outputs.

Increased Natural Gas Demand Scenario

Pursuant to Chapter 12.80 of the BMC[1], which prohibited the installation of natural gas infrastructure in newly constructed buildings unless granted an exception or public interest exception, it was previously assumed that 90 percent of new development would be all-electric for estimation of the project's impacts. Since adoption of the Housing Element EIR, new building electrification data has suggested that 30 to 40 percent of new developments would include natural gas connections, resulting in approximately 60 to 70 percent electrification of development facilitated by the plan. Based on this newly available data reflecting increased natural demand than previously analyzed, GHG emissions for all units modeled as part of the Housing Element EIR were recalculated in CalEEMod with the revised assumption that up to 60 percent of new development would be all-electric and the remainder of units would include natural gas connections. Additional units proposed by the San Pablo Avenue Specific Plan were modeled separately as described in the following subsection.

Increased Buildout Scenario

In order to account for the proposed buildout facilitated by the San Pablo Avenue Specific Plan, a second GHG model was run for the portion of the buildout that was not previously analyzed under the Berkeley Housing Element EIR. According to the City, it is estimated that approximately 3,250 multifamily housing units with a population of up to 8,125 persons were not included in the Housing Element EIR's buildout assumptions. Therefore, GHG emissions modeling was conducted for the net increase in buildout facilitated by the Specific Plan. This model iteration also accounts for the revised natural gas assumptions described above under *Increased Natural Gas Demand Scenario*. All units analyzed under this scenario were modeled using the land use subtype "Apartments – Mid Rise" and associated default inputs. Where applicable, the methodology and user inputs from the previous modeling effort were replicated in this model run for consistency.

Results

Increased Natural Gas Demand Scenario

Table 2 shows GHG emissions estimates for the Housing Element with the EIR's 90% electrification assumption compared to emissions under an increased natural gas demand scenario. As shown therein, GHG emissions would be 83,568 MT CO_2e per year under the 90 percent electrification scenario and 85,759 MT CO_2e per year under the 60 percent electrification scenario for difference of 2,191 MT CO_2e.

[1] Chapter 12.80, Prohibition of Natural Gas Infrastructure in New Buildings, was repealed on June 4, 2024 by Ordinance 7907-NS.

Table 2 Increased Natural Gas Scenario GHG Emissions

Scenario	Annual Emissions (MT of CO2e)
90% Electrified	83,568
60% Electrified	85,759
Net Difference	2,191
Percent Change	2.6%

See Attachment A for CalEEMod Outputs.

Increased Buildout Scenario

Table 3 shows the net increase in GHG emissions from the addition of units proposed by the Specific Plan that were not previously analyzed as part of the Housing Element EIR. Emissions shown in Table 3 reflect the revised 60% electrification scenario. Net new emissions from the Specific Plan were combined with the adjusted Housing Element emissions from Table 2 to determine total emissions for the plan areas. As shown in Table 3, the additional 3,250 multifamily units with a population of up to 8,125 persons would result in an increase of 14,035 MT CO_2e per year, bringing total emissions to 99,794 MT CO_2e per year.

Table 3 Increased Buildout Scenario GHG Emissions

Scenario	Annual Emissions (MT of CO2e)
Berkeley Housing Element[1]	85,759[2]
San Pablo Avenue Specific Plan[1]	14,035
Total	**99,794**

See Attachment A for CalEEMod Outputs.

[1]Reflects the revised 60% electrification scenario.

[2] See Table 2

Sincerely,
Rincon Consultants, Inc.

Lucas Carneiro
Air Quality and Greenhouse Gas Specialist

Bill Vosti, MESM
Program Manager, Technical Services

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Attachment 1 CalEEMod Outputs

Attachment 1

CalEEMod Outputs

Berkeley HE Single Fam 90% Electrified v2 Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Berkeley HE Single Fam 90% Electrified v2
Operational Year	2031
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	3.40
Location	37.87310585963721, -122.29377329662165
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1533
EDFZ	1
Electric Utility	User Defined
Gas Utility	User Defined
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	113	Dwelling Unit	36.7	220,350	1,323,553	—	323	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	49.3	4,735	4,784	4.31	0.22	10.8	4,967
Mit.	47.5	4,733	4,781	4.31	0.21	10.8	4,962
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	49.3	4,461	4,510	4.34	0.24	1.82	4,691
Mit.	47.5	4,459	4,506	4.34	0.23	1.82	4,686
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	49.3	4,395	4,445	4.32	0.22	5.47	4,625
Mit.	47.5	4,394	4,441	4.32	0.22	5.47	4,620
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	8.16	728	736	0.72	0.04	0.91	766
Mit.	7.87	727	735	0.72	0.04	0.91	765
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	4,507	4,507	0.20	0.20	9.21	4,580
Area	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Energy	—	167	167	0.01	< 0.005	—	168
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	4,735	4,784	4.31	0.22	10.8	4,967
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	4,250	4,250	0.23	0.22	0.24	4,321
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	167	167	0.01	< 0.005	—	168
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	4,461	4,510	4.34	0.24	1.82	4,691
Average Daily	—	—	—	—	—	—	—
Mobile	—	4,176	4,176	0.21	0.20	3.89	4,246
Area	0.00	8.45	8.45	< 0.005	< 0.005	—	8.48
Energy	—	167	167	0.01	< 0.005	—	168
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	4,395	4,445	4.32	0.22	5.47	4,625
Annual	—	—	—	—	—	—	—
Mobile	—	691	691	0.04	0.03	0.64	703

Area	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40
Energy	—	27.7	27.7	< 0.005	< 0.005	—	27.8
Water	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61
Waste	6.74	0.00	6.74	0.67	0.00	—	23.6
Refrig.	—	—	—	—	—	0.26	0.26
Total	8.16	728	736	0.72	0.04	0.91	766

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	4,507	4,507	0.20	0.20	9.21	4,580
Area	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Energy	—	167	167	0.01	< 0.005	—	168
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	4,733	4,781	4.31	0.21	10.8	4,962
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	4,250	4,250	0.23	0.22	0.24	4,321
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	167	167	0.01	< 0.005	—	168
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	4,459	4,506	4.34	0.23	1.82	4,686
Average Daily	—	—	—	—	—	—	—
Mobile	—	4,176	4,176	0.21	0.20	3.89	4,246

Area	0.00	8.45	8.45	< 0.005	< 0.005	—	8.48
Energy	—	167	167	0.01	< 0.005	—	168
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	4,394	4,441	4.32	0.22	5.47	4,620
Annual	—	—	—	—	—	—	—
Mobile	—	691	691	0.04	0.03	0.64	703
Area	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40
Energy	—	27.7	27.7	< 0.005	< 0.005	—	27.8
Water	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80
Waste	6.74	0.00	6.74	0.67	0.00	—	23.6
Refrig.	—	—	—	—	—	0.26	0.26
Total	7.87	727	735	0.72	0.04	0.91	765

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,507	4,507	0.20	0.20	9.21	4,580
Total	—	4,507	4,507	0.20	0.20	9.21	4,580
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,250	4,250	0.23	0.22	0.24	4,321
Total	—	4,250	4,250	0.23	0.22	0.24	4,321

Annual	—	—	—	—	—	—	—
Single Family Housing	—	691	691	0.04	0.03	0.64	703
Total	—	691	691	0.04	0.03	0.64	703

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,507	4,507	0.20	0.20	9.21	4,580
Total	—	4,507	4,507	0.20	0.20	9.21	4,580
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,250	4,250	0.23	0.22	0.24	4,321
Total	—	4,250	4,250	0.23	0.22	0.24	4,321
Annual	—	—	—	—	—	—	—
Single Family Housing	—	691	691	0.04	0.03	0.64	703
Total	—	691	691	0.04	0.03	0.64	703

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

Annual	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	167	167	0.01	< 0.005	—	168
Total	—	167	167	0.01	< 0.005	—	168
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	167	167	0.01	< 0.005	—	168
Total	—	167	167	0.01	< 0.005	—	168
Annual	—	—	—	—	—	—	—
Single Family Housing	—	27.7	27.7	< 0.005	< 0.005	—	27.8

Total	—	27.7	27.7	< 0.005	< 0.005	—	27.8

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	167	167	0.01	< 0.005	—	168
Total	—	167	167	0.01	< 0.005	—	168
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	167	167	0.01	< 0.005	—	168
Total	—	167	167	0.01	< 0.005	—	168
Annual	—	—	—	—	—	—	—
Single Family Housing	—	27.7	27.7	< 0.005	< 0.005	—	27.8
Total	—	27.7	27.7	< 0.005	< 0.005	—	27.8

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Total	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	1.40	1.40	< 0.005	< 0.005	—	1.40
Total	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Total	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—

Landscape Equipment	—	1.40	1.40	< 0.005	< 0.005	—	1.40
Total	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	8.58	43.2	51.7	0.03	0.02	—	58.0
Total	8.58	43.2	51.7	0.03	0.02	—	58.0
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	8.58	43.2	51.7	0.03	0.02	—	58.0
Total	8.58	43.2	51.7	0.03	0.02	—	58.0
Annual	—	—	—	—	—	—	—
Single Family Housing	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61
Total	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	6.86	41.2	48.1	0.02	0.01	—	53.1
Total	6.86	41.2	48.1	0.02	0.01	—	53.1
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	6.86	41.2	48.1	0.02	0.01	—	53.1
Total	6.86	41.2	48.1	0.02	0.01	—	53.1
Annual	—	—	—	—	—	—	—

Single Family Housing	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80
Total	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Annual	—	—	—	—	—	—	—
Single Family Housing	6.74	0.00	6.74	0.67	0.00	—	23.6
Total	6.74	0.00	6.74	0.67	0.00	—	23.6

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Annual	—	—	—	—	—	—	—

Single Family Housing	6.74	0.00	6.74	0.67	0.00	—	23.6
Total	6.74	0.00	6.74	0.67	0.00	—	23.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Annual	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	0.26	0.26
Total	—	—	—	—	—	0.26	0.26

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Annual	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	0.26	0.26
Total	—	—	—	—	—	0.26	0.26

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,067	1,078	966	384,698	6,240	6,306	5,652	2,250,495

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,067	1,078	966	384,698	6,240	6,306	5,652	2,250,495

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
446208.75	148,736	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	0.00	135	0.0000	0.0000	522,308

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	0.00	135	0.0000	0.0000	522,308

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	4,012,726	18,378,911

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,210,181	18,378,911

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	75.5	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	75.5	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.10	annual days of extreme heat
Extreme Precipitation	7.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	3.12
AQ-PM	39.2
AQ-DPM	77.5
Drinking Water	4.21
Lead Risk Housing	61.6
Pesticides	0.00
Toxic Releases	61.3
Traffic	31.2
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	97.0

Haz Waste Facilities/Generators	93.0
Impaired Water Bodies	90.1
Solid Waste	9.67
Sensitive Population	—
Asthma	81.1
Cardio-vascular	46.8
Low Birth Weights	44.5
Socioeconomic Factor Indicators	—
Education	26.4
Housing	55.1
Linguistic	6.27
Poverty	35.6
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.38662903
Employed	93.82779417
Median HI	46.50327217
Education	—
Bachelor's or higher	88.88746311
High school enrollment	100
Preschool enrollment	74.06646991
Transportation	—
Auto Access	13.06300526
Active commuting	96.25304761

Social	—
2-parent households	16.38650071
Voting	76.22225074
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	82.84357757
Supermarket access	74.27178237
Tree canopy	46.11831131
Housing	—
Homeownership	47.94045939
Housing habitability	50.7121776
Low-inc homeowner severe housing cost burden	19.67150006
Low-inc renter severe housing cost burden	46.67008854
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	80.68779674
Arthritis	60.6
Asthma ER Admissions	13.2
High Blood Pressure	62.1
Cancer (excluding skin)	38.7
Asthma	61.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	88.0
Diagnosed Diabetes	75.2
Life Expectancy at Birth	71.4
Cognitively Disabled	85.7
Physically Disabled	84.3

Heart Attack ER Admissions	59.6
Mental Health Not Good	82.3
Chronic Kidney Disease	64.9
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	84.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	87.1
No Leisure Time for Physical Activity	83.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	92.8
Elderly	43.9
English Speaking	71.2
Foreign-born	47.0
Outdoor Workers	90.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.0
Traffic Density	29.2
Traffic Access	87.4
Other Indices	—
Hardship	21.5
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	82.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	East Bay Community Energy is the primary electricity provider. Intensity factors adjusted for consistency with Berkeley Housing Element methodology.
Land Use	Based on EIR growth assumption of 113 single-family units and 323 new residents. Default acreage, building square footage, and landscape area.
Operations: Hearths	No woodstoves or fireplaces
Operations: Energy Use	Assume 90% of development will not include natural gas pursuant to BMC Section 12.80 (Natural gas ban). Assumes 100% offset of electricity consumption by onsite PV solar.
Operations: Water and Waste Water	EBMUD Wastewater treatment plant 100 percent aerobic

Berkeley HE Multi Fam 90% Electrified Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Berkeley HE Multi Fam 90% Electrified
Operational Year	2031
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	3.40
Location	37.87310585963721, -122.29377329662165
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1533
EDFZ	1
Electric Utility	User Defined
Gas Utility	User Defined
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	17,427	Dwelling Unit	459	16,729,920	0.00	—	42,630	—
Condo/Townhouse	1,570	Dwelling Unit	98.1	1,664,200	0.00	—	4,490	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	6,787	518,912	525,699	687	21.5	1,064	550,338
Mit.	6,761	518,883	525,644	687	21.4	1,064	550,265
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	6,787	490,429	497,216	690	23.4	156	521,604
Mit.	6,761	490,401	497,162	690	23.4	156	521,531
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	6,787	469,339	476,126	687	21.4	512	500,206
Mit.	6,761	469,310	476,072	687	21.4	512	500,133
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	1,124	77,704	78,828	114	3.55	84.7	82,815
Mit.	1,119	77,700	78,819	114	3.54	84.7	82,803
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	464,159	464,159	20.2	21.2	932	471,906
Area	0.00	2,882	2,882	0.12	0.02	—	2,892
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	518,912	525,699	687	21.5	1,064	550,338
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	438,559	438,559	23.4	23.1	24.2	446,064
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	490,429	497,216	690	23.4	156	521,604
Average Daily	—	—	—	—	—	—	—
Mobile	—	416,047	416,047	20.8	21.1	380	423,241
Area	0.00	1,421	1,421	0.06	0.01	—	1,426
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	469,339	476,126	687	21.4	512	500,206
Annual	—	—	—	—	—	—	—
Mobile	—	68,881	68,881	3.45	3.50	62.9	70,072

Area	0.00	235	235	0.01	< 0.005	—	236
Energy	—	8,328	8,328	0.09	< 0.005	—	8,331
Water	21.1	259	281	0.07	0.05	—	296
Waste	1,102	0.00	1,102	110	0.00	—	3,857
Refrig.	—	—	—	—	—	21.8	21.8
Total	1,124	77,704	78,828	114	3.55	84.7	82,815

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	464,159	464,159	20.2	21.2	932	471,906
Area	0.00	2,882	2,882	0.12	0.02	—	2,892
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	518,883	525,644	687	21.4	1,064	550,265
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	438,559	438,559	23.4	23.1	24.2	446,064
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	490,401	497,162	690	23.4	156	521,531
Average Daily	—	—	—	—	—	—	—
Mobile	—	416,047	416,047	20.8	21.1	380	423,241

Area	0.00	1,421	1,421	0.06	0.01	—	1,426
Energy	—	50,304	50,304	0.57	0.01	—	50,321
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	469,310	476,072	687	21.4	512	500,133
Annual	—	—	—	—	—	—	—
Mobile	—	68,881	68,881	3.45	3.50	62.9	70,072
Area	0.00	235	235	0.01	< 0.005	—	236
Energy	—	8,328	8,328	0.09	< 0.005	—	8,331
Water	16.9	255	272	0.06	0.04	—	284
Waste	1,102	0.00	1,102	110	0.00	—	3,857
Refrig.	—	—	—	—	—	21.8	21.8
Total	1,119	77,700	78,819	114	3.54	84.7	82,803

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	409,022	409,022	17.8	18.7	821	415,848
Condo/Townhouse	—	55,138	55,138	2.40	2.52	111	56,058
Total	—	464,159	464,159	20.2	21.2	932	471,906
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	386,462	386,462	20.6	20.4	21.3	393,076

Condo/Townhouse	—	52,097	52,097	2.78	2.75	2.87	52,988
Total	—	438,559	438,559	23.4	23.1	24.2	446,064
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	61,121	61,121	3.06	3.10	55.8	62,177
Condo/Townhouse	—	7,761	7,761	0.39	0.39	7.09	7,895
Total	—	68,881	68,881	3.45	3.50	62.9	70,072

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	409,022	409,022	17.8	18.7	821	415,848
Condo/Townhouse	—	55,138	55,138	2.40	2.52	111	56,058
Total	—	464,159	464,159	20.2	21.2	932	471,906
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	386,462	386,462	20.6	20.4	21.3	393,076
Condo/Townhouse	—	52,097	52,097	2.78	2.75	2.87	52,988
Total	—	438,559	438,559	23.4	23.1	24.2	446,064
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	61,121	61,121	3.06	3.10	55.8	62,177
Condo/Townhouse	—	7,761	7,761	0.39	0.39	7.09	7,895
Total	—	68,881	68,881	3.45	3.50	62.9	70,072

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	43,916	43,916	0.00	0.00	—	43,916
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	43,916	43,916	0.00	0.00	—	43,916
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	43,916	43,916	0.00	0.00	—	43,916
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	43,916	43,916	0.00	0.00	—	43,916
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	7,271	7,271	0.00	0.00	—	7,271
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	7,271	7,271	0.00	0.00	—	7,271

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	43,916	43,916	0.00	0.00	—	43,916
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	43,916	43,916	0.00	0.00	—	43,916
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	43,916	43,916	0.00	0.00	—	43,916
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	43,916	43,916	0.00	0.00	—	43,916
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	7,271	7,271	0.00	0.00	—	7,271
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	7,271	7,271	0.00	0.00	—	7,271

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,388	6,388	0.57	0.01	—	6,405
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,388	6,388	0.57	0.01	—	6,405
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,388	6,388	0.57	0.01	—	6,405
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,388	6,388	0.57	0.01	—	6,405
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	1,058	1,058	0.09	< 0.005	—	1,060
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	1,058	1,058	0.09	< 0.005	—	1,060

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,388	6,388	0.57	0.01	—	6,405
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,388	6,388	0.57	0.01	—	6,405
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,388	6,388	0.57	0.01	—	6,405
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,388	6,388	0.57	0.01	—	6,405
Annual	—	—	—	—	—	—	

Apartments Mid Rise	—	1,058	1,058	0.09	< 0.005	—	1,060
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	1,058	1,058	0.09	< 0.005	—	1,060

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	2,882	2,882	0.12	0.02	—	2,892
Total	0.00	2,882	2,882	0.12	0.02	—	2,892
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	235	235	0.01	< 0.005	—	236
Total	0.00	235	235	0.01	< 0.005	—	236

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	2,882	2,882	0.12	0.02	—	2,892
Total	0.00	2,882	2,882	0.12	0.02	—	2,892
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	235	235	0.01	< 0.005	—	236
Total	0.00	235	235	0.01	< 0.005	—	236

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.58	1,434	1,442	0.03	0.02	—	1,448
Condo/Townhouse	119	134	253	0.41	0.26	—	340

Total	128	1,567	1,695	0.44	0.28	—	1,789
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.58	1,434	1,442	0.03	0.02	—	1,448
Condo/Townhouse	119	134	253	0.41	0.26	—	340
Total	128	1,567	1,695	0.44	0.28	—	1,789
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	1.42	237	239	< 0.005	< 0.005	—	240
Condo/Townhouse	19.7	22.1	41.8	0.07	0.04	—	56.4
Total	21.1	259	281	0.07	0.05	—	296

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6.86	1,432	1,439	0.02	0.01	—	1,444
Condo/Townhouse	95.3	107	202	0.33	0.21	—	272
Total	102	1,538	1,641	0.35	0.22	—	1,716
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6.86	1,432	1,439	0.02	0.01	—	1,444
Condo/Townhouse	95.3	107	202	0.33	0.21	—	272
Total	102	1,538	1,641	0.35	0.22	—	1,716
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	1.14	237	238	< 0.005	< 0.005	—	239
Condo/Townhouse	15.8	17.7	33.5	0.05	0.03	—	45.1
Total	16.9	255	272	0.06	0.04	—	284

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	997	0.00	997	99.7	0.00	—	3,490
Condo/Townhouse	105	0.00	105	10.5	0.00	—	368
Total	1,102	0.00	1,102	110	0.00	—	3,857

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Annual	—	—	—	—	—	—	

Apartments Mid Rise	997	0.00	997	99.7	0.00	—	3,490
Condo/Townhouse	105	0.00	105	10.5	0.00	—	368
Total	1,102	0.00	1,102	110	0.00	—	3,857

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	19.8	19.8
Condo/Townhouse	—	—	—	—	—	1.97	1.97
Total	—	—	—	—	—	21.8	21.8

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9

Total	—	—	—	—	—	132	132
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	19.8	19.8
Condo/Townhouse	—	—	—	—	—	1.97	1.97
Total	—	—	—	—	—	21.8	21.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	94,803	85,567	71,276	32,894,708	554,600	500,567	416,969	192,435,070
Condo/Townhouse	11,492	12,780	9,860	4,176,716	67,231	74,762	57,679	24,433,919

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	94,803	85,567	71,276	32,894,708	554,600	500,567	416,969	192,435,070
Condo/Townhouse	11,492	12,780	9,860	4,176,716	67,231	74,762	57,679	24,433,919

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
37248093	12,416,031	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	118,735,584	135	0.0000	0.0000	19,931,115
Condo/Townhouse	0.00	135	0.0000	0.0000	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	118,735,584	135	0.0000	0.0000	19,931,115
Condo/Townhouse	0.00	135	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,012,726	780,308,430
Condo/Townhouse	55,752,035	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,210,181	780,308,430
Condo/Townhouse	44,601,628	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11,178	—
Condo/Townhouse	1,177	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11,178	—
Condo/Townhouse	1,177	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.10	annual days of extreme heat
Extreme Precipitation	7.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	3.12
AQ-PM	39.2
AQ-DPM	77.5
Drinking Water	4.21
Lead Risk Housing	61.6
Pesticides	0.00
Toxic Releases	61.3
Traffic	31.2
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	97.0
Haz Waste Facilities/Generators	93.0
Impaired Water Bodies	90.1
Solid Waste	9.67
Sensitive Population	—
Asthma	81.1
Cardio-vascular	46.8
Low Birth Weights	44.5
Socioeconomic Factor Indicators	—
Education	26.4
Housing	55.1
Linguistic	6.27
Poverty	35.6
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.38662903
Employed	93.82779417
Median HI	46.50327217
Education	—
Bachelor's or higher	88.88746311
High school enrollment	100
Preschool enrollment	74.06646991
Transportation	—
Auto Access	13.06300526
Active commuting	96.25304761
Social	—
2-parent households	16.38650071
Voting	76.22225074
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	82.84357757
Supermarket access	74.27178237
Tree canopy	46.11831131
Housing	—
Homeownership	47.94045939
Housing habitability	50.7121776
Low-inc homeowner severe housing cost burden	19.67150006
Low-inc renter severe housing cost burden	46.67008854
Uncrowded housing	60.05389452
Health Outcomes	—

Insured adults	80.68779674
Arthritis	60.6
Asthma ER Admissions	13.2
High Blood Pressure	62.1
Cancer (excluding skin)	38.7
Asthma	61.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	88.0
Diagnosed Diabetes	75.2
Life Expectancy at Birth	71.4
Cognitively Disabled	85.7
Physically Disabled	84.3
Heart Attack ER Admissions	59.6
Mental Health Not Good	82.3
Chronic Kidney Disease	64.9
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	84.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	87.1
No Leisure Time for Physical Activity	83.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	92.8
Elderly	43.9

English Speaking	71.2
Foreign-born	47.0
Outdoor Workers	90.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.0
Traffic Density	29.2
Traffic Access	87.4
Other Indices	—
Hardship	21.5
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	82.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	East Bay Community Energy is the primary electricity provider. Intensity factors adjusted for consistency with Berkeley Housing Element methodology.
Land Use	Based on EIR growth assumption of 17,427 multi-family units, 1,570 condo/townhome units and 47,120 new residents. ADUs included as condo/townhouse for a conservative assumption. Default acreage and building square footage. Landscape area set to zero, outdoor water consumption estimated at rate of 41,075 gal/unit.
Operations: Hearths	No woodstoves or fireplaces
Operations: Energy Use	Assume 90% of development will not include natural gas pursuant to BMC Section 12.80 (Natural gas ban). Totals combined and added to Apartments row.
Operations: Water and Waste Water	EBMUD Wastewater treatment plant 100 percent aerobic. Outdoor water consumption based on v2020 defaults per multifamily unit in lieu of available data in v2022.

Berkeley HE Single Fam 60% Electrified Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Berkeley HE Single Fam 60% Electrified
Operational Year	2031
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	3.40
Location	37.87310585963721, -122.29377329662165
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1533
EDFZ	1
Electric Utility	User Defined
Gas Utility	User Defined
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	113	Dwelling Unit	36.7	220,350	1,323,553	—	323	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	49.3	5,237	5,286	4.36	0.22	10.8	5,471
Mit.	47.5	5,235	5,283	4.35	0.21	10.8	5,466
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	49.3	4,963	5,012	4.39	0.24	1.82	5,194
Mit.	47.5	4,961	5,009	4.38	0.23	1.82	5,189
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	49.3	4,898	4,947	4.37	0.22	5.47	5,128
Mit.	47.5	4,896	4,943	4.36	0.22	5.47	5,123
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	8.16	811	819	0.72	0.04	0.91	849
Mit.	7.87	811	818	0.72	0.04	0.91	848
% Reduced	3%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	4,507	4,507	0.20	0.20	9.21	4,580
Area	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Energy	—	670	670	0.06	< 0.005	—	671
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	5,237	5,286	4.36	0.22	10.8	5,471
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	4,250	4,250	0.23	0.22	0.24	4,321
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	670	670	0.06	< 0.005	—	671
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	4,963	5,012	4.39	0.24	1.82	5,194
Average Daily	—	—	—	—	—	—	—
Mobile	—	4,176	4,176	0.21	0.20	3.89	4,246
Area	0.00	8.45	8.45	< 0.005	< 0.005	—	8.48
Energy	—	670	670	0.06	< 0.005	—	671
Water	8.58	43.2	51.7	0.03	0.02	—	58.0
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	49.3	4,898	4,947	4.37	0.22	5.47	5,128
Annual	—	—	—	—	—	—	—
Mobile	—	691	691	0.04	0.03	0.64	703

Area	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40
Energy	—	111	111	0.01	< 0.005	—	111
Water	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61
Waste	6.74	0.00	6.74	0.67	0.00	—	23.6
Refrig.	—	—	—	—	—	0.26	0.26
Total	8.16	811	819	0.72	0.04	0.91	849

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	4,507	4,507	0.20	0.20	9.21	4,580
Area	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Energy	—	670	670	0.06	< 0.005	—	671
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	5,235	5,283	4.35	0.21	10.8	5,466
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	4,250	4,250	0.23	0.22	0.24	4,321
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	670	670	0.06	< 0.005	—	671
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	4,961	5,009	4.38	0.23	1.82	5,189
Average Daily	—	—	—	—	—	—	—
Mobile	—	4,176	4,176	0.21	0.20	3.89	4,246

Area	0.00	8.45	8.45	< 0.005	< 0.005	—	8.48
Energy	—	670	670	0.06	< 0.005	—	671
Water	6.86	41.2	48.1	0.02	0.01	—	53.1
Waste	40.7	0.00	40.7	4.07	0.00	—	142
Refrig.	—	—	—	—	—	1.58	1.58
Total	47.5	4,896	4,943	4.36	0.22	5.47	5,123
Annual	—	—	—	—	—	—	—
Mobile	—	691	691	0.04	0.03	0.64	703
Area	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40
Energy	—	111	111	0.01	< 0.005	—	111
Water	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80
Waste	6.74	0.00	6.74	0.67	0.00	—	23.6
Refrig.	—	—	—	—	—	0.26	0.26
Total	7.87	811	818	0.72	0.04	0.91	848

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,507	4,507	0.20	0.20	9.21	4,580
Total	—	4,507	4,507	0.20	0.20	9.21	4,580
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,250	4,250	0.23	0.22	0.24	4,321
Total	—	4,250	4,250	0.23	0.22	0.24	4,321

Annual	—	—	—	—	—	—	—
Single Family Housing	—	691	691	0.04	0.03	0.64	703
Total	—	691	691	0.04	0.03	0.64	703

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,507	4,507	0.20	0.20	9.21	4,580
Total	—	4,507	4,507	0.20	0.20	9.21	4,580
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	4,250	4,250	0.23	0.22	0.24	4,321
Total	—	4,250	4,250	0.23	0.22	0.24	4,321
Annual	—	—	—	—	—	—	—
Single Family Housing	—	691	691	0.04	0.03	0.64	703
Total	—	691	691	0.04	0.03	0.64	703

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

Annual	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Single Family Housing	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	670	670	0.06	< 0.005	—	671
Total	—	670	670	0.06	< 0.005	—	671
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	670	670	0.06	< 0.005	—	671
Total	—	670	670	0.06	< 0.005	—	671
Annual	—	—	—	—	—	—	—
Single Family Housing	—	111	111	0.01	< 0.005	—	111

Total	—	111	111	0.01	< 0.005	—	111

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	670	670	0.06	< 0.005	—	671
Total	—	670	670	0.06	< 0.005	—	671
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	670	670	0.06	< 0.005	—	671
Total	—	670	670	0.06	< 0.005	—	671
Annual	—	—	—	—	—	—	—
Single Family Housing	—	111	111	0.01	< 0.005	—	111
Total	—	111	111	0.01	< 0.005	—	111

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Total	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	1.40	1.40	< 0.005	< 0.005	—	1.40
Total	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Total	0.00	17.1	17.1	< 0.005	< 0.005	—	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—

Landscape Equipment	—	1.40	1.40	< 0.005	< 0.005	—	1.40
Total	0.00	1.40	1.40	< 0.005	< 0.005	—	1.40

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	8.58	43.2	51.7	0.03	0.02	—	58.0
Total	8.58	43.2	51.7	0.03	0.02	—	58.0
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	8.58	43.2	51.7	0.03	0.02	—	58.0
Total	8.58	43.2	51.7	0.03	0.02	—	58.0
Annual	—	—	—	—	—	—	—
Single Family Housing	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61
Total	1.42	7.14	8.56	< 0.005	< 0.005	—	9.61

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	6.86	41.2	48.1	0.02	0.01	—	53.1
Total	6.86	41.2	48.1	0.02	0.01	—	53.1
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	6.86	41.2	48.1	0.02	0.01	—	53.1
Total	6.86	41.2	48.1	0.02	0.01	—	53.1
Annual	—	—	—	—	—	—	—

Single Family Housing	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80
Total	1.14	6.83	7.96	< 0.005	< 0.005	—	8.80

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Annual	—	—	—	—	—	—	—
Single Family Housing	6.74	0.00	6.74	0.67	0.00	—	23.6
Total	6.74	0.00	6.74	0.67	0.00	—	23.6

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	40.7	0.00	40.7	4.07	0.00	—	142
Total	40.7	0.00	40.7	4.07	0.00	—	142
Annual	—	—	—	—	—	—	—

Single Family Housing	6.74	0.00	6.74	0.67	0.00	—	23.6
Total	6.74	0.00	6.74	0.67	0.00	—	23.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Annual	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	0.26	0.26
Total	—	—	—	—	—	0.26	0.26

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Daily, Winter (Max)	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	1.58	1.58
Annual	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	0.26	0.26
Total	—	—	—	—	—	0.26	0.26

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,067	1,078	966	384,698	6,240	6,306	5,652	2,250,495

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,067	1,078	966	384,698	6,240	6,306	5,652	2,250,495

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
446208.75	148,736	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	0.00	135	0.0000	0.0000	2,089,231

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	0.00	135	0.0000	0.0000	2,089,231

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	4,012,726	18,378,911

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,210,181	18,378,911

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	75.5	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	75.5	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.10	annual days of extreme heat
Extreme Precipitation	7.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	3.12
AQ-PM	39.2
AQ-DPM	77.5
Drinking Water	4.21
Lead Risk Housing	61.6
Pesticides	0.00
Toxic Releases	61.3
Traffic	31.2
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	97.0

Haz Waste Facilities/Generators	93.0
Impaired Water Bodies	90.1
Solid Waste	9.67
Sensitive Population	—
Asthma	81.1
Cardio-vascular	46.8
Low Birth Weights	44.5
Socioeconomic Factor Indicators	—
Education	26.4
Housing	55.1
Linguistic	6.27
Poverty	35.6
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.38662903
Employed	93.82779417
Median HI	46.50327217
Education	—
Bachelor's or higher	88.88746311
High school enrollment	100
Preschool enrollment	74.06646991
Transportation	—
Auto Access	13.06300526
Active commuting	96.25304761

Social	—
2-parent households	16.38650071
Voting	76.22225074
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	82.84357757
Supermarket access	74.27178237
Tree canopy	46.11831131
Housing	—
Homeownership	47.94045939
Housing habitability	50.7121776
Low-inc homeowner severe housing cost burden	19.67150006
Low-inc renter severe housing cost burden	46.67008854
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	80.68779674
Arthritis	60.6
Asthma ER Admissions	13.2
High Blood Pressure	62.1
Cancer (excluding skin)	38.7
Asthma	61.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	88.0
Diagnosed Diabetes	75.2
Life Expectancy at Birth	71.4
Cognitively Disabled	85.7
Physically Disabled	84.3

Heart Attack ER Admissions	59.6
Mental Health Not Good	82.3
Chronic Kidney Disease	64.9
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	84.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	87.1
No Leisure Time for Physical Activity	83.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	92.8
Elderly	43.9
English Speaking	71.2
Foreign-born	47.0
Outdoor Workers	90.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.0
Traffic Density	29.2
Traffic Access	87.4
Other Indices	—
Hardship	21.5
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	82.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	East Bay Community Energy is the primary electricity provider. Intensity factors adjusted for consistency with Berkeley Housing Element methodology.
Land Use	Based on EIR growth assumption of 113 single-family units and 323 new residents. Default acreage, building square footage, and landscape area.
Operations: Hearths	No woodstoves or fireplaces
Operations: Energy Use	Assume 60% of development will not include natural gas pursuant to BMC Section 12.80 (Natural gas ban). Assumes 100% offset of electricity consumption by onsite PV solar.
Operations: Water and Waste Water	EBMUD Wastewater treatment plant 100 percent aerobic

Berkeley HE Multi Fam 60% Electrified Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Berkeley HE Multi Fam 60% Electrified
Operational Year	2031
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	3.40
Location	37.87310585963721, -122.29377329662165
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1533
EDFZ	1
Electric Utility	User Defined
Gas Utility	User Defined
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	17,427	Dwelling Unit	459	16,729,920	0.00	—	42,630	—
Condo/Townhouse	1,570	Dwelling Unit	98.1	1,664,200	0.00	—	4,490	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	6,787	531,593	538,380	689	21.5	1,064	563,072
Mit.	6,761	531,564	538,326	688	21.5	1,064	562,999
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	6,787	503,110	509,897	692	23.5	156	534,338
Mit.	6,761	503,082	509,843	692	23.4	156	534,265
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	6,787	482,020	488,807	689	21.5	512	512,941
Mit.	6,761	481,992	488,753	689	21.4	512	512,868
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	1,124	79,804	80,928	114	3.55	84.7	84,923
Mit.	1,119	79,799	80,919	114	3.54	84.7	84,911
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	464,159	464,159	20.2	21.2	932	471,906
Area	0.00	2,882	2,882	0.12	0.02	—	2,892
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	531,593	538,380	689	21.5	1,064	563,072
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	438,559	438,559	23.4	23.1	24.2	446,064
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	503,110	509,897	692	23.5	156	534,338
Average Daily	—	—	—	—	—	—	—
Mobile	—	416,047	416,047	20.8	21.1	380	423,241
Area	0.00	1,421	1,421	0.06	0.01	—	1,426
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	128	1,567	1,695	0.44	0.28	—	1,789
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,787	482,020	488,807	689	21.5	512	512,941
Annual	—	—	—	—	—	—	—
Mobile	—	68,881	68,881	3.45	3.50	62.9	70,072

Area	0.00	235	235	0.01	< 0.005	—	236
Energy	—	10,428	10,428	0.37	0.01	—	10,440
Water	21.1	259	281	0.07	0.05	—	296
Waste	1,102	0.00	1,102	110	0.00	—	3,857
Refrig.	—	—	—	—	—	21.8	21.8
Total	1,124	79,804	80,928	114	3.55	84.7	84,923

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	464,159	464,159	20.2	21.2	932	471,906
Area	0.00	2,882	2,882	0.12	0.02	—	2,892
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	531,564	538,326	688	21.5	1,064	562,999
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	438,559	438,559	23.4	23.1	24.2	446,064
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	503,082	509,843	692	23.4	156	534,265
Average Daily	—	—	—	—	—	—	—
Mobile	—	416,047	416,047	20.8	21.1	380	423,241

Area	0.00	1,421	1,421	0.06	0.01	—	1,426
Energy	—	62,985	62,985	2.26	0.05	—	63,056
Water	102	1,538	1,641	0.35	0.22	—	1,716
Waste	6,659	0.00	6,659	666	0.00	—	23,298
Refrig.	—	—	—	—	—	132	132
Total	6,761	481,992	488,753	689	21.4	512	512,868
Annual	—	—	—	—	—	—	—
Mobile	—	68,881	68,881	3.45	3.50	62.9	70,072
Area	0.00	235	235	0.01	< 0.005	—	236
Energy	—	10,428	10,428	0.37	0.01	—	10,440
Water	16.9	255	272	0.06	0.04	—	284
Waste	1,102	0.00	1,102	110	0.00	—	3,857
Refrig.	—	—	—	—	—	21.8	21.8
Total	1,119	79,799	80,919	114	3.54	84.7	84,911

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	409,022	409,022	17.8	18.7	821	415,848
Condo/Townhouse	—	55,138	55,138	2.40	2.52	111	56,058
Total	—	464,159	464,159	20.2	21.2	932	471,906
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	386,462	386,462	20.6	20.4	21.3	393,076

Condo/Townhouse	—	52,097	52,097	2.78	2.75	2.87	52,988
Total	—	438,559	438,559	23.4	23.1	24.2	446,064
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	61,121	61,121	3.06	3.10	55.8	62,177
Condo/Townhouse	—	7,761	7,761	0.39	0.39	7.09	7,895
Total	—	68,881	68,881	3.45	3.50	62.9	70,072

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	409,022	409,022	17.8	18.7	821	415,848
Condo/Townhouse	—	55,138	55,138	2.40	2.52	111	56,058
Total	—	464,159	464,159	20.2	21.2	932	471,906
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	386,462	386,462	20.6	20.4	21.3	393,076
Condo/Townhouse	—	52,097	52,097	2.78	2.75	2.87	52,988
Total	—	438,559	438,559	23.4	23.1	24.2	446,064
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	61,121	61,121	3.06	3.10	55.8	62,177
Condo/Townhouse	—	7,761	7,761	0.39	0.39	7.09	7,895
Total	—	68,881	68,881	3.45	3.50	62.9	70,072

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	37,434	37,434	0.00	0.00	—	37,434
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	37,434	37,434	0.00	0.00	—	37,434
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	37,434	37,434	0.00	0.00	—	37,434
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	37,434	37,434	0.00	0.00	—	37,434
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,198	6,198	0.00	0.00	—	6,198
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,198	6,198	0.00	0.00	—	6,198

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	37,434	37,434	0.00	0.00	—	37,434
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	37,434	37,434	0.00	0.00	—	37,434
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	37,434	37,434	0.00	0.00	—	37,434
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	37,434	37,434	0.00	0.00	—	37,434
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	6,198	6,198	0.00	0.00	—	6,198
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	6,198	6,198	0.00	0.00	—	6,198

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	25,551	25,551	2.26	0.05	—	25,621
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	25,551	25,551	2.26	0.05	—	25,621
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	25,551	25,551	2.26	0.05	—	25,621
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	25,551	25,551	2.26	0.05	—	25,621
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	4,230	4,230	0.37	0.01	—	4,242
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	4,230	4,230	0.37	0.01	—	4,242

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	25,551	25,551	2.26	0.05	—	25,621
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	25,551	25,551	2.26	0.05	—	25,621
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	25,551	25,551	2.26	0.05	—	25,621
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	25,551	25,551	2.26	0.05	—	25,621
Annual	—	—	—	—	—	—	

Apartments Mid Rise	—	4,230	4,230	0.37	0.01	—	4,242
Condo/Townhouse	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	4,230	4,230	0.37	0.01	—	4,242

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	2,882	2,882	0.12	0.02	—	2,892
Total	0.00	2,882	2,882	0.12	0.02	—	2,892
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	235	235	0.01	< 0.005	—	236
Total	0.00	235	235	0.01	< 0.005	—	236

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	2,882	2,882	0.12	0.02	—	2,892
Total	0.00	2,882	2,882	0.12	0.02	—	2,892
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	235	235	0.01	< 0.005	—	236
Total	0.00	235	235	0.01	< 0.005	—	236

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.58	1,434	1,442	0.03	0.02	—	1,448
Condo/Townhouse	119	134	253	0.41	0.26	—	340

Total	128	1,567	1,695	0.44	0.28	—	1,789
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.58	1,434	1,442	0.03	0.02	—	1,448
Condo/Townhouse	119	134	253	0.41	0.26	—	340
Total	128	1,567	1,695	0.44	0.28	—	1,789
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	1.42	237	239	< 0.005	< 0.005	—	240
Condo/Townhouse	19.7	22.1	41.8	0.07	0.04	—	56.4
Total	21.1	259	281	0.07	0.05	—	296

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6.86	1,432	1,439	0.02	0.01	—	1,444
Condo/Townhouse	95.3	107	202	0.33	0.21	—	272
Total	102	1,538	1,641	0.35	0.22	—	1,716
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6.86	1,432	1,439	0.02	0.01	—	1,444
Condo/Townhouse	95.3	107	202	0.33	0.21	—	272
Total	102	1,538	1,641	0.35	0.22	—	1,716
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	1.14	237	238	< 0.005	< 0.005	—	239
Condo/Townhouse	15.8	17.7	33.5	0.05	0.03	—	45.1
Total	16.9	255	272	0.06	0.04	—	284

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	997	0.00	997	99.7	0.00	—	3,490
Condo/Townhouse	105	0.00	105	10.5	0.00	—	368
Total	1,102	0.00	1,102	110	0.00	—	3,857

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	6,025	0.00	6,025	602	0.00	—	21,078
Condo/Townhouse	635	0.00	635	63.4	0.00	—	2,220
Total	6,659	0.00	6,659	666	0.00	—	23,298
Annual	—	—	—	—	—	—	

Apartments Mid Rise	997	0.00	997	99.7	0.00	—	3,490
Condo/Townhouse	105	0.00	105	10.5	0.00	—	368
Total	1,102	0.00	1,102	110	0.00	—	3,857

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	19.8	19.8
Condo/Townhouse	—	—	—	—	—	1.97	1.97
Total	—	—	—	—	—	21.8	21.8

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9

Total	—	—	—	—	—	132	132
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	120	120
Condo/Townhouse	—	—	—	—	—	11.9	11.9
Total	—	—	—	—	—	132	132
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	19.8	19.8
Condo/Townhouse	—	—	—	—	—	1.97	1.97
Total	—	—	—	—	—	21.8	21.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	94,803	85,567	71,276	32,894,708	554,600	500,567	416,969	192,435,070
Condo/Townhouse	11,492	12,780	9,860	4,176,716	67,231	74,762	57,679	24,433,919

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	94,803	85,567	71,276	32,894,708	554,600	500,567	416,969	192,435,070
Condo/Townhouse	11,492	12,780	9,860	4,176,716	67,231	74,762	57,679	24,433,919

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
37248093	12,416,031	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	101,211,157	135	0.0000	0.0000	79,724,461
Condo/Townhouse	0.00	135	0.0000	0.0000	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	101,211,157	135	0.0000	0.0000	79,724,461
Condo/Townhouse	0.00	135	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,012,726	780,308,430
Condo/Townhouse	55,752,035	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,210,181	780,308,430
Condo/Townhouse	44,601,628	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11,178	—
Condo/Townhouse	1,177	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11,178	—
Condo/Townhouse	1,177	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.10	annual days of extreme heat
Extreme Precipitation	7.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	3.12
AQ-PM	39.2
AQ-DPM	77.5
Drinking Water	4.21
Lead Risk Housing	61.6
Pesticides	0.00
Toxic Releases	61.3
Traffic	31.2
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	97.0
Haz Waste Facilities/Generators	93.0
Impaired Water Bodies	90.1
Solid Waste	9.67
Sensitive Population	—
Asthma	81.1
Cardio-vascular	46.8
Low Birth Weights	44.5
Socioeconomic Factor Indicators	—
Education	26.4
Housing	55.1
Linguistic	6.27
Poverty	35.6
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.38662903
Employed	93.82779417
Median HI	46.50327217
Education	—
Bachelor's or higher	88.88746311
High school enrollment	100
Preschool enrollment	74.06646991
Transportation	—
Auto Access	13.06300526
Active commuting	96.25304761
Social	—
2-parent households	16.38650071
Voting	76.22225074
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	82.84357757
Supermarket access	74.27178237
Tree canopy	46.11831131
Housing	—
Homeownership	47.94045939
Housing habitability	50.7121776
Low-inc homeowner severe housing cost burden	19.67150006
Low-inc renter severe housing cost burden	46.67008854
Uncrowded housing	60.05389452
Health Outcomes	—

Insured adults	80.68779674
Arthritis	60.6
Asthma ER Admissions	13.2
High Blood Pressure	62.1
Cancer (excluding skin)	38.7
Asthma	61.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	88.0
Diagnosed Diabetes	75.2
Life Expectancy at Birth	71.4
Cognitively Disabled	85.7
Physically Disabled	84.3
Heart Attack ER Admissions	59.6
Mental Health Not Good	82.3
Chronic Kidney Disease	64.9
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	84.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	87.1
No Leisure Time for Physical Activity	83.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	92.8
Elderly	43.9

English Speaking	71.2
Foreign-born	47.0
Outdoor Workers	90.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.0
Traffic Density	29.2
Traffic Access	87.4
Other Indices	—
Hardship	21.5
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	82.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	East Bay Community Energy is the primary electricity provider. Intensity factors adjusted for consistency with Berkeley Housing Element methodology.
Land Use	Based on EIR growth assumption of 17,427 multi-family units, 1,570 condo/townhome units and 47,120 new residents. ADUs included as condo/townhouse for a conservative assumption. Default acreage and building square footage. Landscape area set to zero, outdoor water consumption estimated at rate of 41,075 gal/unit.
Operations: Hearths	No woodstoves or fireplaces
Operations: Energy Use	Assume 60% of development will not include natural gas pursuant to BMC Section 12.80 (Natural gas ban). Totals combined and added to Apartments row.
Operations: Water and Waste Water	EBMUD Wastewater treatment plant 100 percent aerobic. Water consumption based on v2020 defaults per multifamily unit in lieu of available data in v2022.

San Pablo Ave SP Added Units Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	San Pablo Ave SP Added Units
Operational Year	2031
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	3.40
Location	37.87310585963721, -122.29377329662165
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1533
EDFZ	1
Electric Utility	User Defined
Gas Utility	User Defined
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	3,250	Dwelling Unit	85.5	3,120,000	0.00	—	8,125	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	1,395	86,922	88,317	119	4.03	176	92,675
Mit.	1,346	86,867	88,212	119	3.92	176	92,534
% Reduced	4%	< 0.5%	< 0.5%	< 0.5%	3%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	1,395	82,222	83,617	120	4.35	26.3	87,934
Mit.	1,346	82,167	83,512	120	4.24	26.3	87,793
% Reduced	4%	< 0.5%	< 0.5%	< 0.5%	2%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	1,395	79,241	80,636	119	4.04	85.2	84,910
Mit.	1,346	79,186	80,531	119	3.93	85.2	84,769
% Reduced	4%	< 0.5%	< 0.5%	< 0.5%	3%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	231	13,119	13,350	19.8	0.67	14.1	14,058
Mit.	223	13,110	13,333	19.7	0.65	14.1	14,035
% Reduced	4%	< 0.5%	< 0.5%	< 0.5%	3%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	76,279	76,279	3.32	3.48	153	77,552
Area	0.00	493	493	0.02	< 0.005	—	495
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	247	520	767	0.85	0.54	—	948
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,395	86,922	88,317	119	4.03	176	92,675
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	72,072	72,072	3.84	3.80	3.97	73,306
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	247	520	767	0.85	0.54	—	948
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,395	82,222	83,617	120	4.35	26.3	87,934
Average Daily	—	—	—	—	—	—	—
Mobile	—	68,848	68,848	3.45	3.49	62.9	70,038
Area	0.00	243	243	0.01	< 0.005	—	244
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	247	520	767	0.85	0.54	—	948
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,395	79,241	80,636	119	4.04	85.2	84,910
Annual	—	—	—	—	—	—	—
Mobile	—	11,399	11,399	0.57	0.58	10.4	11,596

Area	0.00	40.3	40.3	< 0.005	< 0.005	—	40.4
Energy	—	1,594	1,594	0.05	< 0.005	—	1,596
Water	40.8	86.1	127	0.14	0.09	—	157
Waste	190	0.00	190	19.0	0.00	—	665
Refrig.	—	—	—	—	—	3.70	3.70
Total	231	13,119	13,350	19.8	0.67	14.1	14,058

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	—	76,279	76,279	3.32	3.48	153	77,552
Area	0.00	493	493	0.02	< 0.005	—	495
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	197	465	662	0.68	0.43	—	807
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,346	86,867	88,212	119	3.92	176	92,534
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	72,072	72,072	3.84	3.80	3.97	73,306
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	197	465	662	0.68	0.43	—	807
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,346	82,167	83,512	120	4.24	26.3	87,793
Average Daily	—	—	—	—	—	—	—
Mobile	—	68,848	68,848	3.45	3.49	62.9	70,038

Area	0.00	243	243	0.01	< 0.005	—	244
Energy	—	9,630	9,630	0.32	0.01	—	9,640
Water	197	465	662	0.68	0.43	—	807
Waste	1,148	0.00	1,148	115	0.00	—	4,017
Refrig.	—	—	—	—	—	22.3	22.3
Total	1,346	79,186	80,531	119	3.93	85.2	84,769
Annual	—	—	—	—	—	—	—
Mobile	—	11,399	11,399	0.57	0.58	10.4	11,596
Area	0.00	40.3	40.3	< 0.005	< 0.005	—	40.4
Energy	—	1,594	1,594	0.05	< 0.005	—	1,596
Water	32.7	76.9	110	0.11	0.07	—	134
Waste	190	0.00	190	19.0	0.00	—	665
Refrig.	—	—	—	—	—	3.70	3.70
Total	223	13,110	13,333	19.7	0.65	14.1	14,035

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	76,279	76,279	3.32	3.48	153	77,552
Total	—	76,279	76,279	3.32	3.48	153	77,552
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	72,072	72,072	3.84	3.80	3.97	73,306
Total	—	72,072	72,072	3.84	3.80	3.97	73,306

Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	11,399	11,399	0.57	0.58	10.4	11,596
Total	—	11,399	11,399	0.57	0.58	10.4	11,596

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	76,279	76,279	3.32	3.48	153	77,552
Total	—	76,279	76,279	3.32	3.48	153	77,552
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	72,072	72,072	3.84	3.80	3.97	73,306
Total	—	72,072	72,072	3.84	3.80	3.97	73,306
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	11,399	11,399	0.57	0.58	10.4	11,596
Total	—	11,399	11,399	0.57	0.58	10.4	11,596

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	5,962	5,962	0.00	0.00	—	5,962
Total	—	5,962	5,962	0.00	0.00	—	5,962
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	5,962	5,962	0.00	0.00	—	5,962
Total	—	5,962	5,962	0.00	0.00	—	5,962

Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	987	987	0.00	0.00	—	987
Total	—	987	987	0.00	0.00	—	987

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	5,962	5,962	0.00	0.00	—	5,962
Total	—	5,962	5,962	0.00	0.00	—	5,962
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	5,962	5,962	0.00	0.00	—	5,962
Total	—	5,962	5,962	0.00	0.00	—	5,962
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	987	987	0.00	0.00	—	987
Total	—	987	987	0.00	0.00	—	987

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	3,668	3,668	0.32	0.01	—	3,678
Total	—	3,668	3,668	0.32	0.01	—	3,678
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	3,668	3,668	0.32	0.01	—	3,678
Total	—	3,668	3,668	0.32	0.01	—	3,678
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	607	607	0.05	< 0.005	—	609

Total	—	607	607	0.05	< 0.005	—	609

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	3,668	3,668	0.32	0.01	—	3,678
Total	—	3,668	3,668	0.32	0.01	—	3,678
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	3,668	3,668	0.32	0.01	—	3,678
Total	—	3,668	3,668	0.32	0.01	—	3,678
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	607	607	0.05	< 0.005	—	609
Total	—	607	607	0.05	< 0.005	—	609

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	493	493	0.02	< 0.005	—	495
Total	0.00	493	493	0.02	< 0.005	—	495
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	40.3	40.3	< 0.005	< 0.005	—	40.4
Total	0.00	40.3	40.3	< 0.005	< 0.005	—	40.4

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	493	493	0.02	< 0.005	—	495
Total	0.00	493	493	0.02	< 0.005	—	495
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—

Landscape Equipment	—	40.3	40.3	< 0.005	< 0.005	—	40.4
Total	0.00	40.3	40.3	< 0.005	< 0.005	—	40.4

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	247	520	767	0.85	0.54	—	948
Total	247	520	767	0.85	0.54	—	948
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	247	520	767	0.85	0.54	—	948
Total	247	520	767	0.85	0.54	—	948
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	40.8	86.1	127	0.14	0.09	—	157
Total	40.8	86.1	127	0.14	0.09	—	157

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	197	465	662	0.68	0.43	—	807
Total	197	465	662	0.68	0.43	—	807
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	197	465	662	0.68	0.43	—	807
Total	197	465	662	0.68	0.43	—	807
Annual	—	—	—	—	—	—	—

Apartments Mid Rise	32.7	76.9	110	0.11	0.07	—	134
Total	32.7	76.9	110	0.11	0.07	—	134

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1,148	0.00	1,148	115	0.00	—	4,017
Total	1,148	0.00	1,148	115	0.00	—	4,017
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1,148	0.00	1,148	115	0.00	—	4,017
Total	1,148	0.00	1,148	115	0.00	—	4,017
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	190	0.00	190	19.0	0.00	—	665
Total	190	0.00	190	19.0	0.00	—	665

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1,148	0.00	1,148	115	0.00	—	4,017
Total	1,148	0.00	1,148	115	0.00	—	4,017
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1,148	0.00	1,148	115	0.00	—	4,017
Total	1,148	0.00	1,148	115	0.00	—	4,017
Annual	—	—	—	—	—	—	—

Apartments Mid Rise	190	0.00	190	19.0	0.00	—	665
Total	190	0.00	190	19.0	0.00	—	665

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	22.3	22.3
Total	—	—	—	—	—	22.3	22.3
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	22.3	22.3
Total	—	—	—	—	—	22.3	22.3
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	3.70	3.70
Total	—	—	—	—	—	3.70	3.70

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	22.3	22.3
Total	—	—	—	—	—	22.3	22.3
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	22.3	22.3
Total	—	—	—	—	—	22.3	22.3
Annual	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	3.70	3.70
Total	—	—	—	—	—	3.70	3.70

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	17,680	15,957	13,293	6,134,607	103,429	93,352	77,762	35,887,644

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	17,680	15,957	13,293	6,134,607	103,429	93,352	77,762	35,887,644

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
6318000	2,106,000	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	16,118,850	135	0.0000	0.0000	11,445,292

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	16,118,850	135	0.0000	0.0000	11,445,292

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	115,410,263	133,494,889

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	92,328,210	133,494,889

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	2,131	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	2,131	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.10	annual days of extreme heat
Extreme Precipitation	7.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	3.12
AQ-PM	39.2
AQ-DPM	77.5
Drinking Water	4.21
Lead Risk Housing	61.6
Pesticides	0.00
Toxic Releases	61.3
Traffic	31.2
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	97.0

Haz Waste Facilities/Generators	93.0
Impaired Water Bodies	90.1
Solid Waste	9.67
Sensitive Population	—
Asthma	81.1
Cardio-vascular	46.8
Low Birth Weights	44.5
Socioeconomic Factor Indicators	—
Education	26.4
Housing	55.1
Linguistic	6.27
Poverty	35.6
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.38662903
Employed	93.82779417
Median HI	46.50327217
Education	—
Bachelor's or higher	88.88746311
High school enrollment	100
Preschool enrollment	74.06646991
Transportation	—
Auto Access	13.06300526
Active commuting	96.25304761

Social	—
2-parent households	16.38650071
Voting	76.22225074
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	82.84357757
Supermarket access	74.27178237
Tree canopy	46.11831131
Housing	—
Homeownership	47.94045939
Housing habitability	50.7121776
Low-inc homeowner severe housing cost burden	19.67150006
Low-inc renter severe housing cost burden	46.67008854
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	80.68779674
Arthritis	60.6
Asthma ER Admissions	13.2
High Blood Pressure	62.1
Cancer (excluding skin)	38.7
Asthma	61.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	88.0
Diagnosed Diabetes	75.2
Life Expectancy at Birth	71.4
Cognitively Disabled	85.7
Physically Disabled	84.3

Heart Attack ER Admissions	59.6
Mental Health Not Good	82.3
Chronic Kidney Disease	64.9
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	84.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	87.1
No Leisure Time for Physical Activity	83.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	92.8
Elderly	43.9
English Speaking	71.2
Foreign-born	47.0
Outdoor Workers	90.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.0
Traffic Density	29.2
Traffic Access	87.4
Other Indices	—
Hardship	21.5
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	82.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	East Bay Community Energy is the primary electricity provider. Intensity factors adjusted for consistency with Berkeley Housing Element methodology.
Land Use	Based on SPA SP growth assumption of 3,250 multi-family units and 8,125 new residents. Default acreage and building square footage. Landscape area set to zero and accounted for in Outdoor Water Use input.
Operations: Hearths	No woodstoves or fireplaces
Operations: Energy Use	Assume 60% of development will not include natural gas pursuant to BMC Section 12.80 (Natural gas ban).
Operations: Water and Waste Water	EBMUD Wastewater treatment plant 100 percent aerobic. Outdoor water use estimated using default rate from v2022 - 41,075 gals/unit/year for multifamily units.

APPENDIX C: STATE DENSITY BONUS ANALYSIS

Planning and Development Department

From: Justin Horner, Principal Planner

Date: September 1, 2026

Subject: Analysis of State Density Bonus Projects in Berkeley

INTRODUCTION

The *San Pablo Avenue Specific Plan Addendum to the 2023-2031 Housing Element Update Final Environmental Impact Report* (Addendum) incorporates development projections associated with the proposed rezoning San Pablo Avenue. These projections account for additional residential capacity that could be realized with the use of the State Density Bonus Law (SDBL).

The assumptions underlying this analysis anticipate that most projects would utilize the SDBL to construct buildings in the 6-8 story range. This memorandum reviews recent SDBL projects in Berkeley evaluate this assumption, suggests key construction cost factors associated with mid-rise and taller buildings, and summarizes a recent study on the marginal costs of increased building height.

DENSITY BONUS PROJECTS IN BERKELEY

Pursuant to State law, the City prepares an Annual Progress Report (APR) each year on implementation of its General Plan, which is submitted to the State Department of Housing and Community Development. Each APR includes a list of all SDBL projects that received an entitlement, building permit, or Certificate of Occupancy during the prior year.

Attachment 1 compiles all SDBL projects reported in the City's APRs from 2020 to 2025. For each project, it identifies the address, total number of units, building height, zoning district, and the applicable maximum height limit for that district. Attachment 1 shows:

- Of the 82 SDB projects captured in the 2020-2025 APRs, **91%** of them (75 of 82) were 8 stories or fewer.

- Because the Addendum assumes a proposed maximum base height standard of 7 stories for San Pablo Avenue, Attachment 1 indicates in bold those SDB projects that are located on sites that allow 7 stories in their zoning district.

  Of the 29 SDB projects on sites that allow 7 stories for the base project, **80%** (or 22 out of 26) were 8 stories or fewer.

- Of the 29 SDB projects on sites that allow 7 stories for the base project, three of them are located in the downtown core and were approved under special Zoning Ordinance provisions that permit an increased height allowance that applies only to a total of five buildings in the downtown core.

  The proposed rezoning does not apply to the downtown and does not include provisions that would include an increased height allowance. Excluding those three special downtown projects leaves a total of 23 SDB projects on sites that allow 7 stories for the base project, 22 of which, or **96**%, of which are 8 stories or fewer.

FACTORS IN CONSTRUCTION

Several factors help explain why many projects tend to top out at approximately 8 stories, most of which relate to construction requirements and associated costs.

- Beyond roughly 6-8 stories, projects typically can no longer rely on wood-frame construction (like Type V construction) and instead must transition to steel or reinforced concrete systems (Type I construction) which increase per square foot material costs. On average, Type 1 constructions costs approximately $65 more per square foot than Type V construction.[1]
- Under the California Health and Safety Code and the California Building Code (CBC), a high-rise structure is defined as a building with an occupied floor located more than 75 feet above the lowest level of fire department vehicle access (Health & Safety Code §13210; CBC §202). Buildings meeting this definition are subject to the additional provisions of CBC §403 (High-Rise Buildings), which includes additional life-safety requirements that are not required for non-high-rise construction.

Together, these factors create meaningful cost and design constraints that can limit the feasibility of construction above the mid-rise range.

The chart on the following page, excerpted from Hannah Hoyt's 2020 paper *More for Less? An Inquiry into Design and Construction Strategies for Addressing Multifamily Housing Costs*,[2] summarizes findings from interviews with more than 30 building industry professionals and illustrates the increase in per square foot construction costs for projects exceeding approximately 6 to 7 stories

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[1] Terner Center for Housing Innovation, *The Hard Costs of Construction: Recent Trends in Labor and Materials Costs for Apartment Buildings in California,* March 2020. https://ternercenter.berkeley.edu/wp-content/uploads/2020/08/Hard_Construction_Costs_March_2020.pdf

[2] Hannah Hoyt, *More for Less? An Inquiry into Design and Construction Strategies for Addressing Multifamily Housing Costs*, Harvard Joint Center for Housing Studies, 2020. https://www.jchs.harvard.edu/sites/default/files/media/imp/harvard_jchs_gramlich_design_and_construction_strategies_multifamily_hoyt_2020_3.pdf

	Infill	Low-rise	Mid-rise	High-rise
Names	Duplex, two, three or four-family, garden, walk-up	3-over-1	5-over-1, 5-over-2, 4-over-2	Tower
Construction type	Typically wood	Typically wood	Wood on concrete or steel podium	Concrete or steel
# of Floors	3 stories, up to 6 in older buildings	1-3 stories	4-7 stories	Unlimited by IBC, dictated by zoning, usually 12 + stories
# of Units	~1-4 units	~5-50 units	~50-200 units	~4-20+ units/floor
Circulation	Typically single stair, no corridor	Typically double-loaded corridor, multiple stair, sometimes elevator	Typically double-loaded corridor, multiple stairs and egress, elevator	Typically smaller floor plate, double-loaded corridor, elevator, egress stairs
Location	Rural, suburban, urban	Rural, suburban, urban	Suburban, urban	Urban
Cost PSF	Varied	$150-225	$175-250	$225-400+

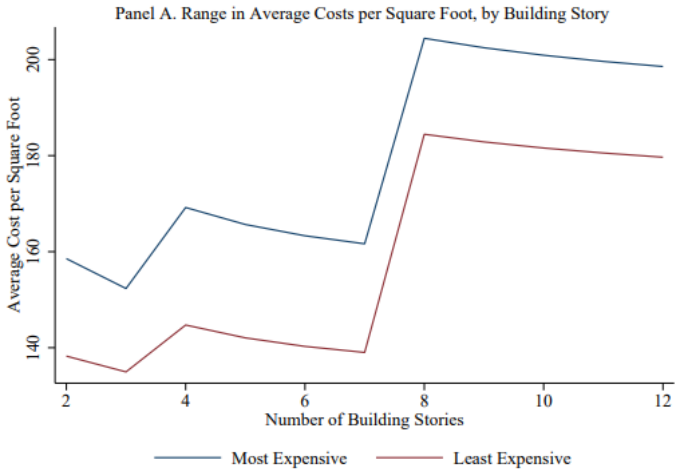
EMPIRICAL ANALYSIS

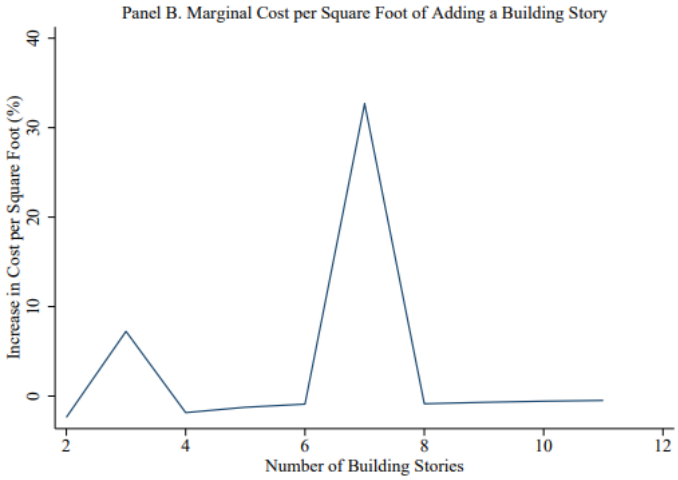
These observations are consistent with findings by Michael Eriksen and Anthony Orlando in their 2021 paper *Returns to Scale in Residential Construction: The Marginal Impact of Building Height*.[3] Based on a survey of construction costs across the 50 largest U.S. cities, the authors estimate the marginal costs of developing multifamily housing at increasing heights.

Panel A of their study illustrates the non-linear relationship between building height and per-square-foot construction costs, while Panel B presents the marginal cost of adding each additional story. The analysis identifies a notable increase in marginal costs beginning at seven stories, with continued cost escalation for additional height.

[3] Michael Eriksen and Anthony Orlando in their 2021 paper *Returns to Scale in Residential Construction: The Marginal Impact of Building Height.* Real Estate Economics v. 50(2), March 2021.

These findings align with the projects summarized in Attachment 1 and reinforce the construction-related constraints described above.





CONCLUSION

The Addendum's assumption that projects developed under the proposed San Pablo Avenue Specific Plan would generally top out at eight stories—even when utilizing the State Density Bonus Law —is supported by both recent development patterns in Berkeley and broader empirical research. The City's record of SDBL projects over the past five years demonstrates a consistent tendency toward mid-rise construction, while cost analyses indicate that buildings exceeding eight stories are often not economically feasible in districts with a seven-story base height limit. Together, this evidence supports the reasonableness of the Addendum's development assumptions.

ATTACHMENT 1

State Density Bonus Law Projects in the City of Berkeley

	Units	Height	Zoning District	Zoning Height Max
2025 APR (17 projects)				
1701 San Pablo	110	6 stories	C-W	40 ft
1740 San Pablo	54	6 stories	C-W	40 ft
1752 Shattuck	68	7 stories	C-C	40 ft
2300 Ellsworth	**69**	**7 stories**	**R-SMU**	**85 ft**
2902 Adeline Street	**50**	**6 stories**	**C-AC**	**6-8 stories**
2650 Telegraph	72	7 stories	C-C	40 ft
2000 Dwight	45	5 stories	R-4	35 ft
2001 Ashby Ave	**86**	**8 stories**	**C-AC**	**6-8 stories**
2440 Shattuck	40	8 stories	C-DMU Corridor	60 ft max (75 ft with UP)
2480 Bancroft	**28**	**8 stories**	**C-T**	**85 ft**
2555 College	11	4 stories	R-3	35 ft
2680 Bancroft	**79**	**8 stories**	**R-SMU**	**85 ft**
1975 Shattuck	**599**	**28 stories***	**C-DMU Outer Core**	**60 ft max (75 ft with UP)**
2274 Shattuck	**227**	**17 stories**	**C-DMU Corridor**	**60 ft max (75 ft with UP)**
2442 Haste	**38**	**8 stories**	**C-T**	**85 ft**
2138 Kittredge St	66	8 stories	C-DMU Outer Core	60 ft max (75 ft with UP)
2100 Milvia	201	8 stories	C-DMU Buffer	50 ft max (60 ft with UP)

Base zoning that allows 7 stories

Increased Height Allowance Proj.

2024 APR (21 projects)				
1598 University	207	8 stories	C-U	30 ft
1750 Sacramento	**739**	**8 stories**	**R-BMU**	**8 stories**
1752 Shattuck Ave	74	7 stories	C-C	40 ft
2000 University	**81**	**8 stories**	**C-DMU Core**	**60 ft max (75 ft with UP)**
2037 Durant Ave	74	8 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2099 Martin Luther King Jr Way	72	7 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2115 Kittredge St	**214**	**15 stories**	**C-DMU Core**	**60 ft max (75 ft with UP)**
2128 Oxford St	**485**	**26 stories***	**C-DMU Core**	**60 ft max (75 ft with UP)**
2136 San Pablo Ave	126	6 stories	C-W	40 ft
2137 Dwight Way	58	6 stories	C-SA	36 ft
2300 Ellsworth St	69	7 stories	R-SMU	85 ft
2427 San Pablo Ave	78	5 stories	C-W	40 ft
2462 Bancroft Way	**66**	**8 stories**	**C-T**	**85 ft max**
2527 San Pablo Ave	63	6 stories	C-W	40 ft
2530 Bancroft Ave	**110**	**12 stories**	**C-T**	**85 ft max**
2538 Durant Ave	**83**	**8 stories**	**C-T**	**85 ft max**
2555 College Ave	11	4 stories	R-3	35 ft
2587 Telegraph Avenue	**52**	**8 stories**	**C-T**	**85 ft max**
2701 Shattuck Ave	**57**	**5 stories**	**C-AC**	**6-8 stories**
3030 Telegraph Ave	144	5 stories	C-C	40 ft
805 Jones St	6	2 stories	MU-R	35 ft

Base zoning that allows 7 stories

Increased Height Allowance Proj.

2023 APR (21 projects)				
1598 University Ave	207	8 stories	C-U	30 ft
1717 University Ave	28	5 stories	C-U	30 ft
1752 Shattuck Ave	68	7 stories	C-C	40 ft
1773 Oxford St	24	5 stories	R-4	35 ft
1820 San Pablo Ave	44	5 stories	C-W	40 ft
2023 Shattuck Ave	**48**	**7 stories**	**C-DMU Core**	**60 ft max (75 ft with UP)**
2028 Bancroft Way	37	7 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2065 Kittredge St	**187**	**8 stories**	**C-DMU Core**	**60 ft max (75 ft with UP)**
2067 University Ave	**50**	**7 stories**	**C-DMU Outer Core**	**60 ft max (75 ft with UP)**
2147 San Pablo Ave	128	6 stories	C-W	40 ft
2190 Shattuck Ave	**326**	**25 stories***	**C-DMU Core**	**60 ft max (75 ft with UP)**
2650 Telegraph Ave	45	5 stories	C-C	40 ft
2712 Telegraph Ave	40	6 stories	C-C	40 ft
2800 Telegraph Ave	16	6 stories	C-C	40 ft
3000 San Pablo Ave	16	6 stories	C-W	40 ft
3030 Telegraph Ave	144	5 stories	C-C	40 ft
3031 Telegraph Ave	127	6 stories	C-C	40 ft
3000 Shattuck Ave	166	10 stories	C-SA	36 ft
2590 Bancroft Way	**87**	**8 stories**	**C-T**	**85 ft**
2532 Shattuck Ave	**204**	**8 stories**	**C-AC**	**6-8 stories**
2440 Shattuck Ave	40	8 stories	C-DMU Corridor	60 ft max (75 ft with UP)

Base zoning that allows 7 stories

Increased Height Allowance Proj.

2022 APR (10 projects)				
1201 San Pablo Ave	66	6 stories	C-W	40 ft
1601 Oxford	34	5 stories	R-3	35 ft
1950 Addison	107	7 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2000 Dwight St	113	6 stories	R-4	35 ft
2000 University Ave	82	8 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2012 Berkeley Way	142	5 stories	C-DMU Buffer	50 ft max (60 ft with UP)
2018 Blake	12	6 stories	R-4	35 ft
2435 Haste St	**37**	**8 stories**	**R-SMU**	**85 ft**
2590 Bancroft	**87**	**8 stories**	**C-T**	**85 ft**
2352 Shattuck Ave	204	8 stories	C-DMU Buffer	50 ft max (60 ft with UP)
			Base zoning that allows 7 stories	

2021 APR(6 projects)				
2597 Telegraph Ave	**10**	**4 stories**	**C-T**	**85 ft**
3020 San Pablo Ave	29	5 stories	C-W	40 ft
2023 Shattuck Ave	**48**	**8 stories**	**C-DMU Core**	**60 ft max (75 ft with UP)**
3000 San Pablo Ave	78	6 stories	C-W	40 ft
3031 Telegraph Ave	110	6 stories	C-C	40 ft
2015 Blake St	155	7 stories	R-4	35 ft
			Base zoning that allows 7 stories	

2020 APR (7 projects)				
1367 University	39	4 stories	C-U	30 ft
1200 San Pablo Ave	104	6 stories	C-W	40 ft
2720 San Pablo Ave	25	6 stories	C-W	40 ft
2000 Dwight	113	6 stories	R-4	35 ft
1500 San Pablo Ave	170	5 stories	C-W	40 ft
2352 Shattuck Ave	**204**	**8 stories**	**C-AC**	**6-8 stories**
2590 Bancroft	**87**	**8 stories**	**C-T**	**85 ft**
			Base zoning that allows 7 stories	

Final Draft September 01, 2026

SAN PABLO AVENUE SPECIFIC PLAN

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Marcel Pardo Ariza, Artist-in-Residence

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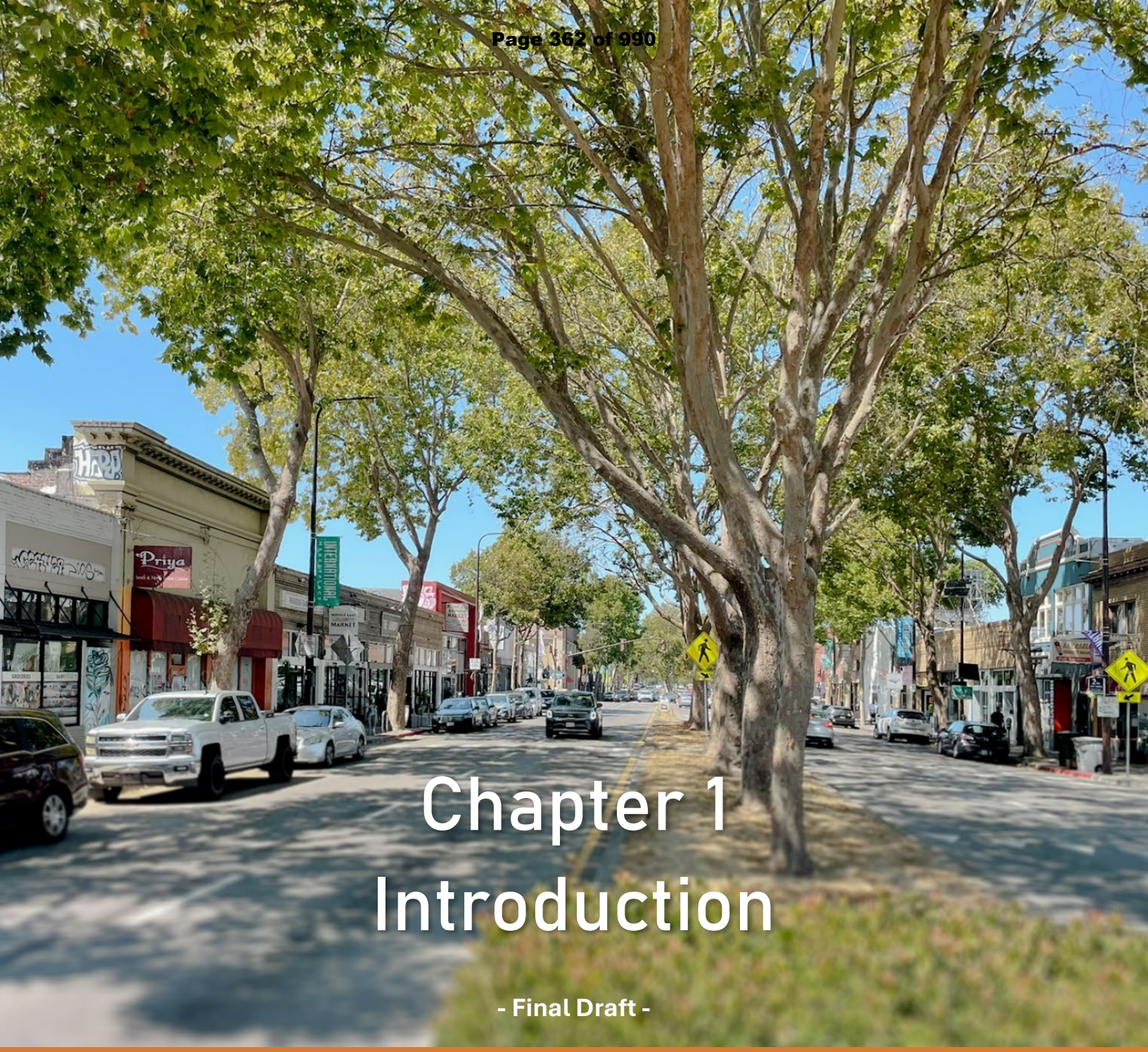


Chapter 1 Introduction

- Final Draft -

San Pablo Avenue is a corridor in transition, shaped by growing demand for housing and fluctuating levels of commercial activity as new businesses open and others close. Existing zoning and State housing laws support additional housing development, but there is no cohesive vision to shape future growth toward a mixed-use district with stronger economic and social vitality.

In 2023, the City of Berkeley launched the San Pablo Avenue Specific Plan process to create a framework for equitable and sustainable development, safer streets, better access to the surrounding community, and a more vibrant economy and public realm. Building on City Council direction from 2015, the Specific Plan planning process prioritized inclusive engagement, with targeted outreach to those who live and work in and around the Specific Plan Area and multiple opportunities for the public to participate and shape the Specific Plan.

Specific Plan Purpose

The Specific Plan responds to the question: *"What will the future of San Pablo Avenue look like?"* Its purpose is to establish community-based, context-sensitive regulations and policies that articulate a shared vision for a mixed-use district along San Pablo Avenue. Through the planning process, the City, in collaboration with the consultant team and the community, identified improvements and innovative programs that expand opportunities for living, working, shopping, and community life along San Pablo Avenue.

In February 2021, the City of Berkeley received a Priority Development Area (PDA) Planning Grant from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to create the San Pablo Avenue Specific Plan.

This Specific Plan establishes a comprehensive framework of land use, public space, transportation, and economic development policies and strategies, including revised standards for allowed uses in existing and new buildings, updated development standards, and design standards for new development. It also outlines programs and policies to support diverse housing options, strengthen new and existing businesses, enhance public amenities, and improve connections between the Specific Plan Area and surrounding neighborhoods and destinations.

Mutual knowledge exchange

The Specific Plan planning process facilitated meaningful knowledge exchange between the community and the Specific Plan team:

- ❑ Stakeholders gained an understanding of how recent changes in citywide policies and State housing legislation have affected the housing development approvals process. The Specific Plan's public engagement focused on where the community's input can be meaningful in the context of streamlined project approvals.
- ❑ Stakeholders identified current community assets and expressed their vision for enhancing them, as well as their aspirations for other positive changes along San Pablo Avenue.
- ❑ Stakeholder input provided insight into the unique aspects of the community and their ideas for the future. This informed Specific Plan policies and standards, the land use map, implementation, strategies, and many other aspects of the Specific Plan.

Desired outcomes of the planning process

The San Pablo Specific Plan:

- ★ Identifies a community vision and provides a plan for achieving the vision.
- ★ Includes a framework for transforming San Pablo Avenue into a multimodal street that functions well for all users, not just as a thoroughfare, but as a mixed-use place that provides a multitude of opportunities for living, working and taking part in community life.
- ★ Explains, updates and creates new local planning policies, development standards and practices, and highlights their interrelationship, relevancy, and adherence with State, regional, and citywide planning policies and processes.
- ★ Includes implementation strategies with clear actions and responsibilities.
- ★ Prioritizes equity, promotes inclusivity, and strives to eliminate disparities through the Specific Plan's policies, programs, and implementation strategies.

Specific Plan Area

Location

San Pablo Avenue is one of the primary multi-jurisdictional transportation corridors in northern Alameda County and west Contra Costa County, extending as a major street from the Carquinez Bridge to Downtown Oakland, through the cities of Hercules, Pinole, San Pablo, Richmond, El Cerrito, Albany, Berkeley, Emeryville and Oakland. The Specific Plan Boundary (Specific Plan Area) encompasses the 2.35-mile corridor along San Pablo Avenue, from the Berkeley/Albany border in the north to the Berkeley/Oakland border in the south.

Figure 1.1 San Pablo Avenue in Berkeley and adjacent cities
Data from CD+A, Google Earth. 2025

Study Area

The Study Area includes the neighborhoods, commercial districts, and employment areas that are proximate to and have a strong relationship with the uses along San Pablo Avenue. The Study Area extends from the I-80 freeway in the west to Sacramento Street in the east and from the Albany border in the north to Emeryville and Oakland borders in the south (see Figure 1.2). The Study Area has been studied in select analyses throughout the Specific Plan process to gain an understanding of the social and economic relationships between San Pablo Avenue and West Berkeley, to identify historic and culturally significant locations in proximity to San Pablo Avenue, and to identify parks, open spaces, and other community assets that can be used by people living and working in the Specific Plan Area.

Figure 1.2 Map of Study Area in relation to the City of Berkeley
Data from CD+A, City of Berkeley. 2025

Specific Plan Area

The Plan Bay Area 2050 (2021) Priority Development Area (PDA) informed the definition of the Specific Plan Area (Specific Plan Area) (see *Regulatory Context* below for more information). The Specific Plan Area is comprised of individual parcels for which the Specific Plan's policies, standards, and implementation actions apply. These parcels primarily front onto San Pablo Avenue, as well as some adjacent parcels on side-streets and other adjacent areas that have the potential to support new housing and mixed-use development at a similar scale (see **Chapter 3 Land Use** for more detail). Along University Avenue, the area covers parcels between Ninth Street and Curtis Street (see Figure 1.3).

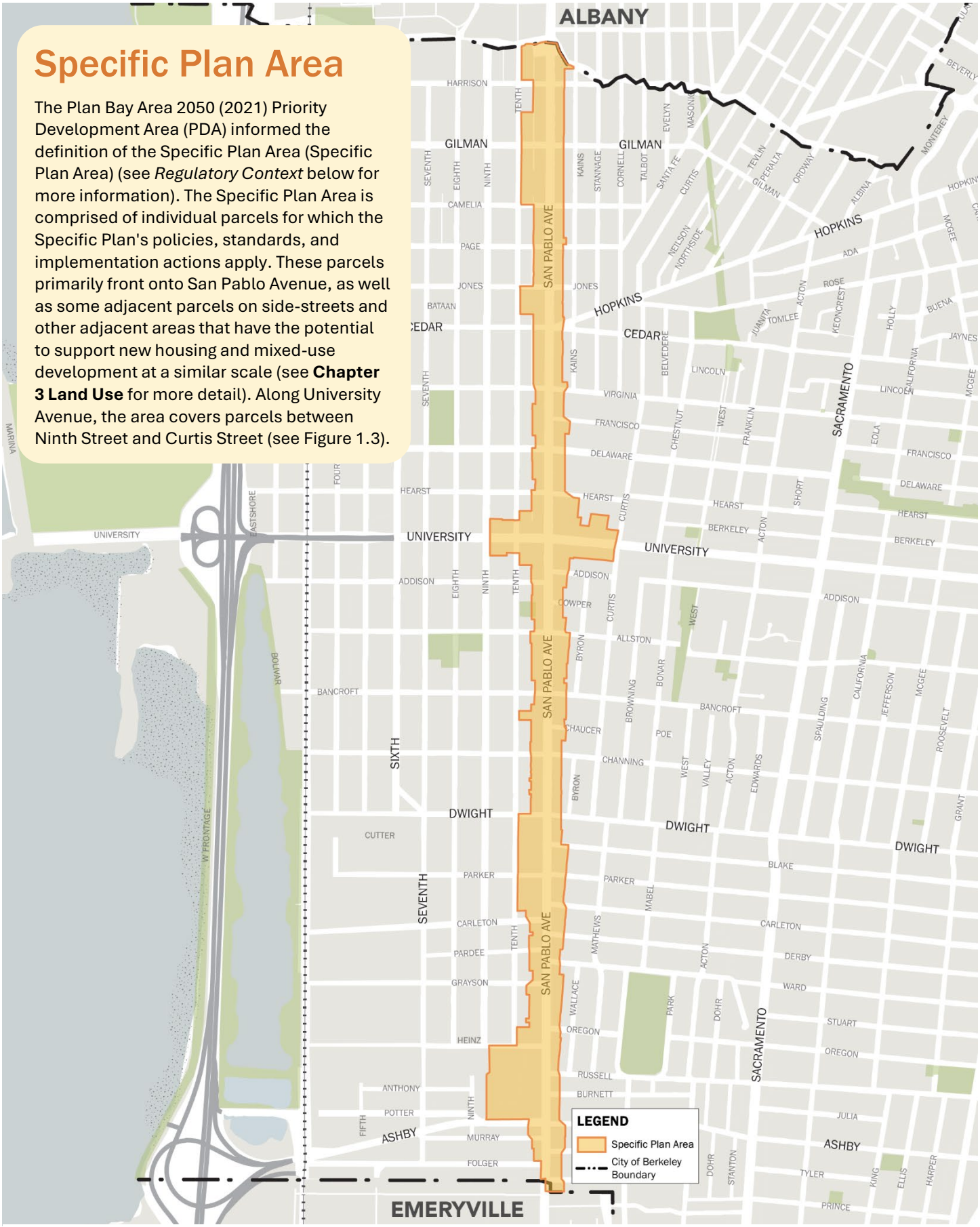


Figure 1.3 Specific Plan Area
Data from CD+A, City of Berkeley. 2025

Significance of the San Pablo Avenue Corridor

Running parallel to I-80, San Pablo Avenue connects tens of thousands of people each day to residential neighborhoods, employment centers, schools, public gathering spaces, shopping, services, and other key destinations in the East Bay. The character and intensity of the streetscape, development, and uses along San Pablo Avenue vary along its length; its connectivity and diversity of uses establish it as a mixed-use corridor in the East Bay. As State Route 123, it also functions as a designated reliever route during incidents on the I-80 freeway. Due to this role, the right-of-way in Berkeley is under the jurisdiction of the State of California through Caltrans, requiring the City of Berkeley to obtain Caltrans approval before making physical changes to the street. For these reasons, San Pablo Avenue has been the subject of multiple regional planning efforts – such as the Association of Bay Area's (ABAG) East Bay Corridor Initiative and Alameda County Transit Commission's (Alameda CTC) San Pablo Avenue Corridor Projects. Berkeley has taken part in these efforts and has also followed the development and adoption of Specific Plans in neighboring jurisdictions with great interest.

Figure 1.4 The Key System and Berkeley sign at San Pablo Avenue and University Avenue, ca. 1925.
Photo from Berkeley Public Library. Calisphere, California Digital Library

Historical Context

Originally known as part of the Lincoln Highway in the early 1900s, San Pablo Avenue served as the primary north-south connection from Oakland, through Berkeley and to and through places to the north prior to the construction of I-80. Its original role as a key regional and national route contributed to its designation as a state highway and shaped the avenue's pattern of region-serving, auto-oriented land uses.

San Pablo Avenue and the Study Area are also part of West Berkeley's history of ethnic and racial segregation. On the 1937 federal Home Owners' Loan Corporation (HOLC) redlining maps, much of West Berkeley — particularly the neighborhoods near San Pablo Avenue — were marked in red and deemed "hazardous" for investment, largely because of the presence of African American, Asian American, and immigrant communities (see Figure 1.5).[1] These classifications led to systematic disinvestment, exclusion from mortgage lending, and lasting economic and environmental inequalities. As a result, West Berkeley became both a hub of diverse working-class communities and a target of discriminatory practices limiting their access to housing elsewhere in the city.

At the same time, the area west of San Pablo Avenue developed as one of Berkeley's primary industrial and manufacturing centers. Industries such as ironworks, chemical production, food processing, and printing thrived, drawing on the surrounding diverse workforce. Although large-scale manufacturing declined after World War II, West Berkeley's industrial legacy remains visible in its historic building stock. Today, a new generation of small-scale manufacturers, makers, and biotechnology firms are located within the Study Area west of San Pablo Avenue, continuing the role of West Berkeley as a center of production and innovation. The Specific Plan Area's proximity to West Berkeley has led to some complementary businesses locating on San Pablo Avenue and supports general business vitality along San Pablo Avenue.

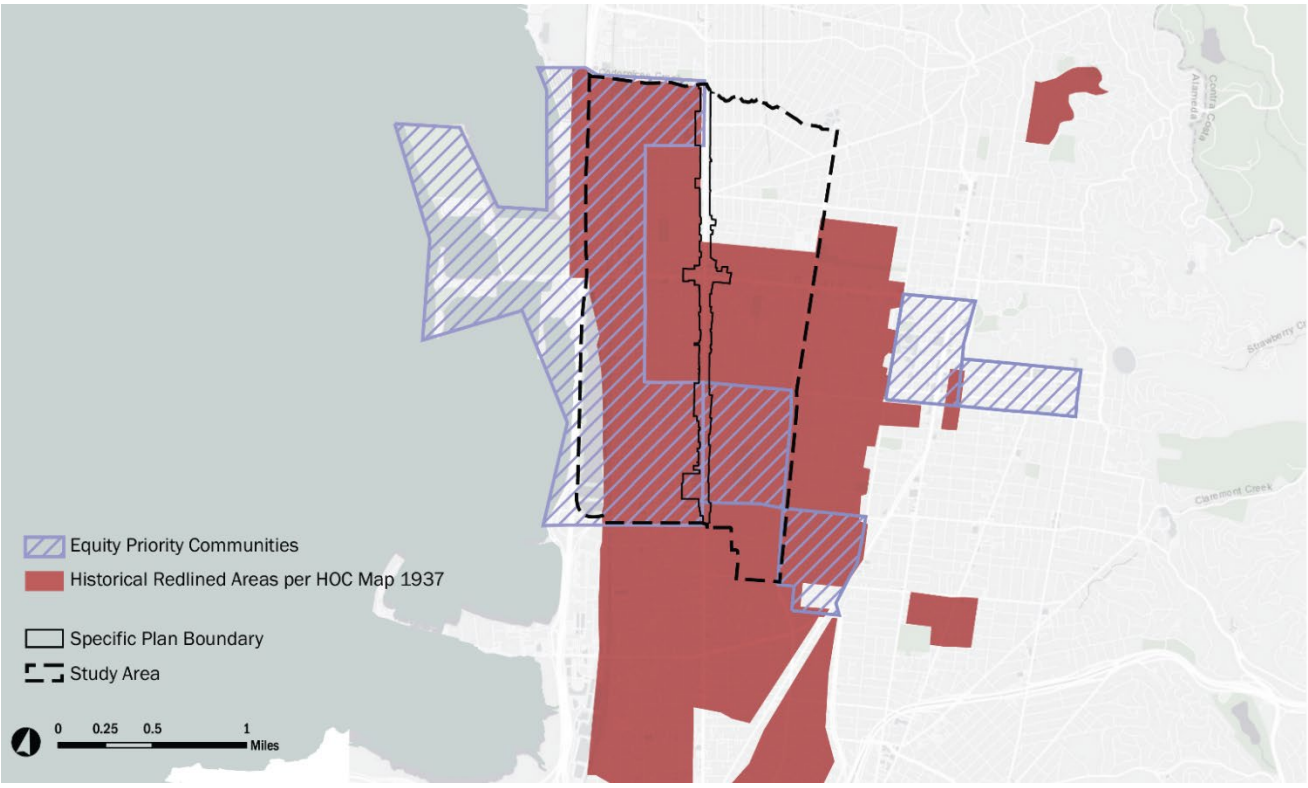


Figure 1.5 Historical Redlined Areas and Equity Priority Communities Map
Data from CD+A; R.K.Nelson and E.L.Ayers, Mapping Inequality, 2023; MTC, Equity Priority Communities, 2021

[1] A detailed review on the History of Redlining in the East Bay can be found here: https://dsl.richmond.edu/panorama/redlining/map/CA/Oakland/context#loc=12/37.8839/-122.2562. Last accessed 10/02/2025.

Community Demographics

The Study Area has a greater racial and ethnic diversity compared to the city as a whole and Alameda County, with a notably higher Black population. This pattern reflects the legacy of historic redlining that shaped neighborhood demographics and limited mobility for communities of color. Although the Supreme Court ruled racially restrictive covenants unenforceable in Shelley v. Kraemer (1948), redlining persisted until the Fair Housing Act of 1968 prohibited the practice. Its impacts persist today, as formerly redlined areas continue to experience greater economic inequality and higher risk of displacement.

As neighborhoods within the Study Area continue to grow, demographic shifts have varied across racial and ethnic groups. From 2000 to 2020, the White population increased by over 3,900 (+45%), while the Black population decreased by over 2,600 (-39%) (see Figure 1.6). The population increase of Hispanic/Latinx, Asians/API, and other races during that period was moderate.

The Study Area's population in 2020 was 26,360. The population grew 16% between 2010 to 2020, representing 22% of the city's total population and outpacing the city's overall population growth of 9% in the same period. [2]

As a result of being historically underserved, some census blocks within the Study Area are part of the Metropolitan Transportation Commission (MTC)'s Equity Priority Communities (EPCs). The EPC designation helps provide funding and assistance to census tracts that have a significant concentration of underserved populations.[3]

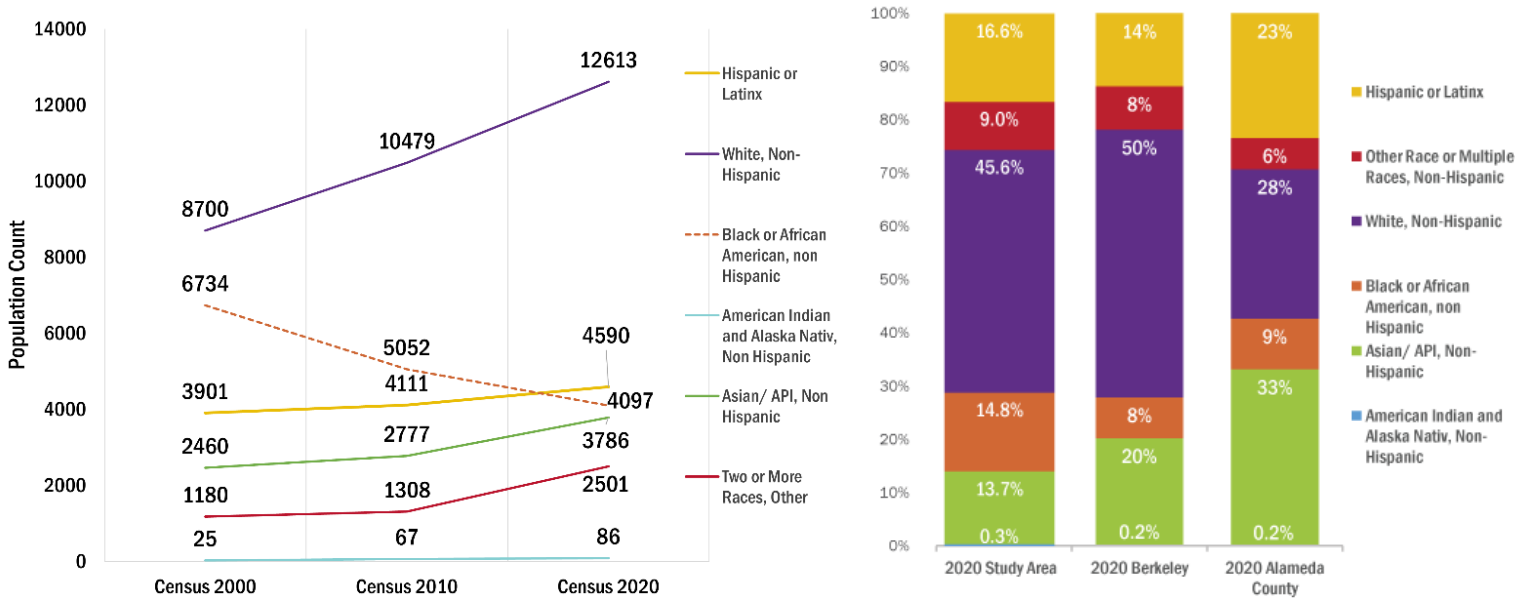


Figure 1.6 Study Area Demographic Change and Comparisons
Left: Change in Study Area Racial and Ethnic Mix from 2000 to 2020. Data from United States Census Bureau. Decennial Census. 2000 and 2010, Table P7, and 2020, Table P1. Right: Comparison of Racial and Ethnic Mix in Study Area, Berkeley, and Alameda County. Data from United States Census Bureau. Decennial Census. 2020, Table P1.

[2] United States Census Bureau. Decennial Census. 2010, Table P7. 2020, Table P1.

[3] To learn more about the MTC/ABAG's EPC designation and methodology, visit *mtc.ca.gov*.

Economic Vitality Conditions

San Pablo Avenue is a unique commercial corridor in Berkeley, historically defined by regional and specialty businesses, along with uses connected to industry and manufacturing. Previous city plans and economic assessments have characterized San Pablo Avenue in ways that remain relevant today:

- **Historic industrial identity**: Once a center for manufacturing and production, the West Berkeley neighborhoods adjacent to San Pablo Avenue still include industrially zoned areas. Automotive and repair-related businesses continue to operate in the Specific Plan Area, contributing to the local and regional economy.[4]
- **Commerce and production**: Many businesses in the Specific Plan Area produce goods on-site and sell directly to customers, occupying a niche at the intersection of commerce and light industry.[4]
- **Regional destination**: San Pablo Avenue functions primarily as a destination for specialized goods and services, such as auto repair, construction materials, home improvement, specialty retail, and restaurants, rather than serving as a walkable, neighborhood-serving retail district.[5]

This strong regional identity can at times be at odds with local aspirations for a more walkable, mixed-use environment that supports multi-modal transportation options, a broad range of businesses, and new infill housing.

Vacancy and Broader Economic Impacts

San Pablo Avenue experienced a significant rise in ground-floor commercial vacancies in the years following the COVID-19 pandemic. Data from the City of Berkeley's Office of Economic Development indicates that San Pablo Avenue's ground floor commercial vacancy rate (by square footage) doubled from 5.5% in 2017 to 10.8% in 2022. The rate peaked in 2023 at 15.5%, reflecting ongoing challenges for local businesses.

By 2024, the vacancy rate had declined to 7.1% along San Pablo Avenue[6], though there was a slight increase through 2025 to 8.44%[7]. By comparison, the average citywide vacancy rate was 7.5% in 2024 and 6.3%[8] in 2026.

During the planning process, there were several high-profile closures along San Pablo Avenue, many of which were establishments with broad name recognition and historic and cultural significance in Berkeley. KC's BBQ, for instance, was a Black-owned, family-run business that first opened in 1968; Kirsten Davis, a third-generation co-owner told NBC Bay Area in April 2023 that "The brick and mortar are a monster for a lot of small businesses. People are trying to find funding and to hold onto and retain employees."

Despite these closures, the decline in vacancy rate and the arrival of new neighborhood-serving businesses suggest that the Specific Plan Area could be on the cusp of a period of renewal. The Specific Plan aims to build on these conditions by encouraging small business retention, improving storefront vitality, and reinforcing the Specific Plan Area's role as a diverse, mixed-use district.

Figure 1.7 Vacant Storefront along San Pablo Avenue. Photo by CD+A. August, 2023

[4] City of Berkeley. Office of Economic Development's 2016 Economic Development Work Session, 2016. p.9, 13.
[5] City of Berkeley. 2022 Economic Dashboard. Office of Economic Development, 2022.
[6] City of Berkeley. Berkeley Economic Dashboards Update, 25 Feb. 2025, p. 3. Accessed 6 May 2025.
[7] City of Berkeley. 2025 Commercial District Dashboard. Office of Economic Development, Feb. 2026.
[8] City of Berkeley. 2025 Economic Dashboard, Feb. 2026.

Planning Context

The San Pablo Avenue Specific Plan is a key component of Berkeley's broader long-range planning efforts. The Specific Plan's policies and implementation strategy reflect recent changes in State housing and land use law that require a new approach to local planning. The Specific Plan is consistent with State guidance for the preparation of a specific plan, as identified in the California Government Code §65450-65457.

Regulatory Context

Citywide Policies

The City's **General Plan**, adopted in 2002, outlines Berkeley's long-range vision and priorities for growth, development, and conservation. It includes elements on Land Use, Transportation, Housing, Disaster Preparedness and Safety, Open Space and Recreation, Environmental Management, Economic Development and Employment, Urban Design and Preservation, Citizen Participation, and Implementation.

The Specific Plan will serve as an extension of the General Plan, providing policy and regulatory guidance tailored to the Specific Plan Area. All land-use decisions are consistent with the goals, objectives, and policies of the General Plan.

The **Housing Element** of the City's General Plan serves as the City's framework for housing goals, policies, and programs for meeting existing and future housing needs and increasing affordable housing opportunities to accommodate the Regional Housing Needs Allocation (RHNA) established by the State. In the 2023-2031 Housing Element Update, approximately 31%, or 2,023, of the housing units needed to accommodate the RHNA fall within the Specific Plan Area, indicating the Specific Plan Area's potential to accommodate a significant share of future housing. The Housing Element also identified land use and zoning actions to help meet the RHNA, including the implementation *Program 27- Priority Development Areas (PDAs), Commercial and Transit Corridors* to develop San Pablo Avenue as a PDA.

The **West Berkeley Plan (**adopted in 1993 and amended in 2011) defines the City's key land use, environmental, economic development, transportation, housing and social services, and physical form policies for West Berkeley, which includes the Specific Plan Area, as well as parts of the broader Study Area to the west of San Pablo Avenue. The West Berkeley Plan defines West Berkeley's land use to support desired economic development, as well as identifies retail "nodes", including those that are now "designated nodes" in the C-W West Berkeley Commercial District zoning standards.

With the adoption of the San Pablo Avenue Specific Plan, the West Berkeley Plan would be retired.). Additional details can be found in **Chapter 3 Land Use** and in **Chapter 6 Administration Implementation**.

Regional Policies

The PDA designation stems from **Plan Bay Area 2050**, which is a long-range regional plan developed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).[9] Plan Bay Area 2050 includes strategies to improve housing, the economy, transportation, and the environment with a focus on the region. As part of this effort, PDAs in Berkeley were identified by the City and Bay Area Metro to promote sustainable development patterns for jobs and housing in walkable and transit-oriented infill locations. The PDA designation increases the City's eligibility for funding to support improvements in a PDA and improvements outside of a PDA that provide benefit to it.

[9] More information regarding Priority Development Areas (PDAs) can be found on the Metropolitan Transportation Commission's Website *mtc.ca.gov*.

State Legislation

Many State laws and regional policies related to housing and land use have been approved since the adoption of the City's General Plan in 2002. The Berkeley Municipal Code continues to be updated to remain consistent with these laws and policies. Many recent State laws have made changes to the development review and approval process, timeline, and requirements, as well as defined limitations on the City's discretion regarding project approval, conformance with certain development standards, and the applicability of the California Environmental Quality Act (CEQA).

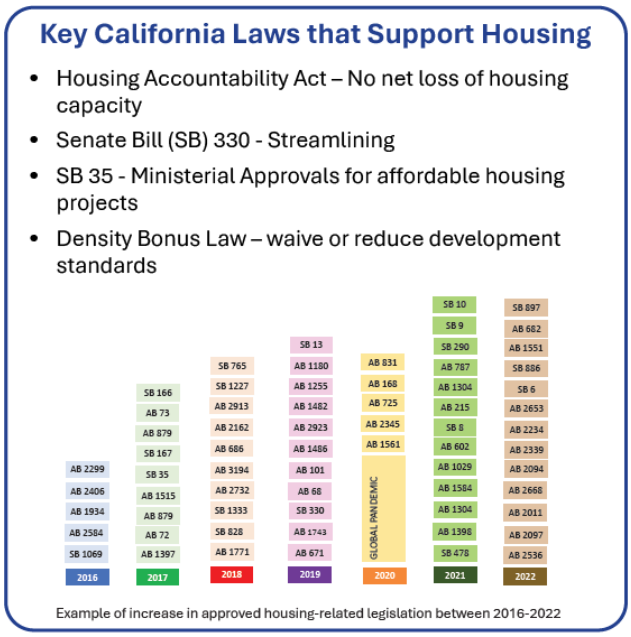


Figure 1.8 Key California Laws that Support Housing
Graphic by UPP, 2025

Relationship to other Planning Documents and Projects

Other related plans and improvements that support the goals of the Specific Plan are discussed in their respective chapters. Key connections to the Specific Plan are summarized below:

- The 2016 **San Pablo Avenue Commercial Corridor Report** highlighted the area's economic growth and diversity, identifying long-term opportunities for land use, transportation, and public realm improvements. While it did not propose immediate actions, its recommendations, such as sidewalk upgrades, public art, and branding, helped inform the goals of **Chapter 4 Economic Development**.
- Previous planning efforts have addressed streetscape issues along San Pablo Avenue. The **San Pablo Avenue Public Improvements Plan**, adopted on December 7, 2004, aimed to enhance San Pablo Avenue for pedestrians, cyclists, drivers, and transit users, while also supporting revitalization of the surrounding area. While some improvements have been implemented, others remain unaddressed or are outdated. The Specific Plan includes updated streetscape standards as part of its public realm improvement strategy, outlined in **Chapter 5 Streets**. The Public Improvements Plan will be retired with the adoption of the Specific Plan, see **Chapter 6 Administration and Implementation**.
- The **Transit-First Policy Implementation Plan** (2022) identifies San Pablo Avenue as a Primary Transit Route and a corridor for future study of transit infrastructure needs based on the AC Transit Major Corridors Study (2016). It describes the **Alameda CTC's San Pablo Avenue Corridor Project** as the lead effort for designing transit improvements along the Avenue. Concurrent with the Specific Plan development, the Alameda CTC San Pablo Avenue Corridor Project is providing key improvements in the Specific Plan Area to improve safety and transit reliability along San Pablo Avenue.
- **The 2023–2031 Housing Element** includes aims to establish clear and objective development standards in compliance with State law, while reassessing land uses and permitting processes to support future growth along these key corridors. The **San Pablo Avenue Design Standards Document** has been developed with the goal of creating cohesive, high-level design guidance that aligns with the citywide approach.

Community Engagement and Specific Plan Development Process

The Specific Plan's community engagement process provided multiple opportunities for participants to share perspectives, ideas and feedback, representing a broad range of existing and future residents, workers, business owners, property owners, and street users. The process also included close collaboration with City staff and included regular discussions with the Planning Commission and City Councilmembers, as well as collaboration with staff from regional planning and transportation agencies.

Engagement Events and Methods

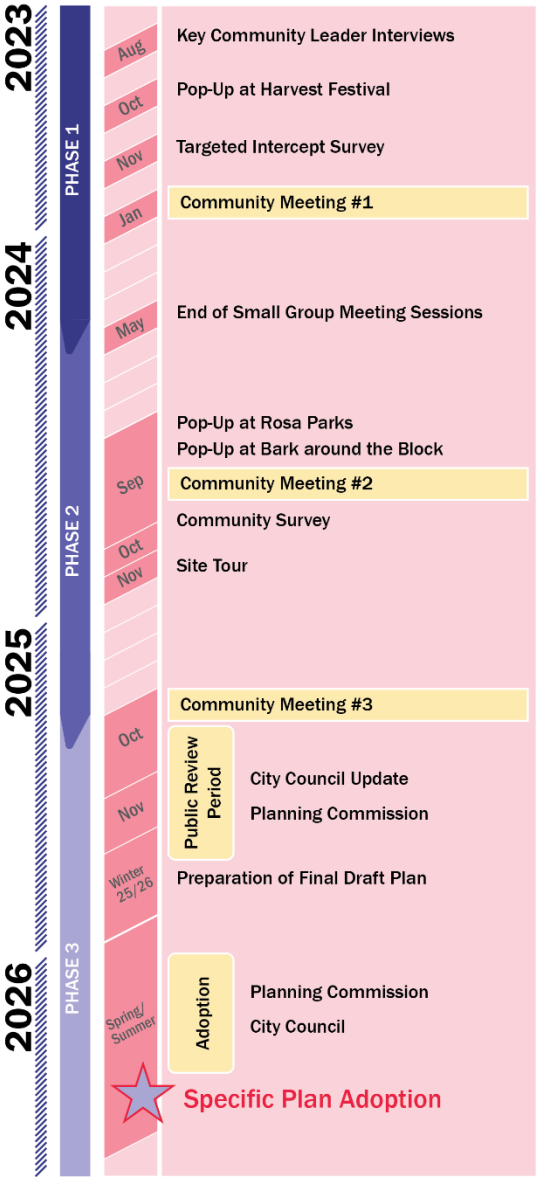


Figure 1.9 Community Engagement Timeline

Phase 1

The outreach process in Phase 1 focused on gathering feedback on key issues and included a series of five interviews, a pop-up event, five focus group meetings, one survey, and one community open-house, held between 2023 and Spring 2024 (see Figure 1.9). Phase 1 of the outreach concluded in May 2024. The findings from this phase were summarized in the Community Assessment Report.

Phase 2

The outreach in Phase 2 focused on policy development and feedback to policy options created by the Specific Plan team. Phase 2 included two pop-ups to promote the community workshop, one community workshop, a survey, and a site tour in 2024. Community feedback echoed the issues outlined in Phase 1 and established the vision for the Specific Plan. (see **Chapter 2 Vision**).

Phase 3

The outreach in Phase 3 focused on feedback on the Public Review Draft and Specific Plan adoption. This phase involved four stakeholder interviews to gather preliminary feedback on the Public Review Draft Specific Plan, and a final Community Open House held in October 2025 to present the Public Review Draft Specific Plan and gather public feedback. Input from the Open House and additional comments received during the public comment period (from 10/30/25 date to 01/09/26 date) were documented, summarized, and presented to the Transportation and Infrastructure Commission, Planning Commission, and City Council, along with recommended changes and refinements included in the Final Draft Plan. Public comments received during the Commission and City Council meetings have been incorporated into the final Specific Plan.

What We've Heard

The community expressed strong support for developing more affordable, mixed-income housing, with a majority in favor of higher-intensity development along San Pablo Avenue. However, some participants voiced concerns that excessive building height or bulk could create a "tunnel effect" limiting sunlight and worsening the pedestrian experience.

There was broad agreement that the current sidewalks and mobility conditions are inadequate. Participants emphasized the need for safety and public realm improvements, including wider sidewalks, better pedestrian lighting, additional greenery, and public art to enhance comfort, livability and street identity.

Community members also supported activating ground floors with flexible commercial and creative uses. This approach is intended to reduce vacancies, prevent inactive storefronts, and strengthen the overall pedestrian experience in the Specific Plan Area.

Marcel Pardo Ariza: Municipal Artist-in-Residence

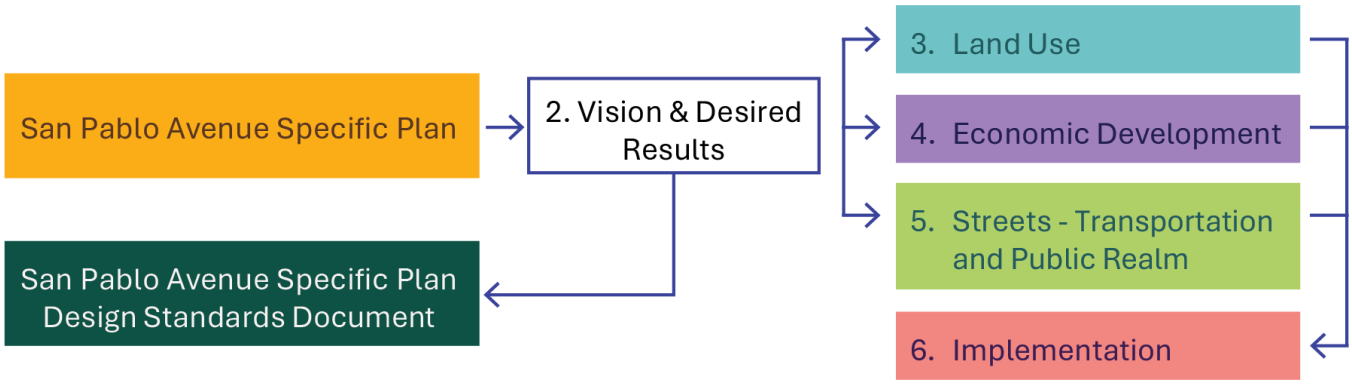
As part of the 2023-2024 Print Public Municipal Artist-in-Residence at Kala Art Institute, artist Marcel Pardo Ariza worked with Robert Rivera and the San Pablo Avenue Specific Plan process. In response to the San Pablo Avenue Corridor Study and in dialogue with local community members, Marcel Pardo Ariza highlighted and celebrated seven local businesses along San Pablo Avenue: CASA LATINA, Belmo Cafe, Middle East Market, Heyma Yemeni Coffee, Rainbow Donuts, Everett & Jones, and Mi Ranchito Bayside Market. Through this exploration, Ariza emphasized the critical role these businesses play in the fabric and legacy of the community, underscoring the urgent need for City support in a landscape where vacant retail spaces proliferate across the Bay Area.

As part of the Municipal Artist-in-Residence, Marcel Pardo Ariza and Cheryl Derricotte presented their exhibition *Roadwork* at Kala Gallery from October 24, 2024, to February 14, 2025.

Figure 1.10 Images of Marcel's work for the Roadwork Exhibition
Photos by Marcel Pardo Ariza, 2024

Specific Plan Organization

The Specific Plan is organized into six chapters.



Chapter 1 serves as the introduction to the Specific Plan, while **Chapter 2** lays out the visions and goals of the Specific Plan. **Chapters 3 through 5** form the core of the Specific Plan, outlining the proposed policies, programs, and standards that advance the vision and goals established in Chapter 2. While each chapter focuses on a primary topic, they are not mutually exclusive, and therefore, many policies are interrelated and advance the overall vision and goals across multiple topic areas. For example, policies in the Land Use (Chapter 3) and Streets – Transportation and Public Realm (Chapter 5) chapters also support economic development (covered in Chapter 4) by shaping where commercial and retail activity is prioritized as well as the pedestrian experience throughout the Specific Plan Area.

The Specific Plan concludes with **Chapter 6 Administration and Implementation**, which summarizes key priorities and actions needed to carry out the Specific Plan across each topic area.

The Specific Plan is accompanied by the **San Pablo Avenue Design Standards Document (Design Standards Document)**. The Design Standards Document is a tool to help implement the vision and guiding principles of the Specific Plan. The intent of the Design Standards Document is to work in coordination with the policies of the Specific Plan to implement its vision. The Design Standards Document provides a clear set of objective standards while allowing flexibility and creativity in design. In addition to the standards contained in the Zoning Ordinance, projects must comply with the Design Standards Document.

Appendices:

- Appendix A: Key Existing Conditions
- Appendix B: Opportunity Sites
- Appendix C: Buildout Summary Memorandum
- Appendix D: Street Improvements

How to use this Document

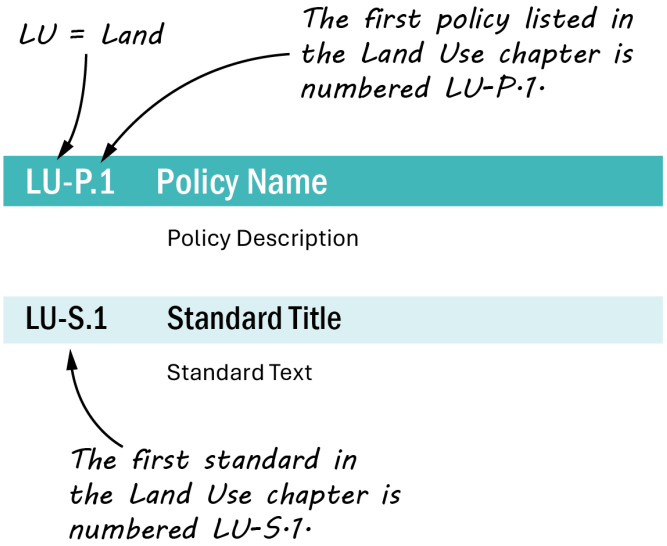
This Specific Plan includes land use, economic development, public space, and transportation policies and standards to support the Vision and Desired Outcomes outlined in **Chapter 2 Vision**. To ensure clarity and ease of use:

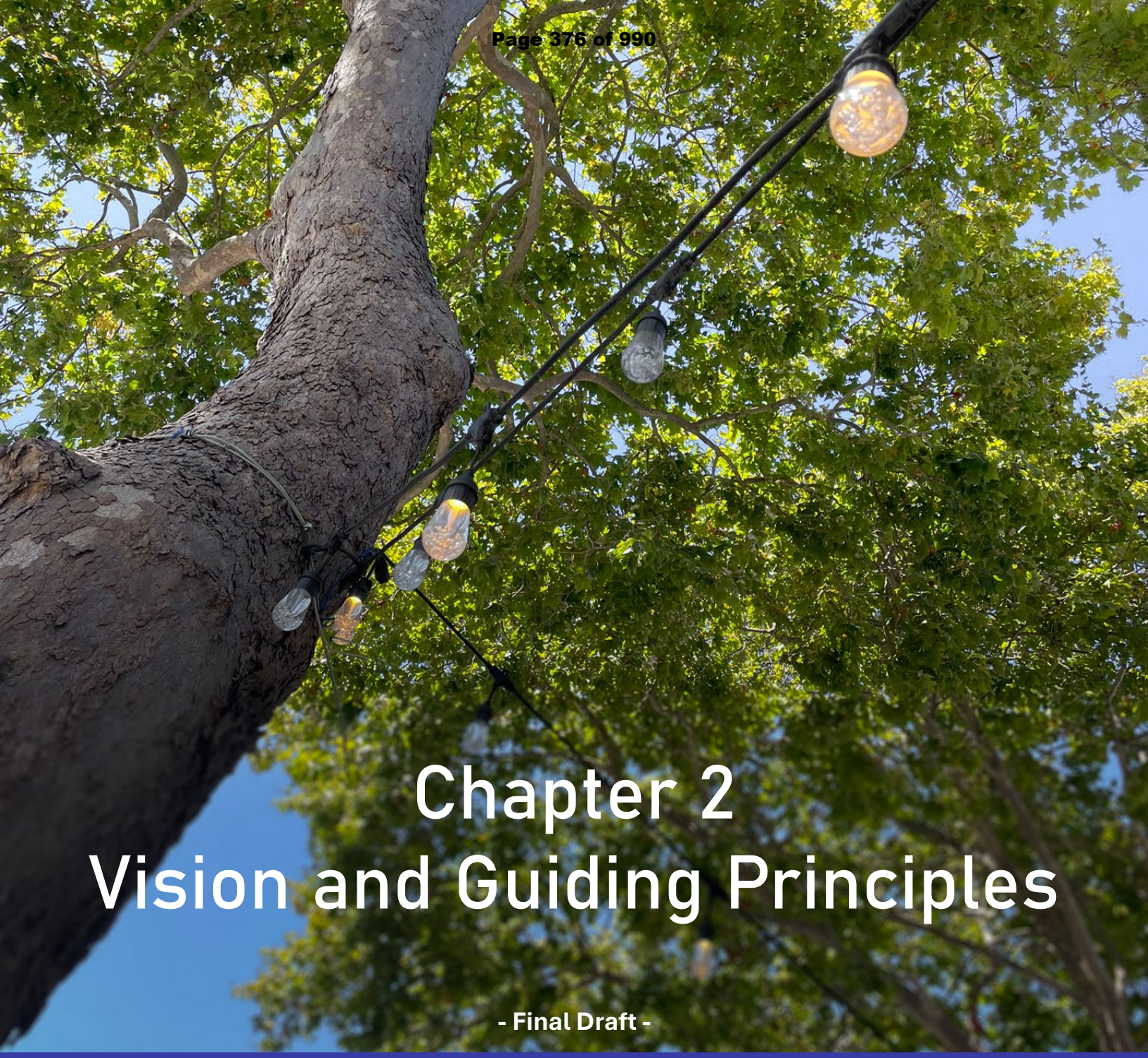
Policies are the core statements of intent that guide decision-making. They articulate the policies that will guide and shape future development, community benefits, public investment, and implementation actions to achieve the community's vision and desired outcomes for the Specific Plan Area. Policies are organized in the *Land Use, Economic Development, and Streets* chapters. Each policy is numbered using the first letters of their respective chapter, followed by a "P" and a sequential number. For example, the first policy listed in the **Chapter 3 Land Use** is numbered "LU-P.1". All policies appear in the chapter's designated color.

Standards are measurable requirements that implement the Specific Plan's policies. They include zoning regulations and development requirements. Standards follow the same numbering system as the policies, using "S" instead of "P". For example, the first standard in the **Chapter 3 Land Use** is numbered "LU-S.1". All Standards appear in the chapter's designated color.

Specific standards are provided directly under the policy they intend to implement. These standards indicate their direct relationship to the corresponding policy. The land use and development standards are summarized in the Specific Plan while the detailed standards are in the Berkeley Municipal Code and the Design Standards Document.

Chapter 6 Administration and Implementation includes a discussion of the environmental review of the Specific Plan; a series of Implementation Tables, which outlines implementation actions, responsibilities, timelines, and funding mechanisms to carry out the Specific Plan's goals, and a discussion of how the Specific Plan will be administered including how it can be amended over time.





Chapter 2
Vision and Guiding Principles

- Final Draft -

The community envisions the Specific Plan Area as a mixed-use district that is integrated with the neighborhoods and employment areas that surround it.

> *"[We need a] [l]ively corridor where people from all walks of life can enjoy, mingle, and support local businesses. Good mix of housing, restaurants, stores (and grocery stores)."*
>
> *– Open House Comment*

Central to this vision is redefining San Pablo Avenue not simply as a car-centric corridor, but as a place that connects east to west Berkeley and serves as an extension of surrounding neighborhoods.

Vision

"It is essential to ensure that the plan addresses the needs of the historically underserved communities around San Pablo Avenue."

– Community advocate from Beautiful San Pablo

More Housing Choices

The Specific Plan encourages more housing along San Pablo Avenue, offering more variety of unit types and building designs that meet the needs of residents ranging from young singles to families, seniors, and others. New and refined design standards, land use, and other policies for new development, paired with incentives for community-oriented spaces, seek to foster social interaction, support local businesses, and strengthen connections between new residents and the broader community.

Increased Business Activity to Support a Thriving Community

The Specific Plan envisions San Pablo Avenue as a vibrant and economically resilient corridor with welcoming storefronts, active ground floors, and businesses that contribute to an engaging public realm. Support for small and locally owned businesses encourages activation of ground-floor spaces and fosters a diverse mix of creative, community-oriented uses. Partnerships between businesses, the City, and neighborhood groups will facilitate community and cultural events that strengthen the identity of the Avenue and establish San Pablo Avenue as a distinctive mixed-use district.

"It is our urban center or spine. Be more for the people that live here. [We are] [m]issing boutiques, groceries, and practical things."

– Open House Comment

Enhanced Interaction Between Public and Private Spaces

The Specific Plan envisions streets where public and private spaces interact to support daily life and community vitality. Wider sidewalks, small plazas, and other gathering spaces provide welcoming places or "third spaces" for recreation, social interaction, and community events. Investments in street furniture, lighting, and landscaping aim to enhance safety, comfort, and accessibility for people of all ages and abilities, while preserving and expanding the tree canopy to create a greener, more inviting streetscape.

Enhanced Local and Citywide Access

"San Pablo Avenue is stressful. Just realized it acts as a border, and I hate crossing over it. Increase space for people, less space for cars (i.e. parklets, bulb outs, turn median into park.)"

– Open House Comment

The Specific Plan aims to build upon ongoing City-led and broader, regional efforts to transform San Pablo Avenue into a safe, inclusive, and welcoming thoroughfare that prioritizes access and mobility for people of all ages and abilities. By improving crossings, lighting, and streetscape design, and by supporting reliable transit and active transportation options, the street network can better connect residents to neighborhoods, parks, jobs, and the waterfront. This integrated approach reduces reliance on cars while preserving essential vehicle access and circulation.

Guiding Principles

How does the vision translate into guiding principles? The table below outlines the guiding principles for each policy area. The table also illustrates where to find more detailed information about each policy area within the Specific Plan. The Specific Plan chapters are abbreviated as follows: LU = Land Use, ED = Economic Development, PR = Streets and Public Realm, T = Streets and Transportation. The *Design Standards Document* is abbreviated: DS = Design Standards.

More Housing Choices	
Revised Housing Development Regulations	LU, DS
Increased Housing Affordability	LU
Support a Range of Housing for Diverse Resident Needs	LU
Encourage Engaging Buildings and Site Frontages	LU, DS
Increased Business Activity to Support a Thriving Community	
Increased Local Business Vitality and Growth	LU, ED
Reduced Vacancy of Ground Floor Space	LU, ED, PR, DS
Identifiable Commercial Areas with Stronger Business Presence	LU, ED, DS
Enhanced Interaction Between Public and Private Spaces	
Increased Amount and Quality of Sidewalk Space	LU, T, PR
Improved Streetscape	PR
More Public Open Space and Community Gathering Spaces	PR, DS
More Public Art in Public Space and on Buildings	PR, DS
Increased Cultural Programming and other Community Activity in Public Space	LU, ED, PR
Enhanced Local and Citywide Access	
Enhanced Pedestrian and Bicycle Safety and Access	T, PR, DS
Improved Transit Access and Frequency/Availability	T
Reduced Number and Severity of Collisions	T
Improved Management of On-Street Parking and Loading	T

Chapter 3
Land Use

-Final Draft -

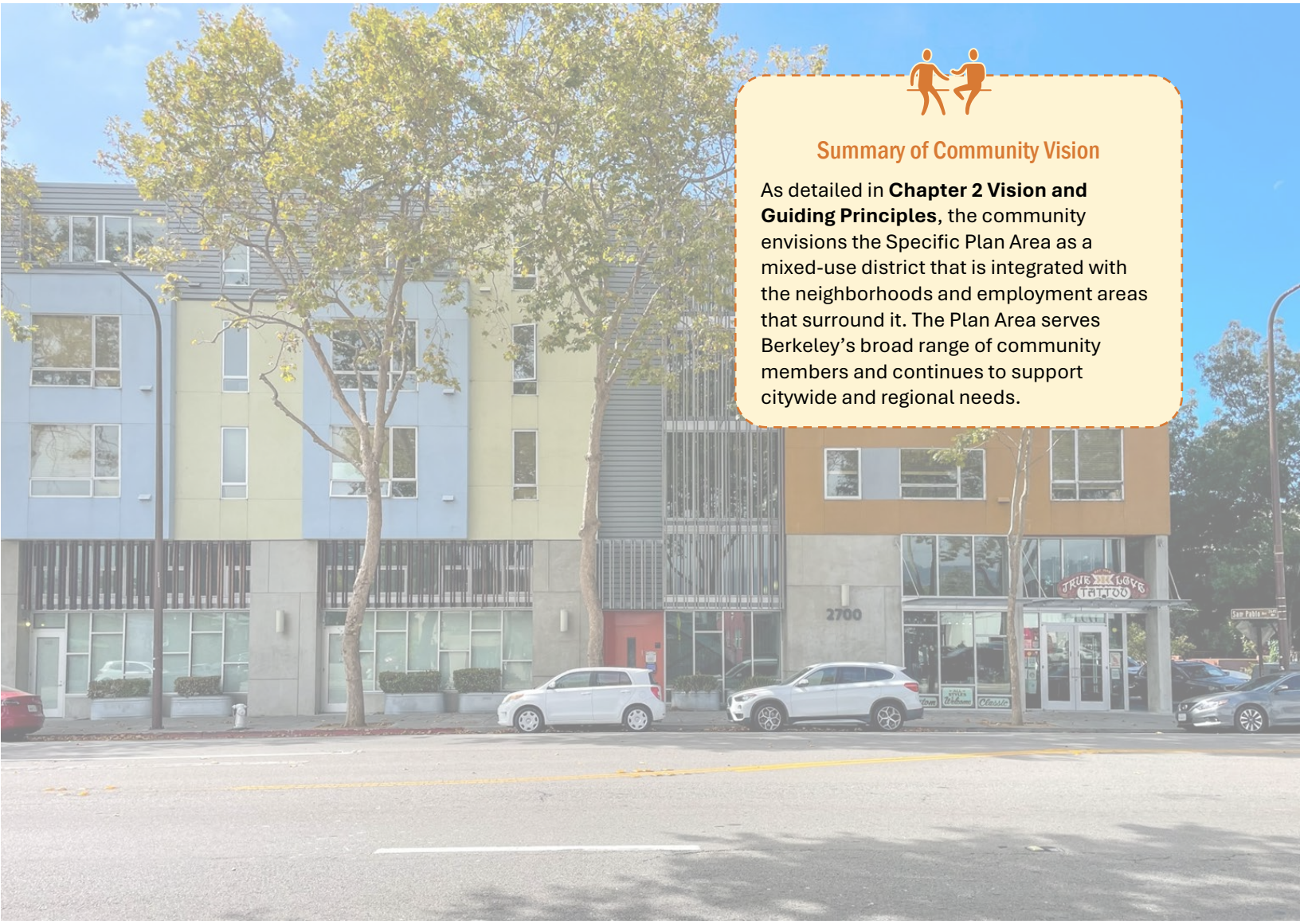
The land uses along San Pablo Avenue have been shifting away from an historically regional-serving, auto-oriented land use pattern of primarily commercial and light industrial businesses. The Specific Plan Area is now seeing the addition of higher density residential and more local-serving commercial uses that are beginning to transform the Specific Plan Area into a more vibrant, mixed-use district.

This chapter establishes a land use and development framework to help achieve the community's vision, focusing on policies and development standards that will achieve the following outcomes:

- ★ Increase the variety of housing types and the supply of housing at all affordability levels;
- ★ Support commercial vitality and reduce ground-floor vacancies;
- ★ Promote active, pedestrian-oriented development and public realm improvements; and
- ★ Coordinate land use with transportation and infrastructure investments.

Together with policies and programs in **Chapter 4 Economic Development, Chapter 5 Streets - Transportation and Public Realm**, as well as the *Design Standards Document,* and **Chapter 6 Administration and Implementation**, the Land Use policies and standards provide a unified framework to guide the continued transformation of the Specific Plan Area into a mixed-use district that supports Berkeley's housing, equity, and economic goals while strengthening its role as a central place for community life.

The Specific Plan supersedes the 1993 West Berkeley Plan for all properties within the Specific Plan Area while carrying forward its key goals related to land use and community character. All future development must comply with both this Specific Plan and the Berkeley Municipal Code (BMC). Title 23 of the BMC contains the zoning provisions that implement the Specific Plan, and any topics not addressed here are governed by the BMC, applicable building codes, and other local, County, State, and federal laws and regulations.



Summary of Community Vision

As detailed in **Chapter 2 Vision and Guiding Principles**, the community envisions the Specific Plan Area as a mixed-use district that is integrated with the neighborhoods and employment areas that surround it. The Plan Area serves Berkeley's broad range of community members and continues to support citywide and regional needs.

Existing Local and State Land Use Policies and Standards

The Specific Plan land use framework is guided by both recent State housing laws and the City's 2023-2031 Housing Element Update (HEU). State laws – including the Housing Accountability Act (HAA), Density Bonus Law, Senate Bills (SB) 35 and 330, and more recently Assembly Bill (AB) 130 and SB 131 – have made changes to the development review process, timelines, and requirements, and have defined limitations on the City's discretion regarding project approval, conformance with certain development standards, and the applicability of the California Environmental Quality Act (CEQA). These State laws have modified the City's review process and have resulted in more streamlined review.

At a local level, the City's Housing Element Update (HEU) establishes goals, policies, and programs to address housing affordability, preservation, production, and equity. Of particular relevance, **Program 27 – Priority Development Areas, Commercial and Transit Corridors**, directed the initiation of the Specific Plan to increase densities, evaluate design standards and public improvements, and incentivize affordable housing. The Specific Plan therefore functions as the primary tool to implement Program 27 while aligning with State housing requirements and advancing the City's adopted housing strategies. A full description of applicable State and local policies is provided in **Appendix A**.

Berkeley's Planning Context on Affordable Housing

Housing Element Update establishes a framework to increase affordable housing opportunities, which was a driving factor for the creation of this Specific Plan.

Berkeley's Housing Trust Fund pools funding and administers grants for affordable housing construction and renovation.

Inclusionary Housing Ordinance (BMC 23.328) requires developers to contribute to the growth of affordable housing in the city.

Berkeley's Affordable Housing Preference Policy (July 2023) gives people who have lost or are at risk of losing housing in Berkeley priority when new affordable housing units become available.

For more detail on Affordable Housing, see **Appendix A** – *Affordable Housing Policies and Potential Production*.

Land Use Plan

Existing Land Use and Zoning

The Specific Plan Area contains a mix of residential, commercial, and light manufacturing uses. Residential uses include single-family, multi-family, mixed-use, and live/work uses. There are a variety of existing commercial uses; however, the most common uses include services[1], vehicle service and sales, restaurants, manufacturing uses, and retail establishments. Common business types include automobile repair and home-improvement supply businesses. Many of these businesses are locally owned and operate with brick-and-mortar storefronts, contributing to the street's unique and varied economic profile. As of 2023, there were approximately 2,588 existing housing units in the Specific Plan Area. The majority of those, about 2,018, are in multi-family buildings with 5 or more units (see Figure 3.1). The Specific Plan Area also includes approximately 1.49 million square feet of commercial space.

Land use is regulated by the City's General Plan and *Zoning Ordinance*. As shown in Figure 3.2, the General Plan land use designation along the entire San Pablo Avenue frontage is Avenue Commercial. As shown in Figure 3.3, the zoning district for properties fronting on San Pablo Avenue is West Berkeley Commercial (C-W). The portion of University Avenue within the Specific Plan Area includes parcels located within the C-W and C-U

[1] Services include personal services such as laundromats and cleaners, as well as professional services such as retail finance services. For additional information, see the *Key Existing Conditions* in **Appendix A**.

(University Avenue Commercial) zoning districts. Other zoning districts within the Specific Plan Area include Mixed Use-Light Industrial (MU-LI), Mixed Use-Residential (MU-R), Restricted Two-Family Residential (R-2), Restricted Multiple-Family Residential (R-2A), and Multi-Family Residential (R-4).

The 1993 West Berkeley Plan and the City's *Zoning Ordinance* also include Commercial Designated Nodes at the following major intersections along San Pablo Avenue: Gilman Street, Cedar Street, University Avenue, Dwight Way, and Ashby Avenue (see Figure 3.4). The purpose of the Designated Nodes is to intensify retail, commercial, and mixed-use activity to support a commercial and pedestrian-oriented environment by requiring new development to include certain ground-floor commercial uses. A full description of existing land uses is provided in **Appendix A**.

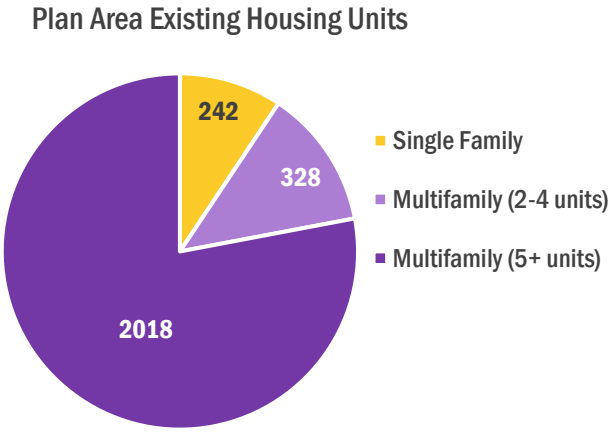


Figure 3.1. Distribution of Existing Housing Units in the Plan Area by Type.
Source: City of Berkeley, 2023.

C-W Zoning Evaluation

The current C-W zoning district establishes different height limits for single-use and mixed-use residential buildings. Single-use projects, whether residential or commercial, are limited to 3 stories (40 feet), while mixed-use projects may reach 4 stories (50 feet). The additional height allowance for a mixed-use project is intended to encourage the development of ground-floor commercial spaces.

However, feedback from real estate developers during the Specific Plan's community engagement process revealed that in many cases there is insufficient demand for ground floor commercial space. Nevertheless, many projects continue to include ground-floor commercial space because under State Density Bonus Law, the additional residential floor area granted to mixed-use projects typically outweighs the cost of constructing the commercial space, even if it remains vacant. This has contributed to an oversupply of ground-floor commercial space, diluting retail concentration and undermining the intended role of Designated Nodes as focal points for commercial activity.

In response, the Specific Plan process re-evaluated how maximum building height and ground floor use requirements can be structured along San Pablo Avenue to better align with market conditions and achieve the Specific Plan's goal of vibrant, active Designated Nodes.

During the Specific Plan's community engagement process, many community members expressed support for increased residential density and building intensity along San Pablo Avenue to allow for greater housing capacity and economic activity. Overall, participants favored allowing a maximum building height between 8 to 12 stories, with taller buildings being primarily concentrated at the Ashby, University, and Gilman Designated Nodes.

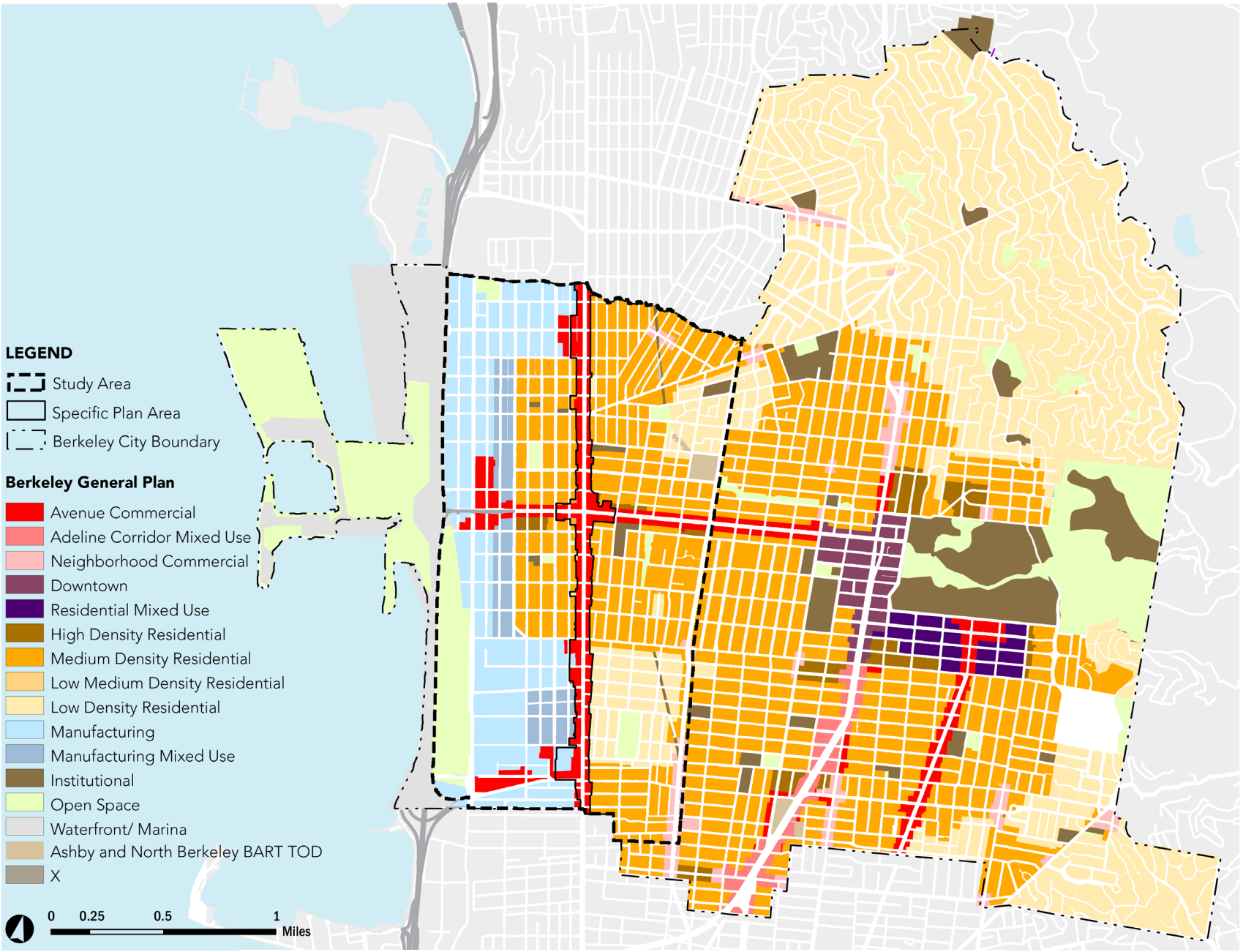


Figure 3.2. Existing Berkeley General Plan Land Use Designations

Source: City of Berkeley, 2023 and CD+A, 2025

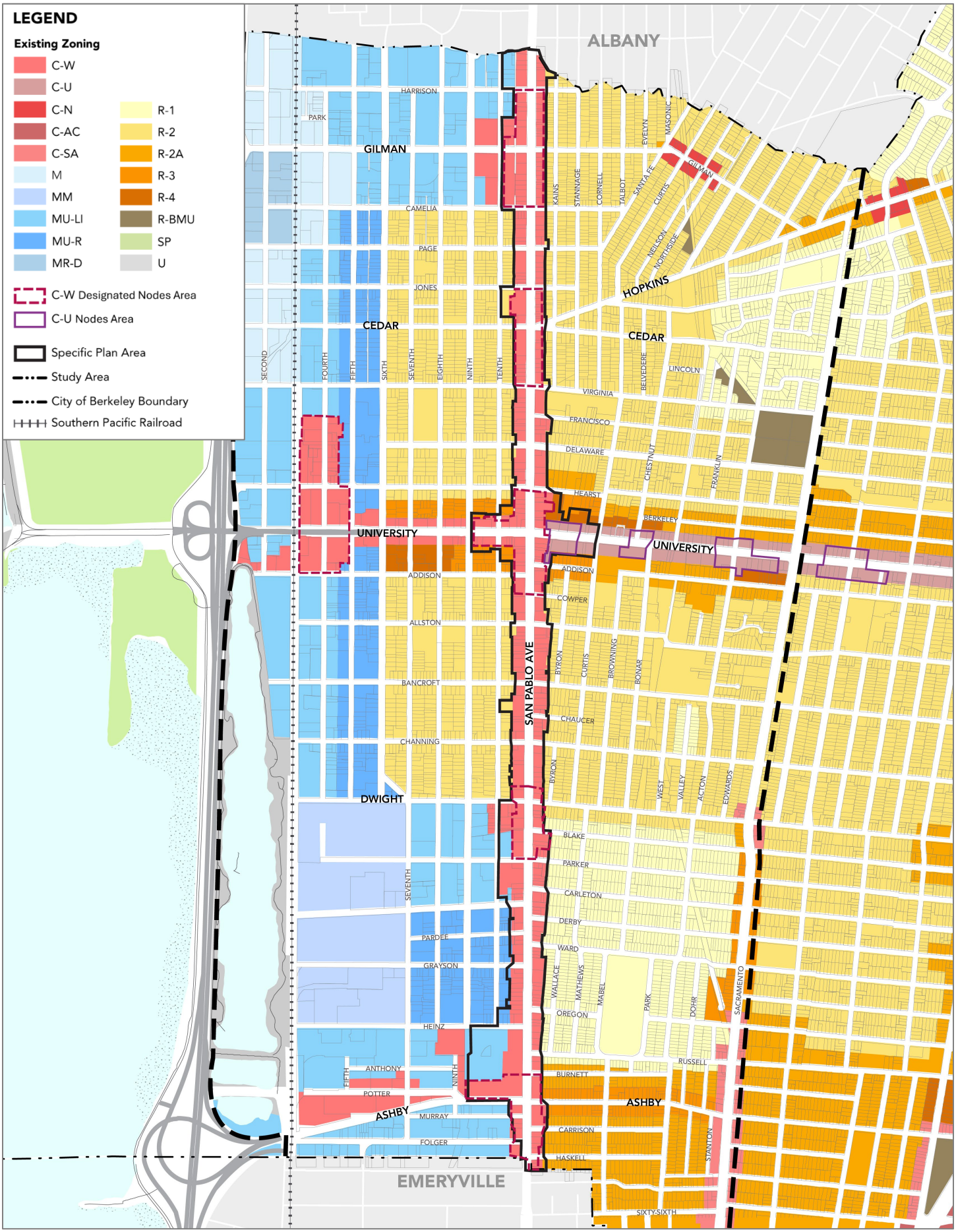


Figure 3.3. Existing Zoning Map
with C-W and C-U Designated Nodes in the Specific Plan Area. Source: City of Berkeley, 2023, CD+A, 2026

Land Use and Zoning Policies and Standards

This section details the land use and zoning policies and standards for the Specific Plan Area. The policies and standards reflect and align with current community needs, development patterns, and State and local legislation.

The land use policies and standards work in tandem with existing City policies, programs and standards, the *Zoning Ordinance*, the *Design Standards Document*, as well as with the Specific Plan's policies regarding transportation, public realm, and economic development. These elements support the Specific Plan's guiding principles, which are:

- More Housing Choices
- Increased Business Activity to Support a Thriving Community
- Enhanced Interaction Between Public and Private Spaces
- Enhanced Local and Citywide Access

In alignment with these guiding principles, the land use policies and standards seek to:

- Concentrate retail uses and active ground floor uses within Designated Nodes.
- Provide design standards to ensure the viability of newly constructed ground-floor commercial space.
- Provide incentives for development to enhance and expand the public realm.

Zoning, Nodes, and Development Policies (P) and Standards (S)

The boundary of the Specific Plan Area was informed by MTC/ABAG's Plan Bay Area 2050 (2021) Priority Development Area (PDA)[2]. During the boundary assessment, the PDA boundary was refined based on attributes such as split zoning, near-term development, ownership, or other boundary inconsistencies.

Within the Specific Plan Area, the following policies and standards apply as follows:

- Parcels located on San Pablo Avenue and select parcels on University Avenue are subject to the newly established Commercial San Pablo (C-SP) zoning district (see *LU-P.1 Establish the Commercial San Pablo (C-SP) District*). Select parcels within the MU-LI zoning district are eligible for affordable and family friendly housing (see *LU-P.5 Facilitate Housing on MU-LI Parcels*)
- Parcels within residential districts are not subject to any Specific Plan policy, unless explicitly mentioned.
- The San Pablo Avenue Density Bonus Program (*LU-P.10 Establish a Pilot San Pablo Avenue Density Bonus Program*) applies to all parcels within the Specific Plan Area.

Originally known as part of the Lincoln Highway in the early 1900s, San Pablo Avenue shaped West Berkeley's history by fostering a hub of diverse working-class communities. San Pablo Avenue's historic industrial identity is still visible today, with many businesses producing and selling goods on-site, and a highly diverse mix of commercial activities.

For more details on the history of San Pablo, see **Chapter 1**, *Significance of the San Pablo Avenue Corridor*.

LU-P.1 Establish the Commercial San Pablo (C-SP) District

The Specific Plan establishes the Commercial San Pablo (C-SP) District to replace the existing Commercial West Berkeley (C-W) and Commercial University (C-U) zoning districts within the Specific Plan Area (see Figure 3.3). The C-SP zoning district increases residential and mixed-use development intensity within the Specific Plan Area by allowing greater building height, residential density and floor area ratio (FAR), and reducing minimum setbacks.

[2] See **Chapter 1**, *Definition of Specific Plan Area*

LU-P.2 Focus Commercial Uses within Designated Nodes

The Specific Plan utilizes the existing Designated Node structure adopted with the West Berkeley Plan to strategically concentrate commercial uses at key intersections with crossing transit routes. These are the same Designated Nodes, with some modifications, identified in the West Berkeley Plan and the existing C-W zoning district regulations.

Designated Nodes are located at the intersections of San Pablo Avenue and the following cross streets: Gilman Street, Cedar Street, University Avenue, Dwight Way, and Ashby Avenue.

To preserve and encourage active street frontages with commercial, retail, and community-serving uses within Designated Nodes, ground-floor frontages, regardless of use, are required to provide a connection between the public realm and ground floor activities (see *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors* and the *Design Standards Document* for design standards). Recognizing the need for flexibility over the course of this long-range plan, land use policies expand allowed uses and promote short-term uses, while ensuring flexibility for changing uses and future adaptation (see *LU-P.8 Expand Allowed Primary and Temporary Uses*). Together, these policies are intended to balance near-term flexibility with long-term commercial viability.

Figure 3.4. Proposed San Pablo Avenue Specific Plan Designated Nodes
Source: CD+A, City of Berkeley, 2026.

LU-P.3 Boundary Adjustments and Re-zonings

The Specific Plan establishes the C-SP zoning district (see Figure 3.5). The boundary derives from the Plan Bay Area 2050 (2021) Priority Development Area (PDA) (see **Chapter 1**, *Regional Policies* for more information); as outlined in *LU-P.1 Establish the Commercial San Pablo (C-SP) Zoning District* and the C-SP Designated Nodes, as described in *LU-P.2 Establish Nodes to Focus Commercial Uses*. To ensure consistency with the City's *Zoning Ordinance*, the following rezoning actions are included with adoption of the Specific Plan:

- Rezone all existing C-W parcels on San Pablo Avenue within the Specific Plan Area to C-SP.
- Rezone existing C-U parcels within the Specific Plan Area to C-SP.
- Rezone 12 parcels to C-SP. These parcels front either San Pablo Avenue or University Avenue. In cases where the split-zoned portion of a parcel fronts on a side-street, the split zone is maintained.
- Establish new C-SP Designated Nodes within the Specific Plan Area.

Parcels in the Specific Plan Area located within the MU-LI, R-1, R-2, or R-3 zoning districts would not be re-zoned to C-SP. While these parcels are located within the PDA boundary, they are not subject to any of the above rezoning actions. Only the following land use policies and standards in this chapter apply to these parcels: *LU-P.10 Establish a San Pablo Avenue Density Bonus Program* and *LU-P.11 Artist Housing and Cultural Districts*.

LU-P.4 Amend the General Plan and Map

The Specific Plan requires amendments to the General Plan and Zoning Map to implement policies of the Specific Plan, such as establishing the C-SP zoning district, Designated Nodes, and Affordable and Family Friendly Housing on certain parcels in the MU-LI zoning district to support higher-density development in the Specific Plan Area. General Plan amendments include text changes to the Avenue Commercial Land Use designation to incorporate the C-SP zoning district and a map amendment to re-designate parcels within the C-SP zoning district as Avenue Commercial (AC), as well as amendments to the University Avenue Strategic Plan text to remove the existing San Pablo Avenue Node, and retirement of the West Berkeley Plan.

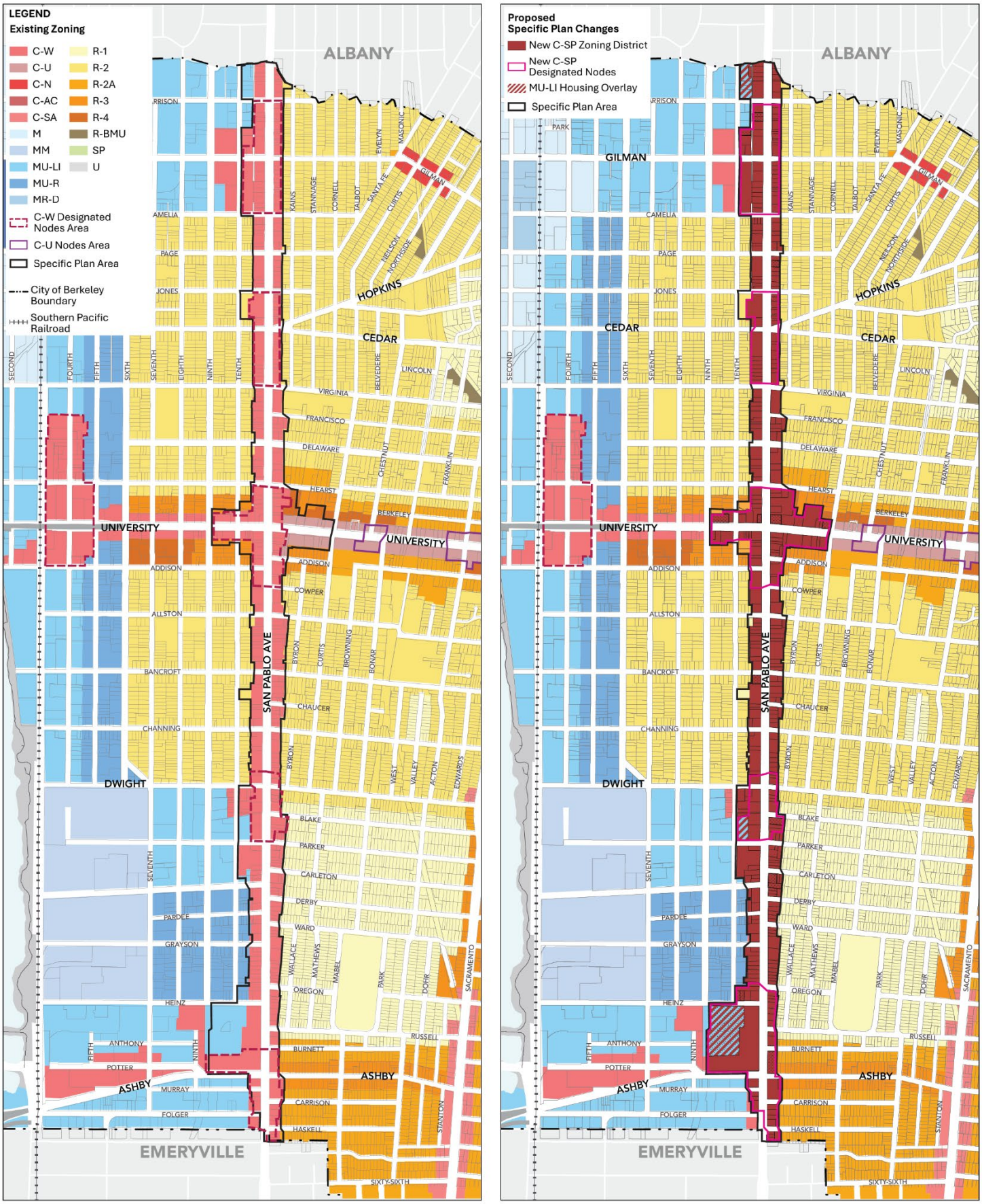


Figure 3.5. Existing and Proposed Zoning Map with Designated Nodes in the Specific Plan Area
Left: Existing Zoning. Right: Proposed Zoning. Source: City of Berkeley, 2023 and Community Design + Architecture, 2025.

LU-P.5 Facilitate Housing on MU-LI Parcels

To support City efforts toward meeting regional housing goals, the Specific Plan enables housing to be developed on appropriate MU-LI parcels within the Specific Plan Area (see Figure in the BMC). Recognizing the unique constraints and value created by allowing housing on these parcels, the Specific Plan allows two types of housing:

- 100 percent Affordable Housing; and
- Family-sized housing projects that dedicate at least 50 percent of the project's total residential unit floor area to units containing either two or three bedrooms)

Eligible projects shall comply with the C-SP zoning district development standards (see *Zoning Ordinance*).

These two paths consider that in 2025, land values in the MU-LI district were approximately half the value of comparable residentially zoned sites. This is primarily due to the prohibition on residential use within the MU-LI district, as well as the lower rents commanded by industrial uses. By allowing the housing in development projects to be either 100 percent affordable and/or provide 50 percent of their gross residential unit floor area as family-sized units, this policy intends to improve the ability of affordable housing developers to acquire these sites and ensure that new housing better serves families in Berkeley.

While these parcels are in "moderate resource" census tracts and may be less competitive for some State affordable housing funding, this policy creates a clear zoning pathway that enables housing development as additional funding becomes available. It also addresses a gap in State housing laws, which generally do not permit residential development in manufacturing districts, by creating a local mechanism for housing that allows the development of mixed-use residential projects on MU-LI parcels in the Specific Plan Area if it meets the affordability and/or family-sized unit requirements.

LU-P.6 Planning and Commercial Use Permit Streamlining

To support small business vitality in the Specific Plan Area, a one-time review of the City's efforts to streamline planning approval and building permit processes, including commercial uses, new residential and mixed-use development, commercial tenant improvements, event permits, and temporary use permits shall be conducted. The review shall include any relevant City processes affecting permitting feasibility and timeline for approvals in the C-SP District.

LU-P.7 Public Open Space Enhancements

The Specific Plan incentivizes high-quality, publicly accessible open space within private development projects in the C-SP zoning district to enhance the pedestrian environment, support placemaking, and deliver community benefits along San Pablo Avenue. Projects that qualify for any of the incentives described in this policy may receive a reduction in the amount of Private Open Space required (see *Zoning Ordinance* for details).

LU-S.1 Sidewalk Expansion Incentive

The Specific Plan incentivizes an additional ground floor front setback, beyond the minimum required setback, for new development that fronts San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, and Ashby Avenue (see *Zoning Ordinance* for details) to improve the pedestrian environment and support street activation along these streets.

Specifically, the incentive requires sidewalk widening of the **Frontage Zone** (see *PR-S.1 Sidewalk Zone Standards*) on all streets within the Specific Plan Area. Sidewalk design and use must comply with the policies and standards in **Chapter 5**, *Sidewalk Space* as well as the *Design Standards Document*.

LU-S.2 Privately-Owned Publicly Accessible Open Space within Designated Nodes Incentive

The Specific Plan incentivizes the creation of high-quality privately-owned and publicly accessible open space (POPOS) within Designated Nodes to enhance placemaking and provide community open space (see *Zoning Ordinance* for details and *PR-P.18 Privately Owned Public Spaces)*. POPOS design and use must comply with the applicable standards and requirements in the *Design Standards Document*.

LU-S.3 Side-Street Plaza Incentive

The Specific Plan incentivizes the creation of side-street plazas to encourage the enhancement of the pedestrian environment and support placemaking along San Pablo Avenue (see *Zoning Ordinance* for details). Specifically, residential or mixed-use projects may contribute to designing and building side-street plazas that meet the design, access, maintenance and operation standards described in *PR-P.15 Side-Street Plazas* at certain intersections, subject to approval of the Public Works Department.

LU-S.4 Mid-Block Passage Incentive

The Specific Plan incentivizes the creation of public mid-block passages within new through-lot development (defined as a development project site that exceeds more than 170 linear feet of frontage along either San Pablo Avenue or University Avenue). Mid-block passages must comply with the applicable standards and requirements in the *Design Standards Document* and the *Zoning Ordinance*.

When two adjacent sites are developed concurrently, developers are encouraged to coordinate site planning efforts to identify and implement opportunities for mid-block connections or shared access improvements that enhance pedestrian and multimodal circulation.

LU-S.5 Development Standards

As described in *LU-P.1 Establish the Commercial San Pablo (C-SP) District* above, the *Zoning Ordinance* will be amended to establish the C-SP zoning district. The development standards in the C-SP zoning district, which include a maximum floor area ratio (FAR) of 4.25 for residential only and mixed-use development, will define the building envelope for new development in the Specific Plan Area. These standards ensure that new buildings contribute to an active, walkable, and inclusive public realm within the Specific Plan Area. The standards support a variety of building types and intensities to ensure flexibility over the course of this long-range plan. These standards are complemented by the *Design Standards Document* and other land use policies and standards in this chapter. Together, the development standards and design standards are intended to foster predictable development standards, and high-quality development outcomes throughout the Specific Plan Area. It is possible that modifications will be made to this Specific Plan over time to maintain consistency with changing State legislation and regulations, as well as to meet the Specific Plan's guiding principles.

LU-S.6 Design Standards

Complementary to the development standards in *LU-S.5 Development Standards*, the Specific Plan establishes design standards to ensure that new buildings contribute to an active, walkable, and inclusive public realm within the Specific Plan Area. The design standards support a variety of building types and intensities to ensure flexibility over the course of this long-range plan. The *Design Standards Document* provides objective standards to further the vision and guiding principles of the Specific Plan by:

- Promoting a built form and architectural character that reinforces San Pablo Avenue's distinctive place in the city, that supports walking, and sustains a diverse, active and safe public realm.
- Requiring high quality design of street-facing building exteriors.
- Minimizing the visual impact of parking.

- Ensuring that building form gives special attention to corner locations to strengthen intersection identity and visibility.
- Ensuring that open space provided in new development supports social interaction and livable outdoor areas while providing a suitable level of privacy for residents.

LU-S.7 Streetscape Standards

The Specific Plan continues to require that new development provide streetscape improvements that meet the Specific Plan's streetscape standards (see *Streetscape* in **Chapter 5**) in the Specific Plan Area. This is an existing requirement in the San Pablo Avenue Public Improvement Plan (2003) that is carried over to this Specific Plan.

Allowed Uses

The Specific Plan aims to provide for a broad mix of land uses that contribute to a vibrant, economically resilient, and pedestrian-oriented Specific Plan Area. The mix of allowed uses serves the community while supporting small businesses, and preserving existing legacy businesses and cultural institutions. Specifically, the following uses are encouraged within the Specific Plan Area:

Residential – Residential uses are allowed anywhere in the Specific Plan Area, either as standalone residential or as part of a mixed-use project. Within Designated Nodes, live/work units are prohibited fronting any street, and residential units located on the ground floor are prohibited fronting certain streets (for required and allowed floor form types see *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors* and the *Design Standards Document*)

Retail & General Commercial – Retail and general commercial, including restaurants and cafés, are allowed throughout the Specific Plan Area, and encouraged at Designated Nodes. Temporary retail and general commercial uses are also permitted with streamlined approvals to reduce vacancies, enhance commercial vibrancy, and support small business.

Public & Quasi-Public – Community-serving and civic uses such as community centers, libraries, schools and cultural institutions are allowed throughout the Specific Plan Area, including fronting any street in Designated Nodes.

Offices & Workspaces – Professional and medical offices, makerspaces and light-industrial uses compatible with residential are permitted in the Specific Plan Area, including on the ground floor fronting any street in Designated Nodes.

Arts & Entertainment - Arts, entertainment, gallery, and studio spaces are encouraged throughout the Specific Plan Area, including on the ground floor fronting any street in Designated Nodes.

LU-P.8 Expand Allowed Primary and Temporary Uses

The Specific Plan expands the list of allowed uses through the C-SP zoning district (see *LU-P.1 Establish the Commercial San Pablo (C-SP) Zoning District*), which increases flexibility for both primary and temporary uses. The Specific Plan also provides a pathway for affordable housing development to promote a diverse mix of land uses that support an active, pedestrian-oriented and economically resilient Specific Plan Area (see *LU-P.5 Facilitate Housing on MU-LI Parcels*).

Compared to the existing C-W District, the C-SP District allows for a more active, flexible, and community-oriented mixed-use environment through the following strategies (see the *Zoning Ordinance)*:

- Expand the number of allowed uses while prohibting heavy-industrial and manufacturing uses incompatible with residenital uses.

Expanding allowable and temporary uses in the C-SP District provides flexibility to support changing business needs through varying economic conditions over the life of the Specific Plan. For more information and data, see **Chapter 1**, *Vacancy and Broader Economic Impacts*.

- Expand the number of primary uses permitted with a Zoning Certificate (by-right), such as office uses, public markets, co-working spaces, galleries, and makerspaces (a type of light-industrial use).
- Allow existing off-street parking to be used as a parklet for outdoor commercial and public use(s) by-right, and temporary uses (see Figure 3.6).
- Expand the list of temporary uses allowed with a Zoning Certificate to reduce ground floor vacancies and support small business creation.
- Allow 100% affordable housing conversion of existing non-residential buildings in the C-SP, consistent with State Law.[3]
- Allow 100% affordable housing or multi-family residential projects that include family-sized housing on certain MU-LI zoned parcels (See *LU-P.5 Facilitate Housing on MU-LI parcels*).
- In the Designated Nodes, allow a variety of uses beyond a 50 foot depth from the ground floor building frontage.

Adaptive Reuse of Parking Lots

Along 4th Street in Long Beach, CA, a Street Corridor Visioning Study* created a framework for opportunities to activate the pedestrian realm. An idea of "bulb-ins" created pilot plaza spaces at the edge of parking lots that fronted the sidewalk. There is one plaza at the corner of a parking lot that is permanent. The bulb-in concept provides an idea of the types of spaces and activation that are possible with underutilized parcels and parking lots along a commercial corridor.

For a number of years, the Bixby Knolls Business Improvement Association has hosted 'Concerts in the Park (in Lot)' which is a free series of early evening concerts/dances that take place in a portion of a commercial shopping center's parking lot where people can get food from surrounding restaurants and enjoy the concerts. These events are similar to performances in the Berkeley Downtown Plaza on Shattuck Avenue.

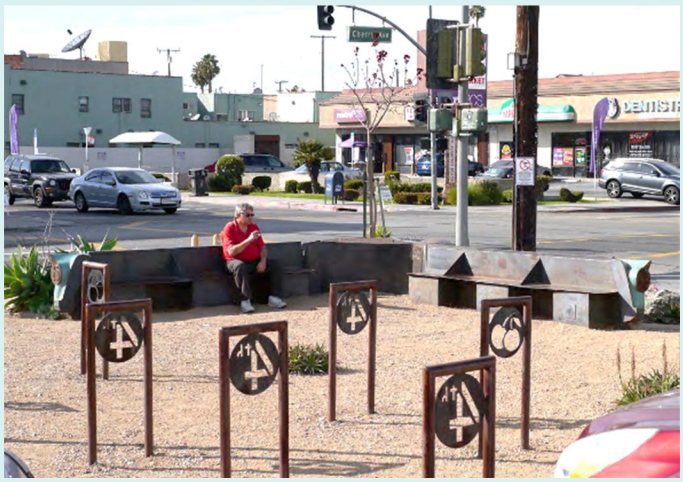


Figure 3.6. Examples of Adaptive Reuse of Parking Lots
Left: Parking Lot "bulb-in" open space, 4th Street, Long Beach. Photo from Long Beach 4th Street Visioning Study, p.23. Right: Bixby Knolls Business Improvement Association, 2023. Photo by bixbyknollsinfo.com.

* For more information, see City of Long Beach. Long Beach 4th Street Visioning Study, December 2025.

[3] Government Code Sections 65912.100–65912.140.

Ground Floor Form Types

Ground floor design requirements play a critical role in shaping the pedestrian experience, supporting local businesses, and ensuring a vibrant street life. To support the Specific Plan's goals of a more active, pedestrian-oriented, and economically resilient area, the Specific Plan establishes four ground floor form types. These form types are designed to respond to different context conditions within the Specific Plan Area, while providing flexibility to adapt to changing demand over time.

LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors

The Specific Plan establishes four ground floor form types—Storefront, Active, Residential, and Live/Work—with tailored design standards to support an adaptable and walkable public realm and prioritize transparency, architectural articulation, and seamless adaptability between various commercial uses in the C-SP zoning district (*see the Zoning Ordinance* and the *Design Standards Document*).

Ground Floor Types

Storefront: Designed to allow for visibility from the sidewalk in support of a pedestrian-oriented public realm. These standards allow spaces to respond to changing economic conditions while maintaining compatibility with a wider range of uses. Storefront Ground Floors are required within Designated Nodes with a few exceptions.

Figure 3.7. Storefront Frontage Design
Building fronting San Pablo Avenue. Photo by CD+A

Active: Designed for all non-residential uses, Active Ground Floors provide more design flexibility than Storefront Ground Floors.

Figure 3.8. Example of Active Frontage Design
Building fronting San Pablo Avenue. Photo by CD+A

Residential: Designed for residential units at the ground floor, Residential Ground Floors require a transition or connection from the public sidewalk to a residential unit, including entry patios, stoops, and shallow landscaped setbacks.

Figure 3.9. Elevated Individual Residential Entries
Photo by AWP

Live/work: Designed for the unique needs of spaces that support both living and working at the ground floor outside of Designated Nodes, including requiring a storefront character.

Figure 3.10. Street Facing Frontage of Live/Work Unit
Photo by AWP

San Pablo Avenue Density Bonus Program

State Density Bonus law allows developers to increase the allowable residential density of a project in exchange for providing affordable housing on-site. The law also allows developers to waive, reduce or modify development standards, such as setbacks, design standards, and open space requirements, as needed to accommodate the affordable units.

Throughout the Specific Plan's community engagement process, residents emphasized housing goals that extend beyond simply increasing unit production. Key priorities included improving housing affordability, ensuring high-quality housing design that fosters social connection, and increased public open space and community gathering areas.

Establishing a San Pablo Avenue Density Bonus Program provides an alternative to the State Density Bonus within the Specific Plan Area that allows the City to achieve affordable housing production while maintaining greater control over the form and character of development in the Specific Plan Area. By choosing the San Pablo Avenue Density Bonus Program, a project applicant can receive the same density benefits as though the State Density Bonus by paying into the City's Affordable Housing Trust Fund instead of providing units on-site.

By offering a local alternative to the State Density Bonus, the City receives an affordable housing benefit, while maintaining control over which waivers and concessions apply to eligible projects. This Program ensures that important urban design standards and public realm improvements in this Specific Plan—such as active ground floor frontages and open space requirements—are provided.

The City's Inclusionary Housing policies continue to apply to all market-rate development, meaning every project contributes to affordable housing—either through on-site units or in-lieu fees. The San Pablo Avenue Density Bonus Program provides an additional pathway for developers to achieve equivalent density while aligning new development with community objectives, particularly in housing affordability, urban design, and public realm improvements.

LU-P.10 Establish a Pilot San Pablo Avenue Density Bonus Program

The Specific Plan establishes a pilot San Pablo Avenue Density Bonus Program through an affordable-housing benefit for new residential ownership (condominium) projects that is exclusively met through paying an in-lieu fee to the City's Affordable Housing Trust Fund. The following components shall be included in the program:

Program Exclusivity

- Should a project utilize the San Pablo Avenue Density Bonus Program, the project must waive use of State Density Bonus.
- Developers must declare their choice to use either the San Pablo Avenue Density Bonus Program or State Density Bonus at the time of application.

Affordable Housing Contribution

- In-lieu fee shall be placed in the City of Berkeley's Housing Trust Fund equivalent to the City's inclusionary housing in-lieu fee (currently $62.83 per square foot of residential floor area).
- Funds shall be prioritized for projects within the Specific Plan Area to support the creation and preservation of affordable housing.
- Fund management and allocation will be determined in accordance with the City of Berkeley Housing Trust Fund and Small Sites Program Guidelines, as amended.

Incentives

Bonus density, waivers, and concessions under this program shall mirror the structure of the State Density Bonus, with the exception that the City may identify certain standards (e.g., ground floor design) that are not eligible for waiver under the San Pablo Avenue Density Bonus Program.

Art and Culture

The Specific Plan's policies supporting increased flexibility for temporary uses and encouraging pop-up uses in parking lots and otherwise vacant ground floor space creates opportunities for arts and craft galleries, studios, and makerspaces in the Specific Plan Area, which would support creation of an art and cultural district.

LU-P.11 Artists Housing and Cultural Districts

State law allows for locally required affordable housing to be set aside for artists within one-half mile of a State-designated cultural district or a similar local designated district.[4] The Specific Plan Area is not currently within one-half mile of such a district. However, if the City designates a cultural district that is within one-half mile of the Specific Plan Area, consideration should be given to creating an affordable artist housing area within the Specific Plan Area. Creation of this area should be coordinated with the Civic Arts Commission and the Housing Advisory Commission to support additional affordable housing while strengthening craftmanship, cultural representation and identity within the Specific Plan Area. See Figure 3.7 example of art within the Specific Plan Area.

As part of the 2023-2024 Print Public Municipal Artist-in-Residence at Kala Institute, artist Marcel Pardo Ariza researched and documented the culture and diversity along San Pablo Avenue. Interviews with business owners documenting hopes, fears and opportunities on the changing landscape are available in **Chapter 2**, *Interview with Business Owners*.

Figure 3.11 Wall Mural
1901 San Pablo Avenue. Photo by CD+A

Opportunity Sites and Potential Buildout

The most substantial redevelopment opportunities in the Specific Plan Area consist of the 51 Housing Opportunity Sites identified in the City's Housing Element Update (HEU), along with an additional 15 sites identified through the Specific Plan process.

In the HEU, Opportunity Sites are 1 of 3 categories in the State-required Housing Sites Inventory. The inventory demonstrates that there is adequate land for the City to meet its Regional Housing Needs Allocation (RHNA). The 3 site types are:

- Likely Sites – parcels with approved housing projects (at the time of the HEU).
- Pipeline Sites – parcels with housing applications in process (at the time of the HEU).
- Opportunity Sites – parcels without active redevelopment applications that are either vacant or underutilized and have near-term potential for residential or mixed-use development.

The classification of Opportunity Sites is important for State housing law because it establishes a jurisdiction's ability to meet RHNA targets. Opportunity Sites are typically those where development standards, parcel size, infrastructure capacity, and market conditions make residential development feasible within the HEU's planning period.

The full Housing Element Site's Inventory is available in the adopted HEU on the City's website.[5]

[4] California Government Code Section 65914.8.
[5] City of Berkeley, Housing Element Sites Inventory, dated 7/28/2023. https://berkeleyca.gov/sites/default/files/documents/HEU_Sites%20Inventory_Tables-webpage.pdf

During the Specific Plan process, an additional 15 parcels were identified that meet the HEU Opportunity Site criteria but were not included in the original inventory (see **Appendix B**). These include parcels that meet at least one of these criteria:

- Have become eligible as Opportunity Sites since adoption of the HEU,
- Share ownership with a HEU-listed Opportunity Site, and/or
- Have site-specific characteristics warranting inclusion despite being omitted from the original list.

Development Potential and Buildout

The Specific Plan estimates the amount of new development that could occur in the Specific Plan Area during the planning period. The estimates are based on 4 categories of development potential:

1. HEU Likely and Pipeline Units – already developed or assumed to develop under existing C-W zoning and development standards.
2. HEU Opportunity Units – assumed to develop under proposed Specific Plan zoning and development standards.
3. New Specific Plan Area Opportunity Units – assumed to develop under proposed Specific Plan zoning development standards.
4. SDB Opportunity Units – assumed to develop from the utilization of State Density Bonus (SDB) on every opportunity site in the Specific Plan Area up to 8-stories.

In addition to housing, the buildout analysis estimates changes in commercial square footage as parcels redevelop. The results are summarized in Table 3.2.

As shown, under maximum buildout assumptions, the Specific Plan Area can accommodate approximately 8,000 new multi-family housing units. This level of housing growth supports an estimated 20,000 new residents, based on the HEU's average household size for multi-family residential.

This potential residential growth represents a significant share of the City's overall housing strategy. In the context of the Housing Element, the Specific Plan Area accounts for a substantial portion of new housing capacity in transit-rich locations. Accordingly, the Specific Plan leverages existing infrastructure and facilitates the creation of a more walkable, mixed-use district near transit.

Approximately 3,500 of these housing units are already anticipated in the HEU, meaning the Specific Plan increases the maximum potential buildout by roughly 4,500 units. This figure represents the maximum theoretical development capacity; actual development depends on market conditions, property owner decisions, and other factors. Not all sites are expected to redevelop within the Specific Plan's time horizon, so the maximum buildout is unlikely to occur.

Table 3.2 Estimated Maximum Buildout

Type	Unit / Sq. Ft.
Residential (Multi-Family)	Units
HEU Likely and Pipeline Units	1,500
HEU Opportunity Units	3,900
New Specific Plan Area Opportunity Units	1,500
SDB Opportunity Units	1,100
Total New Dwelling Units (rounded)	**8,000**
Commercial	Sq. Ft.
New Commercial	92,000
Lost due to New Housing	411,000
Net Change	**-319,000**
Existing	1,491,000
Total After Buildout (rounded)	**1,171,000**

The increase in development capacity proposed as part of the Specific Plan may affect the amount of commercial square footage within the Specific Plan Area. Although a net decrease in commercial square footage is estimated, it is difficult to quantify the extent of this change under existing zoning regulations given the shifting demand for commercial uses and the high rate of ground floor vacancy. It is expected that the increase in residential development will incrementally reduce opportunities for new commercial uses and eliminate some existing

commercial uses. This net reduction may appear counter to economic development goals, but the intent of the policies outlined in this chapter is to facilitate redevelopment of underutilized properties over time (i.e., properties consisting of low-intensity uses with limited pedestrian engagement) with higher-quality, more flexible commercial spaces integrated into mixed-use buildings, particularly within Designated Nodes. These improvements spill over to other commercial uses and promote overall business viability, supporting a diverse mix of uses and reducing long-term vacancy without compromising an engaging public realm.

A full description of the Specific Plan Buildout is provided in **Appendix C.**

Chapter 4
Economic Development

- Final Draft -

San Pablo Avenue has long served as a vital commercial corridor in West Berkeley – home to many small, locally owned businesses, light industrial uses, auto-related uses, service providers, and community institutions that reflect the neighborhood's cultural and economic diversity. Today, the Specific Plan Area faces both opportunities and challenges; shifting retail dynamics, market conditions, storefront vacancies are transforming the business landscape. An increased focus on adding new mixed-use development in the area will create new market opportunities.

Throughout the Specific Plan process, the community voiced that San Pablo Avenue should be a lively and inclusive area that represents and serves the people who live nearby and supports new residents as homes are built in the Specific Plan Area. Community members, local business owners, and stakeholders voiced concerns about the risk of commercial displacement, the loss of their historically diverse cultural identities, and the lack of support for existing businesses. For example, business owners are not aware of existing City programs for small business loans, business planning, and other supports. Several mention concerns about lack of parking enforcement having a negative effect on clientele being able to conveniently access their business, and lack of maintenance in the street and with adjacent properties. Participants at community engagement events emphasized the need to retain and grow small businesses, fill empty storefronts with active and relevant uses, and improve San Pablo Avenue's overall appeal and visibility. Many shared a vision of San Pablo Avenue as a culturally vibrant, economically inclusive mixed-use district where it is possible to live, work, and shop locally; and referenced some current and past businesses that reflect their vision for the Specific Plan Area.

"It is our urban center or spine. Be more for the people that live here. [We are] missing boutiques, groceries, and practical things."

– Community Member

An assessment conducted as part of the Specific Plan process indicates about 90 percent of the brick-and-mortar businesses are locally owned. Those establishments continue to provide a diverse mix of commercial activities (see Figure 4.1).

This chapter establishes policies that respond to these concerns and aspirations. It presents strategies to retain and grow local businesses, activate vacant or underutilized spaces, and foster a thriving commercial environment that reflects the diversity of the Specific Plan Area, and that can serve the growing needs of the community as population increases with the implementation of the Specific Plan. There is a desire to create a commercial and community environment in which residents can satisfy their shopping, service, recreational and social needs within a walkable distance of their home. The policies advance the community's vision for a more vibrant business environment and supportive public realm, including the following objectives:

- Increase business activity by supporting existing businesses and making it easier for new local businesses to locate and thrive within the Specific Plan Area.
- Support commercial vitality and reduce ground-floor vacancies by encouraging the concentration of new commercial development within Designated Nodes.
- Strengthen connections between public and private spaces by establishing partnerships for indoor and outdoor events and identifying collaborative opportunities to fund and maintain streetscape and public realm improvements.

The topics addressed in this chapter are interrelated. While this chapter is focused on strategies for commercial vitality, many of the Specific Plan's economic goals are also advanced through policies in other chapters –particularly **Chapter 3 Land Use** and **Chapter 5 Streets – Transportation and Public Realm**. These chapters address how and where ground floor commercial and other business uses are encouraged, how storefronts are designed to engage pedestrians, and how San Pablo Avenue's physical environment supports a vibrant mixed-use district. **Chapter 3 Land Use's** policies, and implementing standards in the Berkeley Municipal Code, shape the distribution of commercial activity by establishing new strategies to focus retail and services at Designated Nodes and allow for flexible uses between Designated Nodes. **Chapter 5 Streets – Transportation and Public Realm's** policies and standards aim to improve multimodal accessibility through bus stop and bicycle improvements, parking management policies, and the pedestrian experience through wider sidewalks, pedestrian-scaled lighting, street trees, and other amenities to make San Pablo Avenue more inviting for customers, residents, and workers.

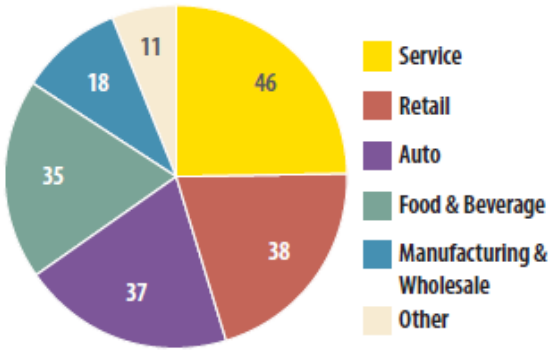


Figure 4.1. Locally-Owned Businesses on San Pablo Avenue.
Data from Financial Department, City of Berkeley. Active Business License Data and SLA. August, 2023.

Together, these policies and programs create a framework to implement the vision of San Pablo Avenue as a mixed-use district that welcomes everyone—residents, workers, artists, entrepreneurs, and visitors—and enables a diverse, stable, and essential local business community that supports community life.

Relevant Policies in Other Chapters

Chapter 3 - Land Use

LU-P.2 *Focus Commercial Uses within Designated Nodes*

LU-P.6 *Planning and Commercial Use Permit Streamlining*

LU-P.8 *Expand Allowed Primary and Temporary Uses*

LU-P.9 *Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*

Chapter 5 - Streets

PR-P.2 *Sidewalk Incentive*

PR-P.3 *Improve Street Lighting for the Safety and Comfort of all Users*

PR-P.12 *Facilitate Wayfinding and Placemaking Programs*

PR-P.15 *Create Side-Street Plazas*

PR-P.16 *Support Use and Creation of Parklets*

PR-P.20 *Privately Owned Public Open Spaces*

Interviews with Business Owners

Marcel Pardo Ariza, the Specific Plan's Municipal Artist-in-Residence, conducted interviews with business owners along San Pablo Avenue. Here are 2 of those conversations:

Shirley Everett-Dicko, Everett & Jones

Hi, Shirley! I'm so excited to be here at Everett and Jones Barbecue. It's such an iconic place, especially with all the changes happening in the neighborhood. Can you tell us a bit about yourself and your role here?

Shirley Everett-Dicko: Absolutely! My name is Shirley Everett-Dicko, and I'm one of the original owners of this location, which opened in 1974. My mom, Dorothy Turner, along with my 7 sisters and brother, helped start it. This was our second location—the first was in Oakland.

Can you share a little about your mom's journey into the barbecue business?
My mom's story began on seventh Street in West Oakland, once known as the "Harlem of the West." In the 1960s, she worked at Jenkins Barbecue, run by Reverend Jenkins, our church pastor. Later, she became the first manager at Flint's Barbecue. With help from Harry Mott, she opened Everett and Jones in 1973.

And how did you all choose the name "Everett and Jones"?
Everett is my dad's name, and Jones was my sister's married name. It's always been a family affair!

Tell us about your famous barbecue sauce.
That's Mom's recipe! We started bottling it in 1983 after a customer suggested it, and it's been a hit ever since.

I've heard this place also has ties to the Black Panther movement.
Yes! The East Bay Dragons Motorcycle Club—one of the oldest Black motorcycle clubs in the U.S.—used to provide security for the Black Panther Party. Our first location was next to their clubhouse, so we've always shared that community connection.

How have you seen the San Pablo corridor change over the years?
It's changed a lot. There used to be several barbecue restaurants and plenty of foot traffic from university students. Now there are fewer spots, but we're still holding our ground!

For someone visiting for the first time, what should they order?
Definitely the ribs and links combo—with potato salad and our homemade sauce. It's the best way to experience our barbecue.

Anything else you'd like people to know?
Just that Everett and Jones has always been a gathering place. We're proud to keep our family legacy and community spirit alive.

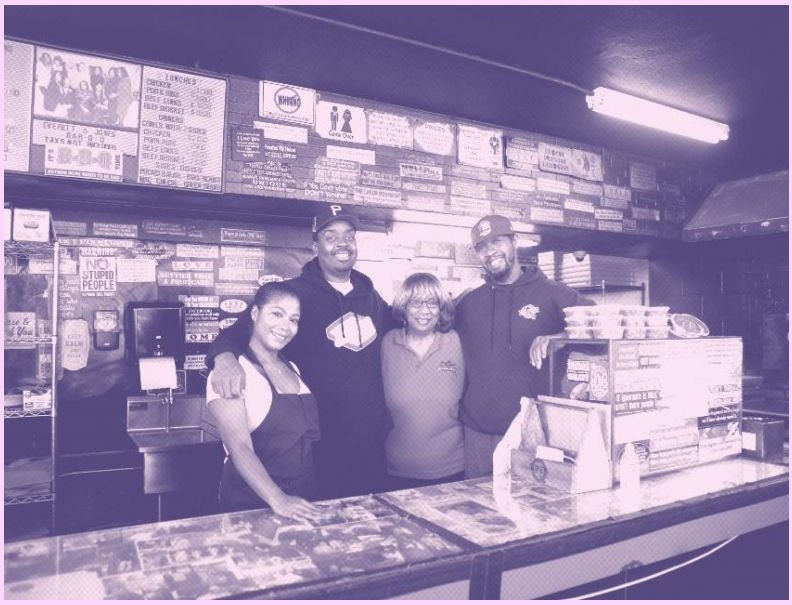


Figure 4.2. Shirley Everett-Dicko and her family at Everett & Jones Located at 1955 San Pablo Ave. Photo by Marcel Pardo Ariza, 2023

Jaime Alejo, Mi Ranchito Market

Hi, Jaime! We're here at Mi Ranchito Market. Could you tell us a bit about yourself and your role here?

Jaime Alejo: Of course! I'm Jaime Alejo, the store manager. I've been here for many years and love being part of this family dream that started over 24 years ago. My dad wanted to build something for our family, and now my 4 siblings and I work together to keep it going.

How did it all begin?
It all started with my dad's dream to create a place where the community could feel at home. In the beginning, we were a small store, but over time we've grown. Despite challenges and changes in the neighborhood, we're still here—always dreaming big and providing good service.

How has the community around the market changed?
It's changed a lot. Most of our customers used to be Latino, and now there's a mix of cultures from everywhere. Sadly, many Latinos have had to leave because of the high cost of living. Most of our current customers are students or new residents. Gentrification has really impacted our community.

How have you adapted to these changes?
The key has been to stay flexible and welcoming. We try to keep a family-friendly environment where everyone feels at home. Many customers tell us they find comfort here, and we love helping them discover products that remind them of their homeland.

What kind of products do you offer?
We carry a wide range of Mexican products—fresh foods, household items, meats, and even some Brazilian and Peruvian goods. Our fresh meat section is one of our biggest draws.

What would you say to someone who's never visited Mi Ranchito?
Come anytime! We're open from 8 to 8, and there's always something new to discover. Whether you're looking for a specific ingredient or just want to chat, you'll feel welcome here.

What changes would you like to see in Berkeley to support small businesses?
I hope the City provides more support and subsidies for small businesses. Gentrification has raised costs, making it hard to compete.

Anything else you'd like to add?
Even though times are tough, we're still here thanks to our community's support. Every customer matters, and we hope to keep being a place where everyone feels at home.

Figure 4.3. Jaime Alejo and his brother at Mi Ranchito Bay Side Market
Photo by Marcel Pardo Ariza, 2025

Economic Development Policies and Programs

Small Business Support

Throughout the Specific Plan engagement process, community members expressed the importance of retaining existing businesses and called for greater City support to improve conditions for new small businesses.

A key concern raised by business owners, developers, commercial real estate agents, and the City's Office of Economic Development (OED) staff is the high cost of tenant improvements (TI) required to make existing ground floor retail spaces move-in ready. For both new and existing spaces, the need for infrastructure such as grease ducts, commercial kitchen ventilation systems, and ADA-compliant restrooms poses significant barriers for small business owners, even when lease terms are favorable. In many cases, new commercial spaces enter the market as "cold shell," meaning they lack not only the necessary infrastructure but also basic finishes such as concrete slab floors, wall finishes, or ceilings. While this provides flexibility for tenants to customize their spaces, it also results in higher TI costs and ultimately, higher rents, which often negate the value of any owner-contribution toward buildout.

To address this issue in future mixed-use development, the *Design Standards Document* includes ground-floor interior standards. In combination with the economic development and land use policies of this Specific Plan, the goal is to reduce TI cost, shorten start-up periods, and help decrease commercial vacancies.

Figure 4.4. Vik's Chaat Parking Lot
In response to the 2020 Pandemic, Vik's Chaat in Berkeley converted its parking lot into a dining area, which remains in use today. Photo from Vik's Chaat, vikschaatcafe.com, accessed April 2025.

ED-P.1 Outdoor Business Activation Toolkit

The Specific Plan expands opportunities for existing businesses to activate outdoor space across private property and adjacent public access easements, and public sidewalks, and plazas. Along major roads in the Specific Plan Area, narrow sidewalks and limited on-site space constrain businesses' ability to provide outdoor seating, merchandise displays, and other amenities to support business and community activity. To overcome these constraints, the Specific Plan seeks to enable businesses to use available space more effectively, strengthening economic vitality and enhancing the pedestrian experience. The following policies and programs function as a flexible toolbox that businesses and the City can apply to expand outdoor activation.

Toolbox:

- **Parking Lot Parklets Program:** *LU-P.8 Expand Allowed Primary and Temporary Uses* introduces a program to allow properties with existing businesses to convert existing off-street parking spaces into Private Parklets for outdoor commercial use. Figure 4.4 shows an example of such conversion in Berkeley.
- **Sidewalk Use:** *PR-S.1 Sidewalk Zone Standards* allows businesses to extend installations, such as merchandize displays, café, or restaurant seating on sidewalk provided they apply and receive an encroachment permit and meet design, access, time of use, and other standards.
- **Parklets on Side-Streets:** *PR-P.16 Support Use and Creation of Parklets* reduces or waves the Outdoor Commerce Use Fee for businesses creating and maintaining parklets that satisfy City standards.

EP-P.2 Support Flexible Commercial Spaces

The Specific Plan's policies will provide flexibility for businesses to utilize existing and new commercial spaces.

An example of this is the Keep Innovation in Berkeley effort undertaken by the Planning and Development Department and OED (see *Supporting Policies and Programs* section at the end of this chapter). This effort permitted more streamlined land use approvals in commercial corridors, in response to the growing innovation sector. West Berkeley has long been a center of production and innovation, and the Specific Plan Area serves as a transition zone between West Berkeley's industrial uses and residential districts east and west of San Pablo Avenue. As demand for mixed-use and residential development along San Pablo Avenue grows, certain industrial uses would no longer be compatible with residential uses due to noise, fumes, or storage needs. However, many other light industrial and related uses can be compatible with residences.

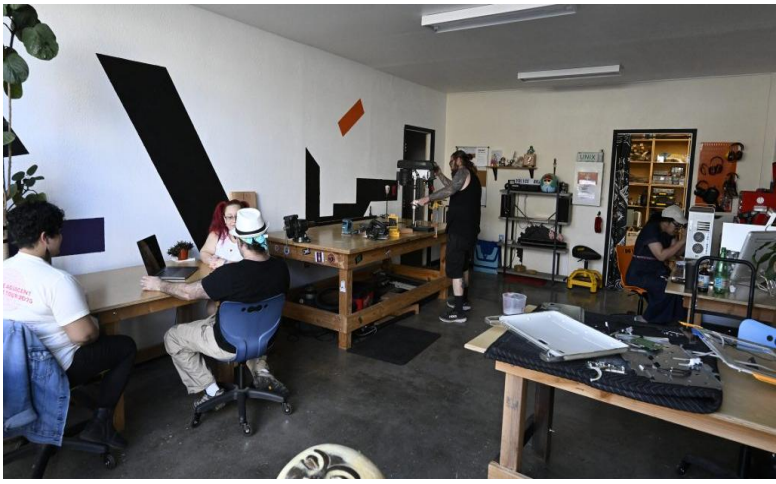


Figure 4.5. Hybrid Makerspace and Coworking Space in West Berkeley
Photo from Filma Collective, filmacollective.org, 2025

Makerspaces:

Bridging the gap, the Specific Plan establishes *Zoning Ordinance* provisions to support **makerspaces** as a form of light manufacturing use, targeting small-scale fabrication and artisan producers that operate solely indoors. Makerspaces can include workspaces, hardware businesses or woodworkers (see example in Figure 4.5), equipped with tools such as laser cutters, 3D printers, and sewing machines, that do not produce significant amounts of noise, vibration, or air pollution.

Co-Working Spaces:

The Specific Plan also ensures that **co-working spaces** would be viable, providing flexibility for businesses to utilize existing and new commercial spaces. Co-working spaces allow for a flexible mix of businesses, making it possible for retail, office, galleries and art studios - owned by different businesses or independent professionals - to collaborate and define their workspace based on their individual needs. Typical businesses that would operate in a co-working space are allowed with a Zoning Certificate, streamlining the land use review process and allowing the mix of specific uses to be flexible in response to changing needs and market conditions (See example in Figure 4.6).

For details, see *LU-P.8 Expand the List of Allowed Uses and Allowed Temporary Uses*.

ED-P.3 Establish Public-Private Partnerships to Activate the Specific Plan Area

The Specific Plan encourages the creation of partnerships between the City and community organizations, local institutions, merchant groups, property owners, and other stakeholders to create vibrant, welcoming spaces and culturally relevant, artistic, and family-friendly activities.

Strategies:

- Promotion of new businesses and events in the Specific Plan Area, including developing a robust calendar of happenings that draw people from surrounding neighborhoods and the region.
- Pop-up activations in vacant storefronts.
- Transformation of underused parking lots into spaces for food trucks, outdoor markets, or community gatherings.

- Side-street closures for block parties, neighborhood festivals, events sponsored by adjacent businesses, and seasonal celebrations.
- Assistance with permitting and other logistics to support organizations in implementing activities and events.

Nurturing partnerships with existing and new associations and neighborhood groups will strengthen the identity of the Specific Plan Area as a lively and inclusive commercial district. City partnerships with businesses can demonstrate the potential role a business improvement district (BID) could play in the Specific Plan Area.

Programs

Example partners and initiatives include:

- Partnering with existing organizations such as the West Berkeley Design Loop, or the International and the University Avenue Association. These organizations already coordinate events and business promotion in the Specific Plan Area; see also *ED-P.4 Support and Expand Existing Business Clusters*. The City should strengthen and expand these efforts by supporting their capacity to organize Specific Plan Area-wide initiatives, co-advertise, and partner with businesses.
- To support event planning, the City should clearly communicate how permit processes work, provide technical assistance to organizers, and help facilitate applications with the appropriate departments for activities such as encroachment permits, temporary street closures, or outdoor vendor activations. The City should also leverage networks such as the Berkeley Business District Network (BBDN) to connect associations and event organizers with City staff and resources. These meetings are critical opportunities to share information on local trends and conditions affecting small businesses, district events, policy issues, and other relevant topics.

Figure 4.6. Example of a Co-Working Space for Personal Services
At 1518 San Pablo Avenue, Berkeley, a large commercial space was subdivided into smaller suites and then rented out to small businesses. Photo by CD+A.

Business Organizations

There are two main ways that business organizations can define and organize themselves in the Specific Plan Area. First, they can be geographically defined, such as the Berkeley International Marketplace (Figure 4.7) focused to San Pablo Avenue and University Avenue. Others, like the West Berkeley Design loop, are more strongly defined by business type and the market they serve. Given the diversity of businesses within the Specific Plan Area, it is likely that both types of business organizations will continue to exist. Those with a more focused geography have the potential to become a business improvement district (BID) and potentially grow into a larger BID covering the entire Specific Plan Area. Those that serve a business type or market sector have the potential to coexist with a BID. These two types of business organizations can define roles that are mutually supportive.

Figure 4.7. Berkeley International Marketplace Participating Businesses
Photo from Berkeley International Marketplace, binmar.org, 2025

ED-P.4 Support and Expand Existing Business Clusters

The Specific Plan supports capacity-building of existing business "cluster" organizations and the formation of new organizations. These organizations promote and organize businesses in the Specific Plan Area and adjacent areas, with the goal of enhancing local identity, improving business coordination, and laying groundwork for future collective action. These organizations, such as merchant associations, property-owner groups, and promotional collaboratives should be flexible in their geographic scope and business membership, modeled after existing efforts like the West Berkeley Design Loop and the Berkeley International Marketplace.

The intent is to facilitate coordination among businesses based on geographic location (Specific Plan Area-wide, within specific Designated Nodes, and connections with related businesses in adjacent areas), business type, or ownership structure, in order to enhance visibility, branding, and mutual support. Implementation of this policy further supports inclusive and flexible organizational models that reflect the Specific Plan Area's diverse mix of retail, service, light industrial, and cultural uses, extending beyond traditional business improvement districts (BIDs).

City Support and Technical Assistance

The Office of Economic Development (OED) will take the lead to coordinate with other City departments and existing business organizations in these efforts:

Marketing

- Continue to provide access to City branding and marketing tools (e.g., #DiscoveredinBerkeley local marketing campaign, and connections to the City's Convention and Visitors Bureau known as visitberkeley).

Berkeley International Marketplace

In 2006, local business owners, in partnership with the City's Office of Economic Development, established the "Berkeley International Marketplace" to celebrate the cultural diversity of businesses near the San Pablo Avenue and University Avenue intersection. While the initiative faded over time, remnants of its identity remain visible through banners on light poles, and many existing businesses continue to reflect the area's international character. In 2025, local businesses began working together to revitalize the neighborhood designation[1], expanding outreach and featuring more businesses along both San Pablo Avenue and University Avenue on their website.

[1]Nathan Dalton. "Is This West Berkeley Intersection About to Be Revived?" Berkeleyside, May 14, 2025.

Business Improvement and Community Benefit District(s)

The community expressed frustration with the lack of comfort and poor maintenance of existing public spaces along San Pablo Avenue. Property and business owners in the Specific Plan Area and West Berkeley have shown interest in working together to enhance the business and community environment in the Specific Plan Area. Members of the West Berkeley Design Loop and others in the business community have also indicated interest in forming a business improvement district (BID) to expand on business support efforts such as co-marketing, event programming, and enhanced maintenance and safety, similar to those of the Downtown Berkeley Association. A business improvement district (BID) or community benefit district (CBD) can take on a key role in addressing these community concerns through sidewalk maintenance and streetscape beautification, security, business attraction and retention, and community outreach.

What is a Business Improvement District (BID)?

A BID is an independent non-profit organization funded primarily through property-owners and/or business owners within a defined geographic area who agree to assess (or tax) themselves to support specific improvements and/or services beyond those typically provided by the City. A BID provides a dedicated management structure, with a governing board, annual work plan, and budget, ensuring accountability and transparency. This structure gives local businesses a unified voice and increases capacity to collaborate with the City and other community organizations. Existing BIDs in Berkeley include Downtown Berkeley, Telegraph, North Shattuck, Solano, and Elmwood.

What is a Community Benefit District (CBD)?

A CBD is a public-private partnership between the City and local communities within a defined geographic area, with a funding structure similar to a BID. CBDs typically include commercial, mixed-use, and residential property owners and businesses. Unlike BIDs, CBDs offer a broader scope by engaging the community to preserve and celebrate the area's identity. Existing CBDs in Oakland include the Downtown Oakland Association and the Black Cultural Zone (BCZ).

ED-P.5 Study Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD)

The Specific Plan supports collaboration between the City and local businesses and property owners to study the feasibility and scope of establishing one or more BIDs or CBDs within the Specific Plan Area. The study should assess potential boundary options ranging from Specific Plan Area-wide to targeted areas around Designated Nodes and may also explore extensions into adjacent areas of West Berkeley where commercial synergies and business interest are strongest.

Study Objectives:

1) Analyze the feasibility of different boundaries and implementation approaches. Options to consider include:
    - Establishing a pilot BID focused on 1 or 2 high-potential Designated Nodes (such as Cedar Street and/or University Avenue). A high potential Designated Node is a place where public investments and community business interest are already concentrated, long-term businesses

with pedestrian-oriented storefronts are clustered, and planned or completed mixed-use developments are increasing residential density.

- Exploring hybrid models that begin with merchant associations or business clusters and evolve toward more formal entities.
- Examining the possibility of organizing a BID that extends outside the Specific Plan Area or a thematic district that includes parts of West Berkeley, such as the West Berkeley Design Loop or includes a portion of the Specific Plan Area in the discussion of a Gilman District BID.

2) Include an equity-centered outreach process that engages with a broad range of groups active in the Specific Plan Area, such as existing businesses and property owners, Black-owned businesses and cultural institutions, community-based organizations, nonprofits, arts groups, and unhoused residents who engage with the Specific Plan Area's public realm. The City should partner with CBOs and business networks to facilitate this outreach (see *ED-P.3 Establish Public-Private Partnerships to Activate the Specific Plan Area*). The study should also define equity principles and guiding principless to guide the creation and operation of any future entity, ensuring alignment with community goals.

This effort should be coordinated with existing or proposed district initiatives in nearby areas and explore opportunities for shared services or partnerships. Lessons from other Berkeley BIDs and national models—particularly those with cultural district components—should inform the structure, governance, and service priorities of a potential San Pablo Avenue District.

ED-P.6 Economic Development Technical Assistance

To facilitate the implementation of the policies in this chapter, OED staff will provide technical assistance in the following areas:

- Implementation of Public-Private Partnerships in alignment with *ED-P.3 Establish Public-Private Partnerships to Activate the Specific Plan Area*.
- Implementation of *ED-P.5 Study Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD)* to initiate the study.
    - Conduct outreach and engagement, with businesses and property owners within the Specific Plan Area to assess interest in forming business cluster organizations, a BID, or a CBD.
    - Provide technical assistance in navigating legal and financial requirements related to BID or CBD formation.
    - Work with the businesses, cultural institutions and artist groups in the community to identify potential commercial and cultural districts along San Pablo Avenue, such as a maker/light industrial district, international district, or State-designated cultural district. Report on the feasibility of integrating commercial and cultural districts into marketing efforts and BID/CBD feasibility study.
- Facilitate discussions among businesses and property owners.
- Coordinate early marketing and/or events to build momentum and community identity.

Public Investment

ED-P.7 Establish a Process to Prioritize Public Investment in Designated Nodes

The Specific Plan seeks to concentrate resources within Designated Nodes for the purpose of delivering visible, coordinated improvements that can attract new businesses, enhance safety, and build community identity. By targeting grant and capital funding to these locations, ongoing transportation projects can be leveraged and aligned with public and private investments.

A process and criteria shall be established to prioritize public investments in Designated Nodes that strengthen safety, catalyze economic development and build momentum for the Specific Plan Area. The following metrics should be incorporated - number of existing businesses, number of residential units, number of commercial vacancies - and outreach should be conducted in an equitable manner. Initial public investment – such as pedestrian-scale lighting, transit-supportive infrastructure, and amenities for gathering – should be made within the highest priority Designated Node(s).

Supporting Policies and Programs

The policies within this Specific Plan, including those in **Chapter 3 Land Use** and **Chapter 5 Streets – Transportation and Public Realm**, are designed to work together to strengthen the Specific Plan Area as a whole, including the local economy along San Pablo Avenue.

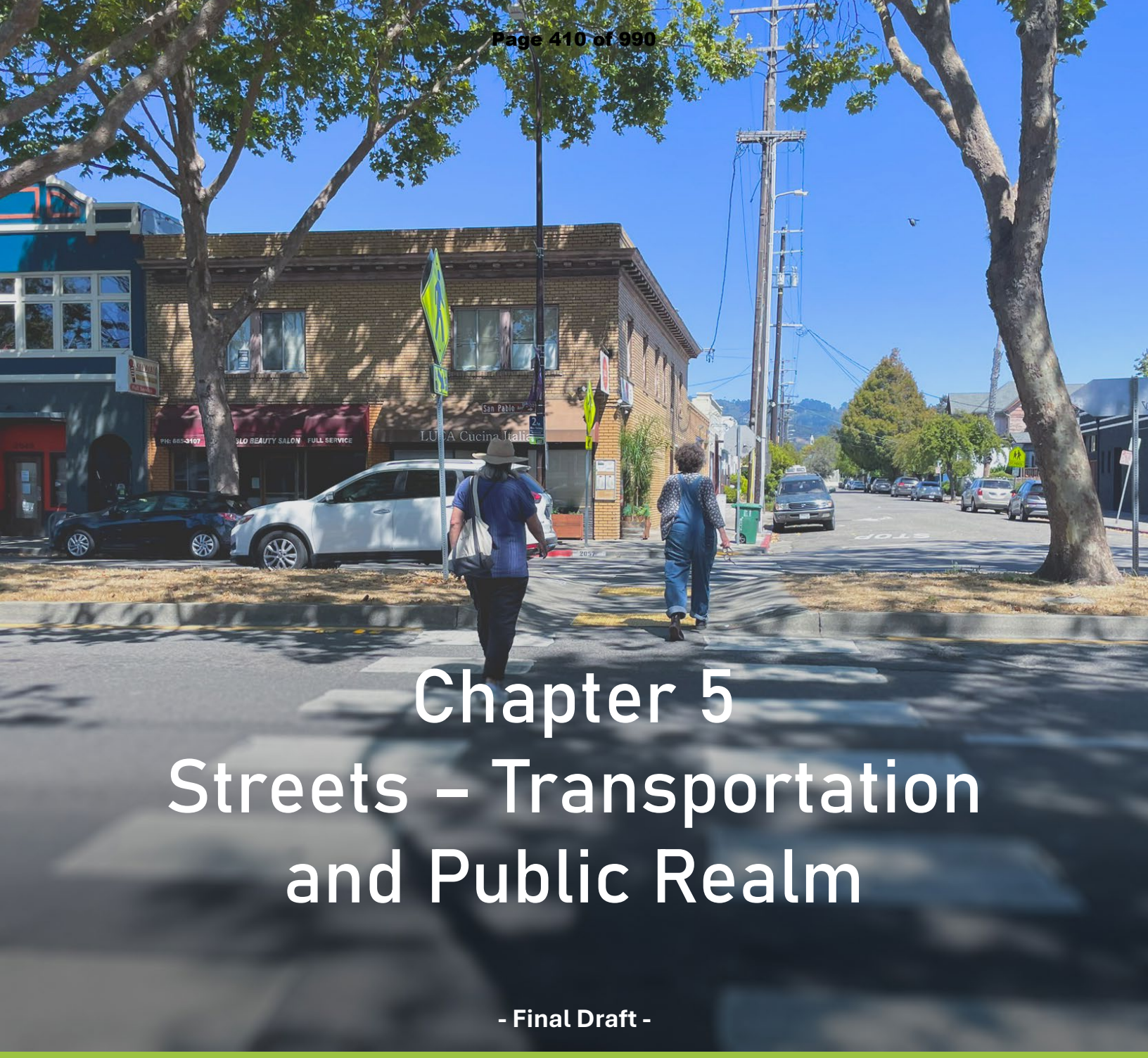
Land Use policies that increase housing capacity will bring more residents within walking distance of local businesses, thereby expanding the customer base and supporting neighborhood-serving retail and services. Concentrating activity in Designated Nodes and promoting a broader mix of uses will enhance the vitality of these areas, helping them evolve into distinct commercial destinations. Building design standards require either storefront or active ground floor frontage within Designated Nodes, allowing the extent of retail and restaurant uses to adapt over time as the population in the Specific Plan Area grows (See *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*).

Transportation policies are designed to make San Pablo Avenue more attractive, accessible and comfortable for pedestrians, cyclists, and transit riders. Enhancing multimodal connections both within Berkeley and to the broader East Bay region will increase foot traffic, improve accessibility for surrounding neighborhoods, and expand regional connectivity to the Specific Plan Area. These improvements will draw more potential customers and support the diverse mix of local and specialized businesses along San Pablo Avenue (**Chapter 5 Streets – Transportation and Public Realm**).

Public realm policies and standards to create consistent lighting and street furnishings, street trees, and public realm expansions, will improve comfort and encourage longer, more frequent visits that support commercial activity (**Chapter 5 Streets – Transportation and Public Realm**).

Together, these measures are designed to enhance the livability of the Specific Plan Area while driving long-term economic growth.

In addition, the City's Revolving Loan Fund program can provide access to capital for businesses and entrepreneurs who seek to grow and retain jobs, but do not qualify for a traditional bank loan. The loan can be used to fund business expansion, fixed assets, equipment, working capital, and real estate.



Chapter 5
Streets – Transportation and Public Realm

- Final Draft -

Originally part of the Lincoln Highway, San Pablo Avenue has long served as a major regional and national transportation route and remains designated as a State highway. This legacy established a pattern focused on regional mobility and vehicle access, influencing the form of adjacent development. This function has historically prioritized automobiles and resulted in a street environment that favors vehicles but offers limited comfort and safety for multimodal travel, along with fewer high-quality public spaces. **Chapter 1 Introduction** provides more detail about the historical context of San Pablo Avenue.

Some stretches along San Pablo Avenue feature a consistent tree canopy and active storefronts that introduce a pedestrian-friendly setting, but these remain exceptions. New mixed-use developments and streetscape improvements are gradually transforming San Pablo Avenue into a multimodal corridor. These ongoing efforts aim to enhance comfort, safety, and accessibility for people walking, biking, and using transit, while creating a more attractive and functional public realm that reflects the changing needs of the street.

Community feedback gathered through the outreach process reinforces this shift in priorities. Participants expressed strong support for improving the pedestrian, bicycle, and transit environment along and across San Pablo Avenue. Survey responses identified walking as the second most common mode of travel to and from destinations along San Pablo Avenue. At the first community open house, focus group meetings, and other engagement events, community members emphasized the need for safe streets and streetscape improvements. Many also voiced concerns about existing traffic speeds and noise, highlighting the ongoing tension between vehicular centered conditions and the community's vision of a vibrant mixed-use place where people live, work, shop, and socialize.

This chapter defines policies, programs and standards that aim to balance the transportation, land use, and public realm functions of San Pablo Avenue and the evolving mixed-use district along it. The focus is to transform San Pablo Avenue into a multimodal street that not only facilitates safe and efficient travel for all users but also enhances the availability and quality of public space.

Existing Conditions

This section provides an overview of existing transportation conditions, including transit access, and multimodal mobility, safety and comfort and summarizes existing public realm conditions. A detailed assessment is available in **Appendix A: Key Existing Conditions**.

Public Realm

The public realm experience varies along San Pablo Avenue –some areas support street life, while others feel inactive at the pedestrian scale. There are engaging places with a combination of active street life and vibrant businesses, such as the blocks south of University Avenue and Dwight Way (see Figure 5.2). At these locations, one can find outdoor seating, decorative plantings and other amenities that invite potential customers and create a comfortable environment for people walking along the street. On stretches where business activity is slow, sidewalks are more likely to be in poor condition, landscaping is less likely to be maintained, and the street edge is framed by vacant or vandalized building frontages, or tall fencing. These segments experience less foot traffic and fewer parked cars, as the public realm offers little reason for people to linger as they pass through.

San Pablo Avenue is also physically wide, with a typical right-of-way measuring 73 feet from curb to curb (see Figure 5.1). This includes four travel lanes (two in each direction), street parking, and a landscaped median. There are no designated bicycle facilities or markings along San Pablo Avenue, so cyclists ride in the roadway, on the sidewalk, or more commonly, use nearby streets which include parallel bicycle routes. While this configuration supports vehicle traffic movement and access, it creates a sense of separation between the two sides of the street and confines pedestrian space to the standard 13-foot sidewalks on either side. Sidewalks are narrow compared to the preferred width guidance set in the 2020 Pedestrian Plan[1] and offer limited protection from adjacent vehicle traffic. During community engagement activities, participants frequently expressed concern about narrowness, their exposure to vehicle traffic, and associated noise levels.

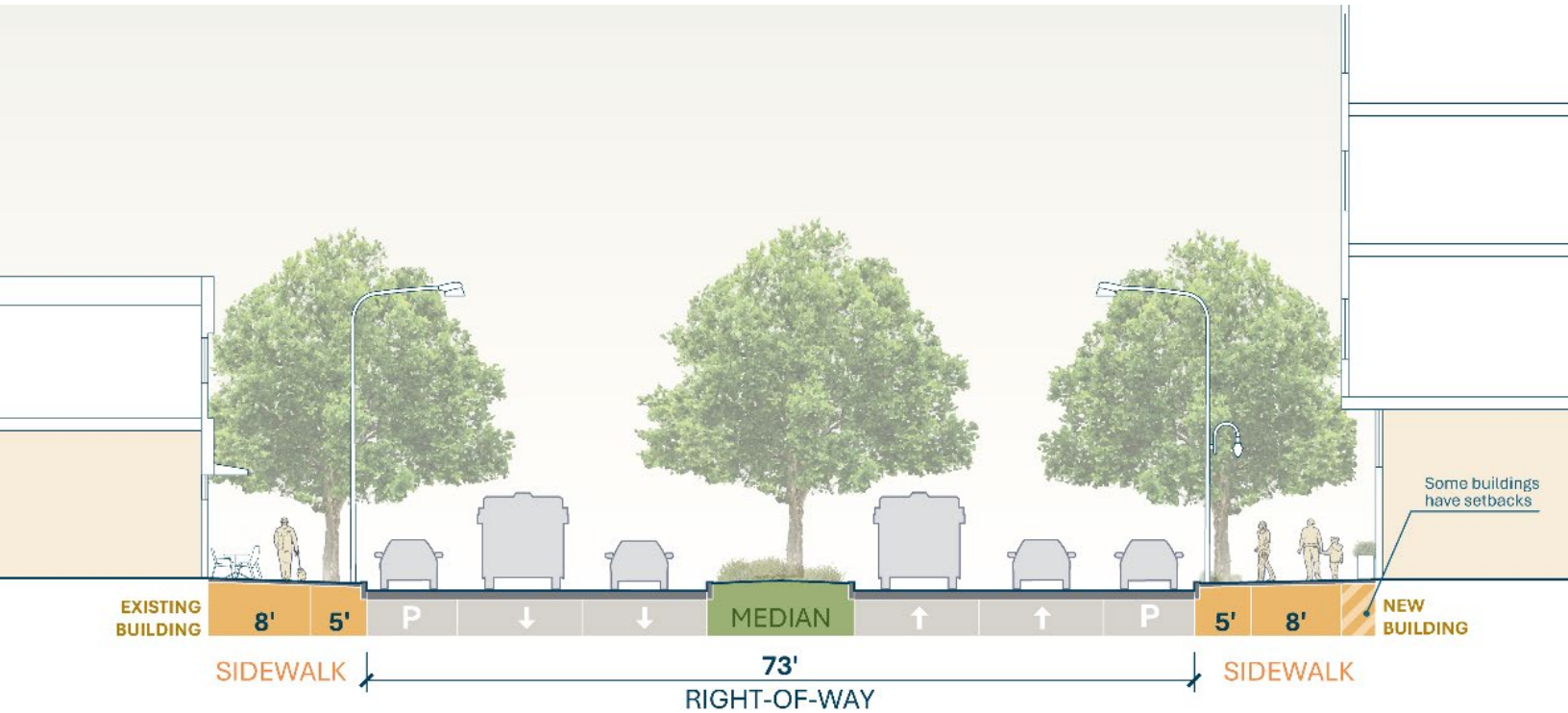


Figure 5.1 Section Graphic of the Typical Right-of-Way Configuration at San Pablo Avenue
Graphic by CD+A

[1] City of Berkeley. *Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements.* Adopted 2020, p. 8

Transportation

Multimodal Mobility, Safety and Comfort

According to the Vision Zero Policy and Plan (see page 58) San Pablo Avenue is classified as a High-Injury Street, one of the City's streets with the highest number of severe injury and fatality traffic crashes. Risk and discomfort associated with crossing the street is driven by the absence of dedicated bicycle crossing infrastructure, limited pedestrian visibility, and high vehicle speeds and related traffic noise. These conditions create an environment that is less safe for non-motorized users.

As mentioned previously, many cyclists avoid riding directly on San Pablo Avenue and instead rely on parallel bicycle routes. However, crossing San Pablo Avenue remains difficult. The 2017 Berkeley Bicycle Plan (see page 58) identified all intersections at key east-west bicycle routes designated as class III bicycle boulevards—specifically Virginia Street, Channing Way, and the Russell Street and Heinz Avenue connection— as high-stress locations for cyclists and present significant barriers to safe and comfortable bicycle travel.

Several safety improvement projects are underway to address some of these conditions. For project details, see **Appendix D: Street Improvements**. The Specific Plan (the Plan) establishes policies and standards for further improving mobility, safety, and comfort for all users. **Appendix D** also outlines recommended projects that may be implemented with future development.

Transit Network

Transit service within the Specific Plan Area is provided by the Alameda-Contra Costa Transit District (AC Transit), which operates local bus routes, a limited stop bus line along San Pablo Avenue, and transbay service connecting the area to the Salesforce Transit Center in San Francisco. AC Transit routes 72, 72L, 72M, 52, 51B, 36, 12, J, G, FS, and San Pablo All Nighters (800 & 802) connect the Specific Plan Area to North Berkeley, Downtown Berkeley, or Ashby BART Stations, and San Francisco.

Figure 5.2 Sidewalk with Bus Stop and Café Seating
On the West Side of San Pablo Avenue and Dwight Way Intersection. Photo by CD+A, 2025

Objectives

San Pablo Avenue does not need to look the same from end to end; in fact, the distinct character of different places along San Pablo Avenue is one of its valued assets (See Figures 5.3 and 5.4). However, many of these areas can benefit from stronger visual and physical connections. By establishing guidance for shared elements like trees, lighting, and street furnishings, the Plan seeks to create a sense of continuity while allowing for places along San Pablo Avenue to develop their own unique identity.

Transportation

Improve San Pablo Avenue's function as a multimodal street that safely and efficiently serves pedestrians, cyclists, transit riders, drivers, deliveries, freight, emergency response and evacuation, and maintenance access. Enhance access to transit and reduce collisions. Improve the balance between regional mobility and local access. Better manage on-street parking and loading to support diverse uses along San Pablo Avenue.

Figure 5.3 Daytime Traffic
San Pablo Avenue near Blake Street Intersection.
Photo by CD+A, 2025

Public Realm

Transform San Pablo Avenue into a welcoming and vibrant public realm, with public spaces that enhance the distinct character of places along the street and neighborhoods they connect to. Expand and improve sidewalks and streetscape elements and encourage public art, and cultural activities to support a more active street life.

Figure 5.4 Sidewalk with Storefront
San Pablo Avenue Sidewalk South of Dwight Way.
Photo by CD+A, 2025

Transportation Policies, Standards and Projects

The Specific Plan Area needs improved local and citywide multimodal access to support anticipated growth in population, employment, and business activity in the Specific Plan Area and adjacent neighborhoods in West and South Berkeley. Meeting the transportation needs of this growth will require reducing dependence on personal vehicles and expanding access to safer and more equitable travel options. This approach aligns with regional and City goals for climate action, economic vitality and equity. The following section outlines strategies to support this transition, including safer street crossings for all users, enhanced transit access and reliability, parking and curb management to support businesses, and measures to reduce collisions while improving overall mobility.

Existing Policies and Standards

City of Berkeley

Vision Zero Policy and Plan

In 2020, the City of Berkeley adopted its **Vision Zero Action Plan** with the goal to eliminate all traffic fatalities and severe injuries by 2028. The plan focuses on engineering and design strategies that improve safety for everyone travelling in Berkeley. Between 2011 and 2020, multiple collisions along San Pablo Avenue resulted in severe injuries to people walking, biking, and driving, including one fatality. According to the City's 2022 Annual Report[2], 42 percent of Berkeley's severe and fatal traffic collisions during that same timeframe occurred within Metropolitan Transportation Commission designated Equity Priority Communities[3], which includes most of the Specific Plan Area.

To help meet Vision Zero goals, several safety improvements are already planned or in progress, and many are part of Alameda CTC's San Pablo Corridor Safety Enhancements Project. The Specific Plan also includes transportation safety related policies, improvements, and an implementation strategy that supports Vision Zero goals.

Berkeley Bicycle Plan

The City of Berkeley Bicycle Plan Update was adopted by City Council on June 16, 2026. The update began with Phase 1 public outreach in 2022 and drafting of the plan with additional engagement in 2025. Parallel development with the Specific Plan allowed for coordination between both documents. The following information is drawn from the Final Draft of the Bike Plan, dated January 2026 which was adopted as the Final Plan. The Bicycle Plan seeks to increase bicycle use as a day-to-day mode of transportation. San Pablo Avenue, as one of the City's and AC Transit's Primary Transit Routes, was identified for further study to evaluate options for improved Class IV bicycle access along the street. San Pablo Avenue is designated as a Tier 2 Priority Project in the Bicycle Plan based on the project's scoring for safety, community support, equity, Safe Routes to Schools, and project feasibility. As part of the Bike Plan's Complete Streets Corridor Study Recommendations[4], it recognizes the earlier multimodal study completed by Alameda CTC and states "*Further study and design of parallel residential street bikeways, ped and bike crossing improvements, and transit service improvements in progress.*"[5]

Since the adoption of the initial 2017 Bicycle Plan, the City has partnered with Alameda CTC through its San Pablo Avenue Safety Enhancements Project and Parallel Bike Improvements Project to implement crossing upgrades at several designated bicycle boulevards and to establish new and improve existing parallel bicycle boulevard routes. Additional information about planned safety and mobility improvements along San Pablo Avenue is provided in the following section, which discusses the Alameda CTC San Pablo Corridor Projects.

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[2] City of Berkeley. Vision Zero Annual Report 2021–2022. June 2022. Accessed 6 May 2025.
[3] See Chapter 1 Introduction for definition of Equity Priority Communities.
[4] City of Berkeley Bicycle Plan update, Final Draft, January 2026. Accessed 20 May 2026. Pp. 124-126
[5] City of Berkeley Bicycle Plan update, pp. 126

Berkeley Pedestrian Plan

The **2020 Pedestrian Plan**[6] outlines strategies to improve pedestrian travel along Berkeley's high-injury streets and enhance overall pedestrian safety consistent with the Vision Zero Action Plan. The plan identifies San Pablo Avenue—from University Avenue to Dwight Way—as a priority corridor, ranking it among the top 10 locations for capital projects focused on pedestrian safety.

The Plan's proposed improvements at key intersections along San Pablo Avenue align closely with the Alameda CTC San Pablo Avenue Safety Enhancements Project and include curb extensions, raised medians, high-visibility crosswalk markings, and pedestrian hybrid beacons (PHBs)/rapid-reflective flashing beacons (RRFBs).

Additional recommendations go beyond the current scope of the Safety Enhancements Project. These include evaluating the feasibility of lowering speed limits to 25 mph and introducing separate pedestrian signal phases that do not conflict with turning vehicles.

Transportation Demand Management Policies

The City of Berkeley Municipal Code establishes a **Transportation Demand Management (TDM) Program**[7] that supports the goals of the City's Transportation Element and Climate Action Plan by reducing automobile travel, encouraging transit ridership, and promoting bicycle and pedestrian safety. This program requires new residential developments of ten or more units to:

- Provide unbundled parking that is sold or leased separately from units to incentivize reduced automobile ownership
- Offer monthly transit passes at no cost to residents to encourage transit use
- Provide real-time transportation information on displays in common areas to facilitate transit use

Before a Certificate of Occupancy is issued, site inspection is required to confirm that all required physical improvements have been installed. Following occupancy, property owners are responsible for ongoing compliance and reporting to ensure that required TDM measures remain in place and effectively achieve the objectives of the program.

Additionally, the City requires employers with ten or more employees to provide a **Commuter Benefit Program**[8] that encourages the use of transit, vanpools, or bicycles by providing pre-tax payroll deductions, direct payment of expenses, or a company-funded shuttle service.

goBerkeley On-Street Parking Meter Policy

In 2022, the City of Berkeley launched the goBerkeley SmartSpace pilot, funded by MTC and FHWA, to explore ways to reduce the need for residents to move their vehicles every two hours due to on-street parking restrictions in neighborhoods near the Elmwood and Southside/Telegraph commercial districts. As a result of the pilot, the City adopted an **on-street parking meter pricing policy**[9] for single-space meters and pay stations within the goBerkeley meter zones that allows for parking fee adjustments based on published parking occupancy data. The goal is to maintain 65–85% occupancy, or roughly 1–2 open spaces per block, to minimize circling and improve parking availability. Rates are adjusted two to three times per year.

On-Street Accessible Parking and Passenger Loading Requirements

Accessible parking in the public right-of-way is required and must comply with the U.S. Access Board's **Public Right-of-Way Accessibility Guidelines (PROWAG)**, federally adopted in 2024.[10] Where on-street parking is metered or designated by signage or pavement markings, the required number of accessible spaces and their design must follow PROWAG standards for dimensions, clearances, and connection to the pedestrian access route. If individual spaces are not marked, each 20 feet of designated curb space is counted as one parking space.

The following exceptions apply to implementation of on-street accessible parking:

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[6] City of Berkeley. Berkeley 2020 Pedestrian Plan. 2020. Accessed 17 June 2025.
[7] City of Berkeley. *Berkeley Municipal Code* § 23.334 - Transportation Demand Management. Accessed 16 June 16 2025.
[8] City of Berkeley. *Berkeley Municipal Code* § 9.88 – Commuter Benefit Program. Accessed 2 July 2025.
[9] City of Berkeley. *Berkeley Municipal Code* § 14.52.120 – Parking Meter and Pay Station Fees. Accessed 23 June 2025.
[10] U.S. Access Board. Public Right-of-Way Accessibility Guidelines (PROWAG), 36 CFR Part 1190, Final Rule published in the Federal Register, 88 FR 54336. August 2023. Effective 7 September 2024. Accessed 23 June 2025.

- Spaces reserved exclusively for residential, commercial, or law enforcement use are exempt and not counted toward required totals.
- If on-street spaces are altered, requirements apply only to the modified spaces until the minimum required number is reached.

Accessible passenger loading zones in the public right-of-way are also required. At least one accessible loading zone must be provided per 100 feet (or fraction thereof) of designated loading area, excluding transit stops.

Off-Street Parking Maximums in Transit-Rich Areas

In 2021, the City of Berkeley adopted parking reforms that established **off-street parking maximums** for new residential developments well-served by transit, limiting vehicle parking to a maximum of 0.5 spaces per dwelling unit.[11] Parking reductions are also defined for all uses in mixed-use buildings within the existing C-W zoning dlive-woistrict.[12] This policy is intended to support TDM measures by discouraging car dependency and encouraging transit-oriented, sustainable growth in areas with good transit service. The cap applies within a quarter mile of rail stations and bus transit corridors with peak period frequency of 15 minutes or better, which includes the entirety of the Specific Plan Area.

Bicycle Parking Policies

Bicycle parking facilities that are secure, accessible, and weather-protected support TDM measures by encouraging bicycle use. Bicycle parking is also included in the *Pre-Occupancy TDM Program and Bicycle Parking Ongoing Monitoring and Reporting Statement*, which new developments are required to complete.

Building on the goals of the 2017 Berkeley Bicycle Plan, the City of Berkeley Municipal Code requires **long- and short-term bicycle parking** for new commercial construction, development that expands floor area, and new residential projects, including residential portions of mixed-use developments.[13] Bicycle parking spaces are required on a per square-foot basis for commercial development and per bedroom basis for residential development.

Detailed siting and design standards for bicycle parking are outlined in the **Bicycle Facility Design Toolbox**, provided as Appendix F of the 2017 Bicycle Plan.[14] This guidance accounts for a range of bicycle types and sizes and recommends long-term parking strategies based on lot coverage. Projects on parcels with high lot coverage (over 85%) are encouraged to provide indoor long-term bike parking, such as a secure room or cage. Sites with lower lot coverage may use outdoor solutions like bike lockers or covered, secure enclosures.

Bike corrals are a form of on-street bicycle parking that provide high-capacity, short-term parking by consolidating racks within the paved right-of-way, typically in areas with high demand and limited sidewalk space. In Berkeley, corrals may replace a vehicle parking space or be installed adjacent to a red curb. Merchants or property owners may request a bike corral in front of their business.[15] Requests are reviewed based on safety, demand, and feasibility, and installations must follow design standards outlined in the City's Bicycle Facility Design Toolbox. The City may also create bike corrals in locations with high bike parking demand and limited sidewalk space, such as in multimodal Mobility Hubs.

Transit-First Policy Implementation Plan

The **Transit-First Policy Implementation Plan (2023**) provides policies and guidelines for implementing the City's Transit-First Policy (Berkeley General Plan Policy T-4) and for future planning for the City's existing transit priority corridors. It is a standalone document but planned to be implemented into a future update of the Berkeley Strategic Transportation (BeST) Plan.

The Plan designates San Pablo Avenue as a Primary Transit Route and a priority corridor for further study of transit infrastructure needs, building on the findings of AC Transit's Major Corridors Study (2016). Together with Telegraph and University Avenues, San Pablo Avenue is identified as a potential Bus Rapid Transit corridor in AC Transit's Long-Term Improvements Plan (targeted for implementation by 2040). Further, the

[11] City of Berkeley. *Berkeley Municipal Code* § 23.322.070 – Off-Street Parking Maximums for Residential Development. Accessed 16 June 2025.
[12] City of Berkeley. *Berkeley Municipal* Code § 23.322.050.A.7 – All Uses in Mixed-Use Building. Accessed 11 March 2025.
[13] City of Berkeley. *Berkeley Municipal Code* § 23.322.090 – Bicycle Parking. Accessed 2 July 2025.
[14] City of Berkeley. Berkeley Bicycle Facility Design Toolbox. May 2017. Accessed 16 June 2025.
[15] City of Berkeley. Bicycle Parking Program. 2025. Accessed 26 June 2025.

Plan highlights Alameda CTC's San Pablo Corridor Project as the lead effort for shaping future transit improvements and recommends ongoing coordination with Alameda CTC, Caltrans, and neighboring cities to develop a long-term implementation strategy.

Council Referral for BRT in Berkeley

In September 2023, the Berkeley City Council directed the City Manager to explore a feasibility analysis of Bus Rapid Transit (BRT) options along AC Transit's 51B route, including University Avenue. University Avenue bus service provides a key east-west connection between San Pablo Avenue and Downtown Berkeley and is designated a Primary Transit Route in AC Transit's Major Corridors Study.

Future BRT service on University Avenue could enhance transit access between the Specific Plan Area and major destinations such as Downtown Berkeley, UC Berkeley, BART, and the Berkeley Amtrak Capitol Corridor Station. Completed improvements in the Southside area include bus-only lanes on Durant Avenue and Bancroft Way that are used by the 51B and 6 routes. The referral proposes future budget allocations for corridor studies and ADA improvements.

San Pablo Avenue Public Improvement Plan

The San Pablo Avenue Public Improvements Plan, adopted on December 7, 2004, was developed to support pedestrians, cyclists, drivers, and transit users, while also revitalizing the area along and surrounding San Pablo Avenue. While many improvements have been completed, the Plan itself is now outdated and replaced by this Specific Plan. The Improvement Plan's recommendations served as a foundation for the Specific Plan's public realm framework, informing its policies, programs and design standards.

Caltrans

As described in **Chapter 1 Introduction**, San Pablo Avenue is a California state highway (State Route 123). Any improvements within the street right-of-way must be approved by Caltrans, while the City of Berkeley is responsible for maintaining sidewalks, roadway surface and medians, street trees, landscaping, and electrical work. Any modifications to the roadway itself, such as lane configurations, signal equipment and timing, speed limits, curb changes, or median design, must comply with Caltrans design standards and receive their approval.

Because San Pablo Avenue functions as a freeway reliever route for I-80, it is prioritized for regional vehicle movement. This limits the feasibility of changes that could reduce vehicular capacity.

AC Transit

AC Transit provides bus service across Alameda and Contra Costa counties, operating 12 routes that serve the Study Area and connect directly to San Pablo Avenue.

Realign Plan

In response to evolving travel patterns, AC Transit developed the Realign Plan, a redesigned bus network, which launched in August 2025. Under the new network, bus service frequency along San Pablo Avenue in Berkeley is expected to remain the same consistent with previous levels, while overall schedule reliability is anticipated to improve.

AC Transit first introduced the RAPID bus, Line 72R, service in 2003, a service that continues under 72L today. The agency further upgraded transit efficiency with the San Pablo Avenue Rapid Corridors Project, completed in 2023. This effort improved traffic signals, installed GPS-enabled Transit Signal Priority (TSP) technology, and enhanced overall operations from downtown Oakland to the City of San Pablo.

Major Corridors Study

AC Transit's 2016 Major Corridors Study laid out both short- and long-term strategies for improving service along San Pablo Avenue. The long-term vision calls for Bus Rapid Transit (BRT) to boost capacity and reliability. In the short- and mid-terms, the Rapid Corridors project and on-going planning and design led by Alameda CTC are improving transit infrastructure along San Pablo Avenue in Berkeley and adjacent communities. For more details on their current work, see **Appendix D**.

Existing Transportation Projects

At the time of writing the Plan, several transportation and streetscape improvements are anticipated to take place over the next several years. The improvements proposed in the Plan build upon these ongoing and planned efforts, treating them as baseline conditions. For a comprehensive list and description of these projects, refer to **Appendix D**.

City of Berkeley Projects

The City moved forward with the implementation of several projects identified in the 2017 Bike Plan and 2020 Pedestrian Plan, including several projects that cross or parallel San Pablo Avenue. These efforts were coordinated with Alameda CTC's San Pablo Avenue Corridor Projects to support broader multimodal safety goals. For a map of current connections and a full list of projects, see **Appendix D** and see Figure 5.8.

Alameda CTC Projects

The Plan does not focus on transportation improvements to San Pablo Avenue, because the Alameda County Transportation Commission (Alameda CTC) has completed a multimodal planning study for San Pablo Avenue throughout Alameda County. The study led to three improvement projects (see Figure 5.5). These projects will result in construction of safety improvements for all users, bus stop improvements, and parallel bicycle facility improvements, as well as a short segment of bicycle and bus lanes on the southern end of San Pablo Avenue in Berkeley. For detailed project descriptions and timelines, refer to **Appendix D**. The Bus Lanes and Bike Lanes project which is planned to extend from Oakland to the south up to Heinz Street in Berkeley has experienced some planning delays and is not expected to be finished with construction by 2035at the earliest. The Parallel Bike Improvements and Safety Enhancement projects are expected to be completed by 2027 to 2028.

Alameda Countywide Bikeways Network

San Pablo Avenue is designated as a major bus and bikeway corridor within the Alameda Countywide Bikeways Network[16]; it is subject to regional All Ages and Abilities (AAA) bikeway design expectations. For additional details, see **Appendix D**.

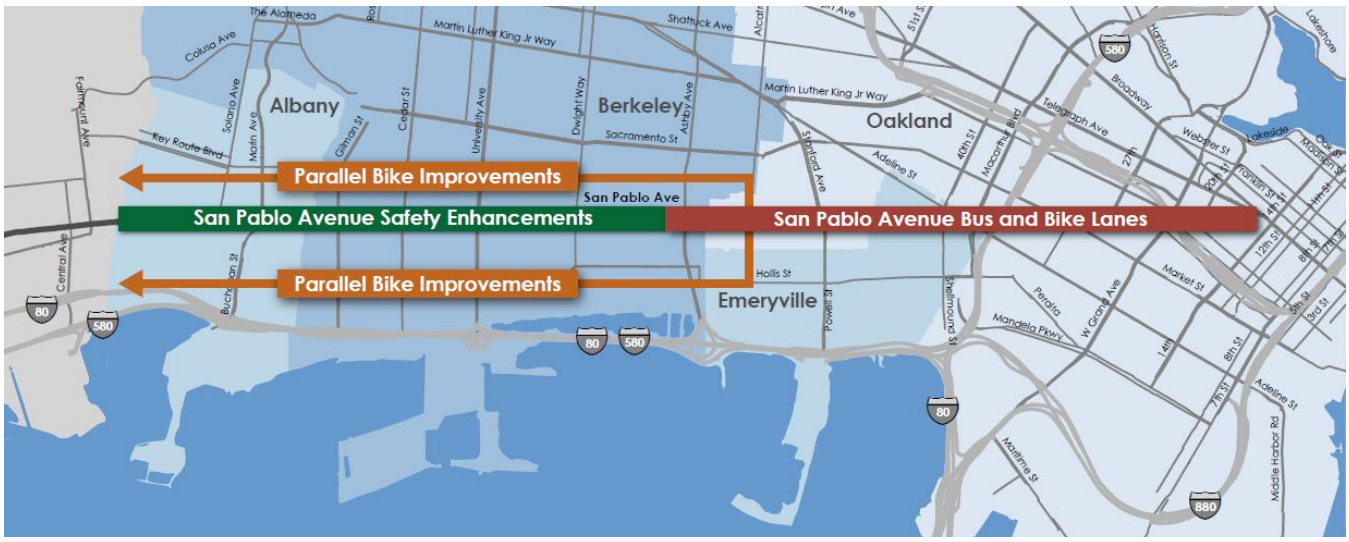

Figure 5.5 Alameda CTC San Pablo Avenue Multimodal Corridor Overview Map
Map by Alameda CTC, CD+A

[16] Alameda CTC. Alameda Countywide Bikeways Network Executive Report. December 2022. P.3. Accessed August 2025.

Transportation Policies and Standards

Multimodal Mobility and Access

Ongoing and planned improvements to transportation infrastructure along San Pablo Avenue establish a foundation for improving mobility and access for all users. Future efforts will build on this momentum to provide infrastructure and operation systems that best serve the community's vision for the Specific Plan Area as a vibrant mixed-use district.

T-P.1 Improve Mobility, Access, and Safety for All People

The Specific Plan will improve conditions for people walking, biking, taking transit, driving, making deliveries, as well as emergency response and evacuation and maintenance access along San Pablo Avenue and throughout the Specific Plan Area. The Specific Plan considers particular needs of vulnerable users, including children, seniors, and people with disabilities.

The Specific Plan will support implementation the goals for the City's Complete Streets Policy and the Vision Zero Action Plan by designing all street and transportation improvements within the Specific Plan Area to enhance mobility, access and safety for people who are walking, biking, taking transit, and driving while providing access for deliveries, freight, emergency response, evacuation and maintenance. The Specific Plan will ensure that design and implementation consider the needs of vulnerable users, including children, seniors, and people of all abilities.

The City is planning to update the Pedestrian Plan and the Vision Zero Action Plan starting in 2026 or 2027. These updates provide the opportunity to further assess pedestrian and other multimodal conditions along San Pablo Avenue, and to prioritize multimodal recommendations and implementation of improvements identified in this Plan at a citywide level. As a part of these plan updates, the City will review and update regulations for maintaining accessibility for bicyclists, pedestrians, and transit riders during construction in the Specific Plan Area, as well as coordinating with Caltrans to receive their agreement with the regulations. See also **Chapter 6 Administration and Implementation** and other specific recommendations in this chapter.

T-P.2 Future Transportation Study Needs for San Pablo Avenue

The Alameda CTC Bus and Bike Lanes Project currently ends at Heinz Street and San Pablo Avenue. Through previous planning and engagement efforts, the community expressed concerns regarding feasibility and the significant roadway changes required to extend dedicated bus or bicycle facilities through Berkeley along San Pablo Avenue. These challenges include removal of all or some portions of the medians which hold mature street trees. With a growing population and reduced off-street parking requirements for all developments given proximity to high-quality transit (See off-street parking requirements discussion in the *Parking and Curb Management* section of this chapter), the demand for alternative transportation options is likely to increase. It is expected that the City will need to revisit the design of Berkeley's portion of San Pablo Avenue in the future.

The Specific Plan recommends that the City, in partnership with Alameda CTC, AC Transit and Caltrans, and the City of Albany, explore a potential follow-up planning and design process to evaluate multimodal conceptual design options for San Pablo Avenue from Heinz Avenue to the Alameda County line. This potential future process could study a range of potential bike and bus improvements, including bus rapid transit, bus only lanes, and separated bike lanes. Depending on development activity in Berkeley and other San Pablo Avenue communities there may also be some future interest in studying the potential for streetcar service.

A multimodal study for San Pablo Avenue is a priority for the Project Plan Area, but it has not been identified as a priority in the on-going update to the City of Berkeley Bicycle Plan, and has not been identified as a priority in other City transportation documents. The upcoming updates to the Vision Zero Action Plan and the Pedestrian Plan should consider identifying a multimodal study as a city-level priority.

T-P.3 Maintain and Improve Bus Service in Collaboration with Alameda CTC and AC Transit

Maintain existing transit service levels along San Pablo Avenue and preserve key east-west "secondary route" connections identified in the City of Berkeley's General Plan. In alignment with the City of Berkeley's Transit First Policy (Policy T-2)[17], the City will continue to coordinate with AC Transit to improve service on San Pablo Avenue as needed to enhance east-west service and improve infrastructure. This includes continuing to explore the implementation of AC Transit's recommendations for primary transit routes and the need for improved connections to the Ashby and North Berkeley BART stations, which is further discussed in BART's station and access plan.[18] A key element of this approach will be identifying the appropriate lead agency for such studies and project development, as well as adequate funding. Efforts will be guided by the Transit First Policy Implementation Plan to ensure a coordinated and effective approach.

T-P.4 Implement Signal Timing and Transit Signal Priority (TSP)

In collaboration with Caltrans and AC Transit, identify and implement additional TSP improvements at signalized intersections and signal timing that favors transit operations to increase transit reliability and encourage ridership. This effort will build upon improvements made by AC Transit. This signal timing assessment will also identify changes to signal timing to manage mixed flow traffic speeds, encouraging travel at or below the speed limit. TSP provisions should also require emergency-vehicle preemption or prioritization, and the Fire Department should participate in the design, testing and performance monitoring of any TSP changes.

Parking and Curb Management

Many businesses along San Pablo Avenue depend on on-street parking for customer access and loading, particularly those without private parking lots or off-street loading.

With new residential developments, community members have raised concerns about parking availability to support the growing population. Business owners have also noted issues such as reduced storefront visibility due to parked cars and lack of parking enforcement leading to vehicles blocking parking spaces throughout the day.

Curb space in the Specific Plan Area, both on San Pablo Avenue and crossing streets, will be managed to support the needs of both businesses and residents, with a shared goal of maintaining available on-street parking access even during periods of peak demand. The Specific Plan recommends a strategy to ensure that on-street parking remains available for customers and other visitors arriving by car.

Provision of parking along San Pablo Avenue needs to be balanced with multimodal needs of all people that use San Pablo Avenue. See *T-P.2 Future Transportation Study Needs for San Pablo Avenue* regarding the need to study and implement multimodal improvements along San Pablo Avenue.

Off-Street Parking Requirements

Assembly Bill (AB) 2097 is a California law that prohibits public agencies or cities from imposing minimum automobile parking requirements on most developments located within a half-mile radius of major transit stops.

BMC 23.322.070 Establishes off-street parking maximums for residential development.

As San Pablo Avenue is a major transit corridor (See *Transit Network*), most of the Specific Plan Area falls under both guidelines and is largely exempt from minimum parking requirements.

[17] City of Berkeley Transit-First Implementation Plan, 2023. Pp. 7-8. Accessed 20 May 2026
[18] BART, Berkeley-El Cerrito Corridor Access Plan, February 2023. P. 66. Accessed 4 September 2025.

T-P.5 Create an Active Parking and Loading Management Program for the Specific Plan Area

The program will include strategies such as adjusting parking meter rates and time limits through the City's goBerkeley Parking Program. It will also consider expanding metered parking locations to side streets with commercial frontages to maintain the City's target occupancy rate of 65 to 85 percent on metered blocks. Increased enforcement will accompany these measures to ensure compliance and support consistent parking turnover.

Currently, the City of Berkeley is not encouraging the establishment of additional Residential Parking Permit (RPP) areas, primarily due to cost considerations. As the effectiveness of pipeline and potential future multimodal improvements are assessed, the City will have an opportunity to reassess parking and loading needs along San Pablo Avenue and surrounding neighborhoods. Based on these assessments, the City Council will consider whether to establish new RPP area(s) in adjacent neighborhoods and whether to allow merchants to purchase permits to park in those areas.

Implement Mobility Hubs

The Metropolitan Transportation Commission (MTC) defines a Mobility Hub as an access point for *"[...] travelers of all backgrounds to access multiple transportation options and supportive amenities. Built on the backbone of frequent and high-capacity transit, Mobility Hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer across different travel modes."*[19] Identifying a Mobility Hub can strengthen eligibility for the Transit-Oriented Communities (TOC) program, improve transit access, and potentially improve eligibility for some funding sources. In 2020, MTC identified the University Avenue Node as a potential Mobility Hub.[20]

T-P.6 Implement Mobility Hub Features in the University Avenue Node

In collaboration with MTC and AC Transit, the City will explore implementation of Mobility Hub strategies and features outlined in the Mobility Hub Implementation Playbook.

Improvements Potential mobility hub features in the University Node include:

- Improvements to bus stops and transit wayfinding.
- Bike share and shared micromobility stations.
- Bike corrals in parking lanes, and designated loading areas for ride-hail services, urban freight and delivery.

Install a bike corral near the bike boulevard crossing improvement at Addison Street as a first step toward creating a mobility hub in the University Avenue Designated Node.

T-P.7 Evaluate Other Locations for Some Mobility Hub Features

Evaluate the potential for Mobility Hub features at other Designated Nodes or on a Specific Plan Area-wide basis, especially when transit service levels change. Even in locations that may not fully meet MTC's criteria for a designated Mobility Hub, the City will consider incorporating select hub features.

[19] Metropolitan Transportation Commission. *MTC Mobility Hub Implementation Playbook.* 30 April. 2021, p. 5. Accessed June 4, 2025

[20] Metropolitan Transportation Commission. *San Francisco Bay Region Mobility Hubs*. ArcGIS Online Map Viewer. Accessed June 4, 2025

Multimodal Safety

Collision data identifies San Pablo Avenue as one of Berkeley's most high-injury corridors, indicated the need for targeted safety interventions that reduce vehicle speeds, enhance visibility, and improve safety for all travel modes (See Figure 5.6). Improving sidewalk safety must also include interventions to support personal security and comfort. Measures such as pedestrian-scale lighting, wider sidewalks and Universal Design are further discussed in the Public Realm section of this chapter (see *PR-P.14 Design for People of All Ages and Abilities*).

Figure 5.6 Dwight and San Pablo Avenue Intersection
The existing crossing lacks safety interventions. Photo by CD+A

Manage Vehicle Speeds and Lowering Speed Limit

Reducing vehicle speeds along San Pablo Avenue can help create a safer, quieter, and more welcoming environment that supports the transformation of the Specific Plan Area into a vibrant mixed-use district.

T-P.8 Lower Speed Limit on San Pablo Avenue

San Pablo Avenue currently has a posted speed limit of 30 mph. . In California, speed limits are primarily established based on rounding the 85th percentile speed[21] observed in an Engineering and Traffic Study (E&TS) to the nearest five mph. However, Assembly Bill 43 (2022) allows for greater flexibility in setting speed limits that better reflect safe road conditions for all users through the following mechanisms:

Agencies may round the 85th percentile speed observed in an E&TS down to the nearest five mph, even when the 85th percentile speed is ordinarily be rounded up.

For roadways where the 85th percentile speed is ordinarily be rounded down, agencies may reduce the speed limit by an additional five mph if the reasons for the lower limit are documented in an E&TS.

Local agencies may reduce the speed limits calculated in an E&TS by an additional five mph on designated Safety Corridors or corridors adjacent to land generating high bicycle and pedestrian volumes.

Regardless of the findings of the E&TS, local agencies may retain the existing speed limit or, if the immediately prior speed limit was lower than the existing speed limit, reduce the speed limit by five mph.

Local agencies may reduce speed limits from 30 mph to 25 mph (or from 25 mph to 20 mph) in Business Activity Districts without needing an E&TS.

Because San Pablo Avenue is operated by Caltrans, only the first two listed provisions apply[22].The City will coordinate with Caltrans and AC Transit to conduct an E&TS, with the goal of reducing the posted speed limit from 30 mph to 25 mph. A lower speed limit would complement other proposed traffic calming measures and pedestrian and bicycle safety enhancements along San Pablo Avenue. Signal timing adjustments at the intersections may also be needed to support this change. Ultimately, Caltrans has the authority to set the speed limit on San Pablo Avenue, because the full length of the street in Berkeley is a

Speeding and safety

Collision data for San Pablo Avenue in Berkeley indicates that from 2018 to 2022 unsafe speed was the primary collision factor in 26 percent of collisions that resulted in an injury or fatality, more than any other collision factor.

[21] The 85th percentile speed is the speed at or below which 85% of vehicles are observed to travel under free-flowing conditions.
[22] California Department of Transportation. *California Manual for Setting Speed Limits.* Revised March 2025, pp. 19, 31-24

State Highway. The E&TS should include a supplementary assessment of how lowering the speed limit would affect transit performance in terms of speed and reliability.

If the E&TS process results in the speed limit remaining at 30 mph, but the E&TS shows that a high proportion of drivers are exceeding the speed limit. This information could be used for the City to continue advocating to expand the AB 645 speed safety pilot program to include Berkeley and potentially San Pablo Avenue as a pilot urban state highway high-injury corridor pilot.[23]

Continue to Improve Intersections

Completed and ongoing intersection improvement projects along San Pablo Avenue (see **Appendix D**) demonstrate a broad commitment to improve safety and multimodal connectivity. While these efforts addressed important locations, they represent only a portion of a comprehensive, long-term commitment to improving intersections throughout the street. Opportunities remain to expand existing improvements – for example, by adding pedestrian lighting – and to apply consistent safety enhancements across all intersections. The following policies will inform the design and upgrades to San Pablo Avenue and other streets throughout the Specific Plan Area.

Note that improvements to San Pablo Avenue and its intersections with other streets are required to be approved by Caltrans.

T-P.9 Pedestrian Crossing Frequency

In an urban mixed-use area, frequent and safe pedestrian marked crossings are desired. According to the City of Berkeley Pedestrian Plan (2020), the average distance between marked crosswalks along San Pablo Avenue is 380 feet, with the longest gap reaching 625 feet between Gilman Street and Harrison Street.

Guideline To improve pedestrian convenience and reduce unsafe crossings at unmarked locations, the City should consider adding mid-block marked crosswalks at locations where the distance between marked crosswalks exceeds 600 feet.[24]

- With the expansion of multiple multifamily residential developments between Gilman Street and Harrison Street, the long distance (approximately 620 ft.) between these intersections makes it a strong candidate for installation of a mid-block crossing to support increased pedestrian activity.
- Other locations to consider new mid-block marked crosswalks include the blocks between Gilman Street and Camelia Street (~600 feet), Cedar Street and Virginia Street (~615 feet), Allston Way and Bancroft Way (~615 feet), and Channing Way and Dwight Way (~590 feet).
- Safe crossing features to align with *T-P.10 Intersection Improvements*.

T-P.10 Intersection Improvements

San Pablo Avenue has undergone several intersection improvements and continues to be the focus of additional planned improvements led by both Caltrans and Alameda CTC. A follow-up safety study should be explored after the completion of these projects to identify additional locations where improvements are needed and to assess whether any additional elements could enhance the effectiveness of previously implemented upgrades.

Improvements To consider at intersections include the following (Intersection specific lists of potential improvements are in **Appendix D**):

- **Signalized Intersections** – These locations are to be evaluated for potential improvements such as curb extensions on side-streets, median refuge islands where they do not currently exist, and

[23] This is consistent with the Berkeley City Council's April 29, 2025 adoption a resolution asking the State Legislature to add the City to the existing program or similar program. (See Resolution No. 17,744-N.S.

[24] City of Berkeley. *Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements*. Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements, adopted 2020. P. 10

improved roadway lighting and pedestrian-scale lighting to enhance visibility of people entering and crossing the street. Improvements for bicycles should be considered pursuant to the toolbox recommendations of the Bike Plan, where they do not exist. The need and benefit of adding protected left turns at intersections that lack them should be assessed, along with consideration of right-turn-on-red prohibitions.

- **Un-Signalized Intersections** – These intersections are to be evaluated for physical and lighting improvements similar to those listed for signalized intersections. The need for additional or upgraded traffic flashers or signals should be evaluated, such as rectangular rapid flashing beacons (RRFB), pedestrian hybrid beacons (PHB), or full traffic signals.

Street Improvements (Appendix D)

Potential improvements are scoped to build upon those of the San Pablo Avenue Safety Enhancement project which have not been constructed at the time of this Plan's adoption. Other intersection improvements have been recently completed. The combination of these changes defines the baseline for future transportation design and investment. The list of improvements in **Appendix D** is a compilation of improvements defined by the 2020 Pedestrian Plan and additional potential improvements. This list may be further refined as part of a planned update to the Pedestrian Plan.

In the long term, as population grows in the Specific Plan Area, and therefore pedestrian and bicycle activity increases within the Specific Plan Area, particularly in Designated Nodes, intersections have to be evaluated for the potential addition of full pedestrian signal phases. A full pedestrian phase stops all vehicle traffic while pedestrians cross in all directions, including diagonal crossings, also known as pedestrian scrambles. These signal phases improve pedestrian safety at intersections with high pedestrian volumes and complex turning movements. Detailed guidance on all-way pedestrian crossings is provided in the Berkeley Pedestrian Plan (2020), Appendix B: All-Way Pedestrian Crossings, p. B-18.

T-P.11 Pedestrian Crossing Design

Pedestrian crossing design in Berkeley is guided by the City of Berkeley Pedestrian Plan (2020), Appendix B: Engineering & Design Guidance. Improvements to pedestrian crossings along San Pablo Avenue must also comply with the requirements of the Caltrans Highway Design Manual or receive approval for an exception from Caltrans.

Improvements along San Pablo Avenue shall prioritize the following:

- **Curb extensions –** The Alameda CTC Safety Enhancements project is planning bus curb extensions at select locations on San Pablo Avenue. While curb extensions into San Pablo Avenue can interfere with the potential for future multimodal improvements to use the full roadway width between existing curbs (see *T-P.2 Future Transportation Study Needs for San Pablo Avenue* for discussion of future multimodal study), the City should evaluate additional bus stop locations as potential opportunities for bus stop curb extensions. These also have the potential to be extended to provide additional public space, see *PR-P.17 Design and Use of Curb Extensions*.
- **Crossing islands** as integral part of medians and crosswalks to shorten the crossing distance.
- **Pedestrian-scale lighting**, where needed per *PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users*.

A map with the crossing locations and improvements is provided in Figure 5.7.

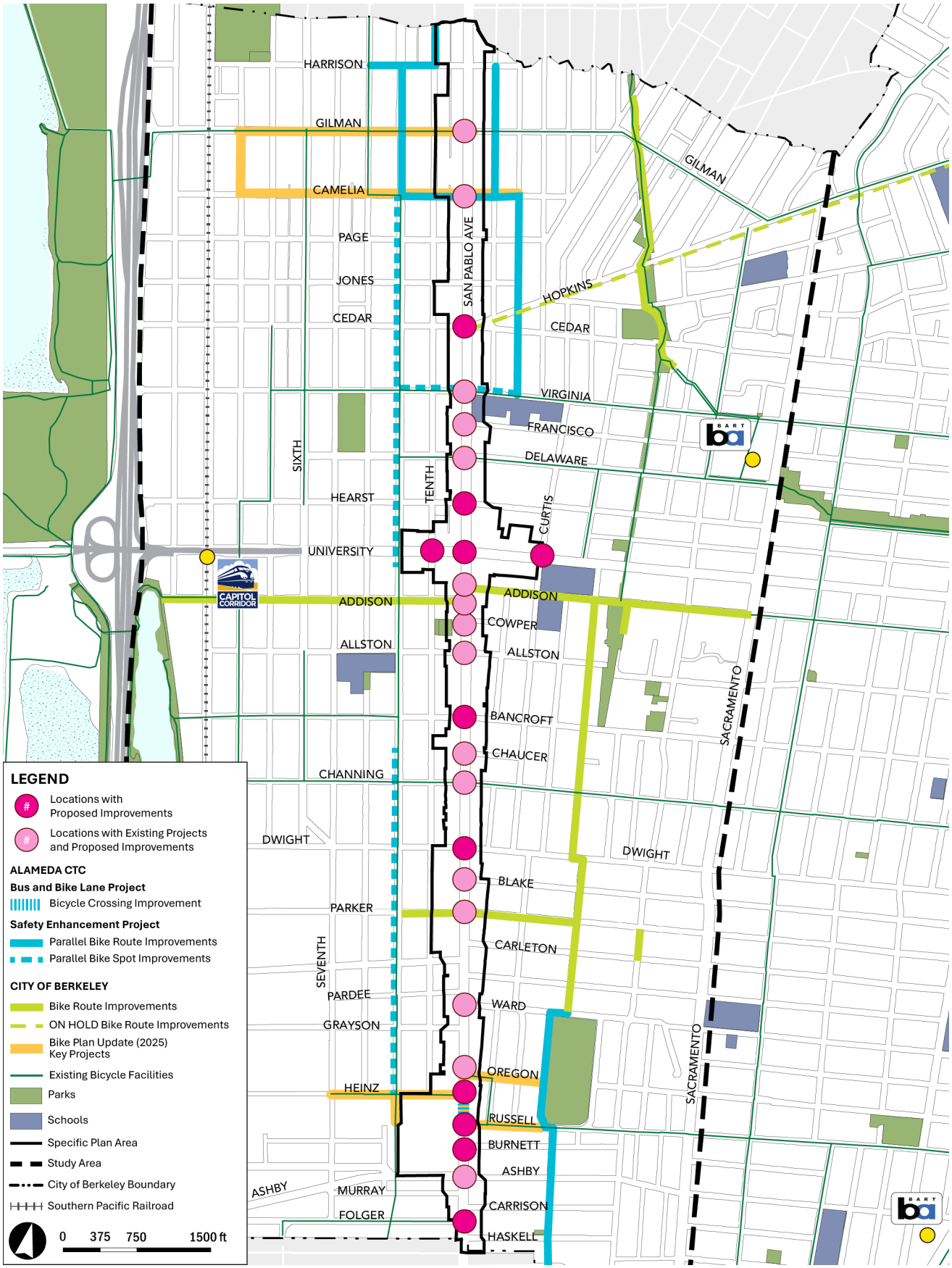

Figure5.7 Locations with Need for Intersection Improvements
For detailed list, see Appendix D. Source: Alameda CTC, AC Transit, City of Berkeley. 2025.

T-P.12 Minor Side-Street Intersection Improvements

The City will review collision data and monitor driver behavior at minor side-street intersections and make improvements as needed.

Improvements:

- **Raised crosswalks on side-streets** – Elevating the crosswalk between minor side-streets will slow drivers as they enter the minor street. Raising crosswalks should be considered in the context of service and emergency vehicle turn movements. Detailed guidance is provided in the Berkley Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements, p. B-19.
- **Side-street curb extensions –** When space is available on side-streets provide a curb extension to shorten pedestrian crossing distance. Curb extensions narrow the opening for vehicles and allow for reduced curb radii, which will slow drivers entering the minor street and provide more space for directional curb ramps. Detailed guidance is provided in the Berkley Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements, p. B-13. (see *PR-P.17 Design and Use of Curb Extensions on Side-Streets* for design and use of curb extensions for public space).
- **Encourage more perpendicular (right-angle) turning movement** at intersections to improve driver visibility of pedestrians in crosswalks. This can be done by extending medians to the crosswalk and providing a median nose to protect the crosswalk where turn movements allow. Intersection legs without medians should have hardened centerlines (see Figure 5.8).

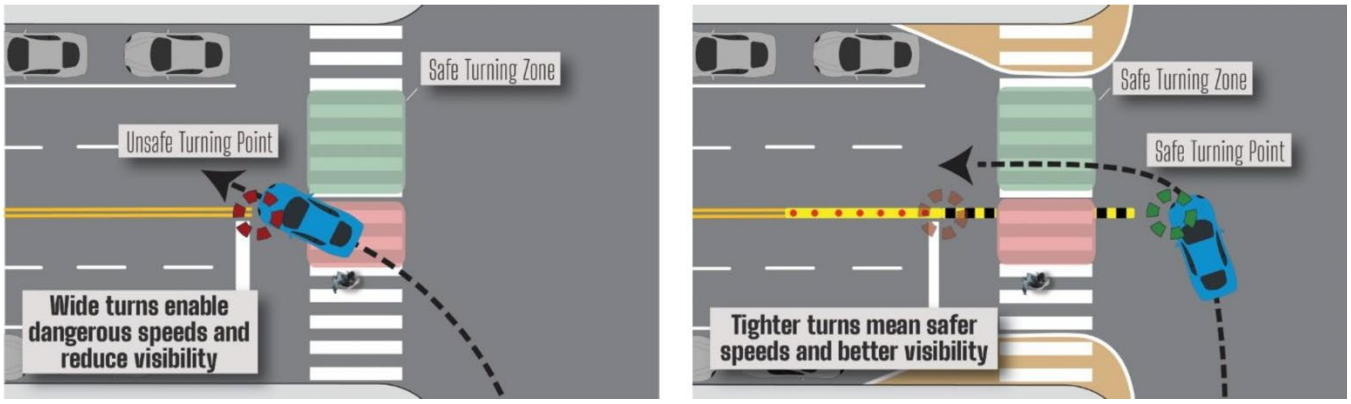

Figure 5.8 Before and After Hardened Centerline Improvement
Graphics by Chicago.gov

T-P.13 Make Safety Improvements at Driveways

Some driveways in the Specific Plan Area have poor visibility for drivers accessing the street from the parking lot, such as the southern driveway at REI/Chipotle/Walgreens center. Driveways will be assessed for adequate sightlines and red curbs provided where sightlines need to be improved. Priority should be given to driveways with more activity, such as along Major Streets and Collector Streets[25] and in locations that have a record of collisions.

T-P.14 Prioritizing Multimodal Safety Improvements

The following factors will be used in determining priorities for multimodal safety improvements in the Specific Plan Area.

San Pablo Avenue intersections with Gilman Street, Cedar Street, University Avenue, Addison Street, and Ashby Avenue which are high-injury streets, as defined in the Vision Zero Plan, 2020, and segments of these streets within

[25] For definitions of Major Streets and Collector Streets, see General Plan – Transportation Element. Adopted December 18 2001, p.T-31

the Specific Plan Area (see Figure 5.7). Prioritization of improvements to segments of these streets is discussed in *T-P.18 Prioritize connections with Surrounding Neighborhoods and Districts*.

San Pablo Avenue from University Avenue to Dwight Way is a priority area for multimodal improvements as the 2020 Pedestrian Plan identifies this segment as a Prioritized High-Injury Street.

The planned update to the Pedestrian Plan provides an opportunity to reassess all the streets in the Specific Plan Area for designation as Prioritized High-Injury Streets. For example, the Vision Zero Action Plan identifies the full length of San Pablo Avenue in Berkeley as a high-injury street and identifies several fatal injury collisions outside of the University Avenue to Dwight Way segment.

Consider traffic speed and traffic levels when identifying priority locations for safety improvements within the Specific Plan Area.

Intersection improvements at Russell Street and Heinz Street are part of Alameda CTC's Bus and Bike Lane Project (**Appendix D**). Improvements for bicycle and pedestrian safety and access are identified in the 2026 Bicycle Plan Update in this area.[26] Given the Alameda CTC project's projected completion date of no sooner than 2035, the City should coordinate with Alameda CTC to pursue more immediate upgrades at these intersection and potential bicycle connections on San Pablo Avenue between them.

The Specific Plan calls for continuous review of transportation collision data and the Annual Vision Zero Report to identify safety "hot spots" for targeted assessment and improvements, and to prioritize improvements at intersections that serve key connections, in alignment with *T-P.18: Prioritize connections with Surrounding Neighborhoods and Districts*.

Improve Connections Outside of the Specific Plan Area

Community members consistently described San Pablo Avenue as a barrier separating West Berkeley from the rest of the city. This perception is driven not only by the lack of safe crossings for people walking and biking, but also by the limited number of multimodal, east-west connections to places outside of the Specific Plan Area.

Although several parks are located within a few blocks of San Pablo Avenue, access to these is often hindered by unsafe or indirect pedestrian and bicycle routes. Side-streets that connect current and future residents along San Pablo Avenue to nearby parks and facilities require targeted multimodal improvements. Strengthening these connections will improve equitable access to help overcome the street's physical divide.

Connections Network

Strengthening east-west connections across San Pablo Avenue is essential to linking adjacent neighborhoods with citywide destinations such as schools, parks and transit stations. Figure 5.9 illustrates the network of planned and completed projects aimed at enhancing these connections. The map identifies potential priority pedestrian and bicycle connections currently missing within the Specific Plan Area and consolidates information from several sources, including the Alameda CTC San Pablo Avenue Corridor Project, City of Berkeley and BART planned Bicycle Improvements, and the proposed facilities from the Bike Plan Update (2026). A subsequent gap analysis highlights areas where east-west connectivity remains limited and where additional infrastructure investments are needed to support safe and continuous bicycle and transit travel.

Figure 5.10 complements this analysis by providing an overview of existing road designations and emergency access and evacuation routes. Comparing the two maps reveals that many major roadways continue to lack complete multimodal facilities.

There are also some locations in the Specific Plan Area where the distance between side streets hinders connections, and *LU-S.4 Mid-Block Passage Incentive* improves accessibility between the Specific Plan Area and surrounding mixed-use industrial districts and neighborhoods adjacent to the Specific Plan Area.

[26] City of Berkeley. Berkeley Bicycle Plan update, Final Draft, January 2026. Accessed 24 April 2026. Page 114 and 115.

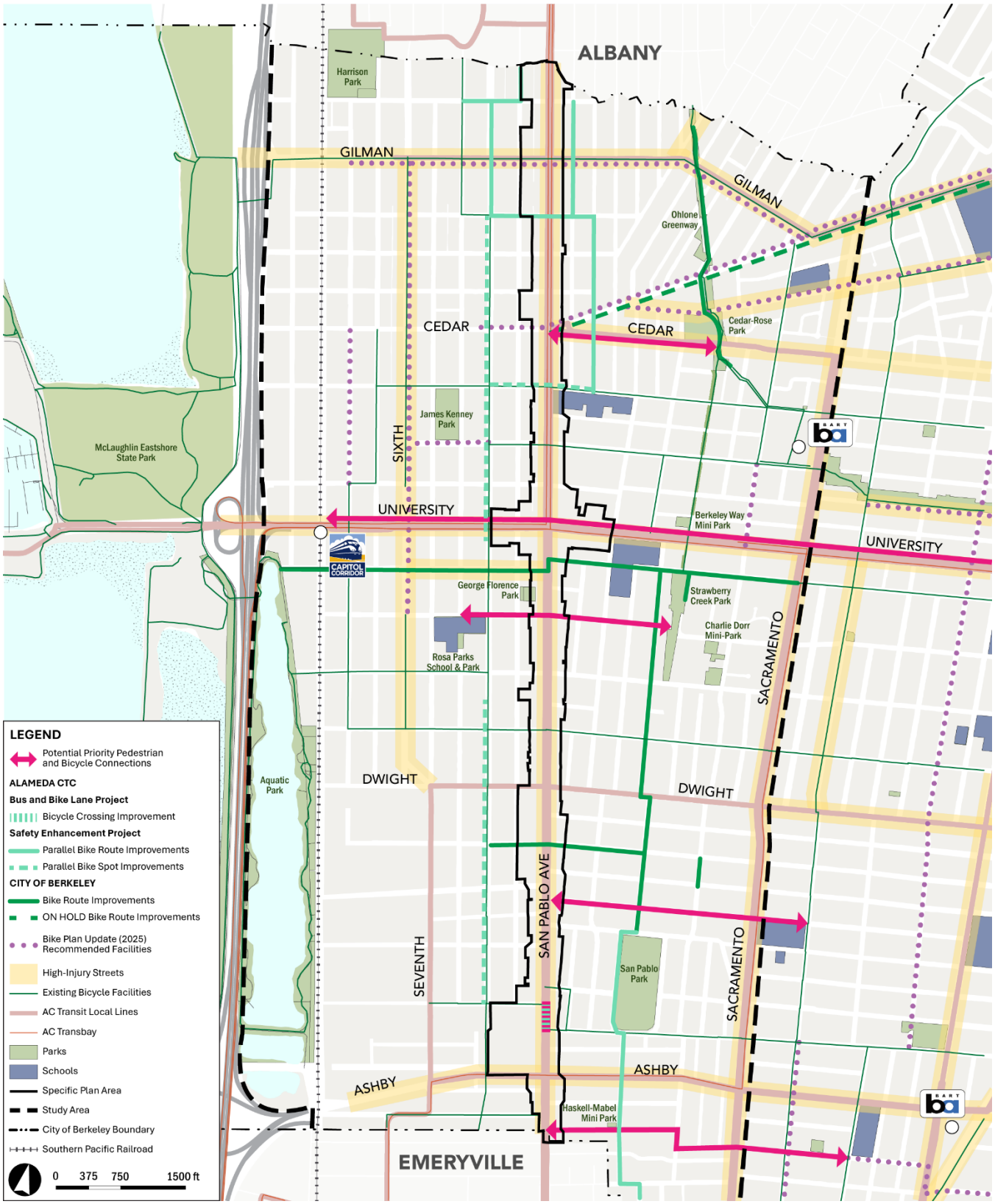

Figure 5.9 Connections Map: Existing and Planned Projects
Source: Alameda CTC, AC Transit, City of Berkeley. 2025.

Figure 5.10 Existing Street Network Map
Source: Alameda CTC, City of Berkeley. 2025.

T-P.15 Transit Improvements

The following efforts will be undertaken by the City with partner agencies to improve reliability and efficiency of transit service connecting the Specific Plan Area to BART, UC Berkeley, Downtown Berkeley, and other major destinations:

- In alignment with Transit-First Policy 18[27], explore further study of additional improvements along University Avenue and the Southside area to enhance transit service on Line 51B, strengthening connections between San Pablo Avenue, the Berkeley Amtrak Capitol Corridor Station, Downtown Berkeley, and UC Berkeley.
- Coordinate with AC Transit, BART, and Capitol Corridor to improve connections, reduce transfer wait times, and support future frequency enhancements for east-west bus service that crosses San Pablo Avenue.

For other transit improvement policies, see section *Multimodal Mobility and Access*.

T-P.16 Bicycle Improvements

In alignment with the Berkeley Bicycle Plan (2017), Bicycle Plan Policy D-1, and consistent with the City's 2026 Bicycle Plan Update, the City will continue to expand and improve a connected, low-stress bikeway network, with emphasis on comfort and safety:

- Improve infrastructure at the intersections at Gilman and Heinz Street, consistent with the City's 2026 Bicycle Plan Update. These intersections are critical for enhancing east-west connectivity and safety. Recommended improvements include studying an extension to the existing cycletrack on Gilman Street from 4th Street to San Pablo Avenue and establishing an offset cycletrack crossing at Heinz Street to connect with Russell or Oregon Street and the larger bicycle boulevard network.
- Improve bicycle access for elementary and middle school students traveling to schools located east and west of San Pablo Avenue. Prioritize infrastructure improvements that create continuous, low-stress routes between neighborhoods and school campuses.
- Enhance bicycle connectivity to regional transit, including a safer and direct link to the Amtrak Capitol Corridor rail station to support multimodal travel options for students, commuters, and residents.

As bicycle improvements are made, provide bicycle wayfinding and directional signage consistent with standards and guidance in the Berkeley Bike Plan (2020), Appendix F and the 2026 Bicycle Plan Update to help navigate bicycle riders through intersections, and guide them to local and regional destinations. If bike lanes are not established on San Pablo Avenue, bicycle signage on the street must direct cyclists to the nearest bicycle boulevards and parallel routes to provide safe alternatives.

To help cyclists take advantage of these improvements and to access destinations bicycle parking in the Specific Plan Area will be prioritized. At a minimum, provide at least one bike rack near intersections where a bicycle facility crosses San Pablo Avenue. See *T-P.6 Implement Mobility Hub features in the University Avenue Node* and *PR-S.9 Bicycle Racks*.

[27] City of Berkeley Transit-First Implementation Plan, 2023. Pp. 49-50. Accessed 20 May 2026

T-P.17 Pedestrian Improvements

In alignment with the Pedestrian Plan (2020), additional improvements in the Specific Plan Area prioritize comfort, safety, and accessibility for pedestrians; the following priorities will be reflected and refined in the pending update to the Pedestrian Plan:

- Provide crosswalk improvements, traffic calming, and sidewalk upgrades along key walking corridors for elementary and middle school students, such as Cedar Street, Viginia Street, and Allston Way.
- Coordinate with any Alameda County Transportation Commission Safe Routes to School Safety Assessment plans along key walking routes that are within proximity to transit stops and commercial destinations.
- Provide safe, direct, and accessible pedestrian connections to major employers in West Berkeley, North Berkeley and Ashby BART stations, and the Capitol Corridor rail station.

For sidewalk standards, see *PR-S.1 Sidewalk Zone Standards* and other policies and standards in the Sidewalk Space section.

For pedestrian crossing safety and improvements, see policies and standards in the *Continue to Improve Intersections* section.

For streetscape improvements to provide lighting, shading, and other amenities for pedestrians, see the Public Realm policies and standards in the *Streetscape* section.

Example Implementation

Pedestrian improvements resulting from analysis of an intersection that is already signalized, such as Allston Way, could include extending the San Pablo Avenue median noses toward crosswalks, hardening centerlines on side-streets, and/or installing pedestrian lighting at corners. These changes would encourage safe turning movements to and from San Pablo Avenue and improve visibility of pedestrians at night. Other intersections along Allston Way between San Pablo Avenue, Rosa Parks Elementary School and Strawberry Creek Park could also be assessed and improved to enhance connections between these destinations and the Specific Plan Area.

T-P.18 Prioritize Connections with Surrounding Neighborhoods and Districts

As development occurs in the Specific Plan Area, new residents will need safe and comfortable multimodal connections to parks, schools, grocery stores, and other uses in the surrounding community. These connections will be designed to accommodate users of all ages and abilities. The following priorities are based on public comment received during the Specific Plan planning process and expected needs of future residents. Future updates to the citywide Pedestrian Plan and Bicycle Plan can verify future residents' needs:

- Prioritize pedestrian and bicycle improvements on streets that provide access to schools and parks, as well as other routes that typically serve students in the Specific Plan Area and adjacent neighborhoods to the east and west of San Pablo Avenue, including Longfellow Middle School at its temporary location just east of San Pablo Avenue, between Virginia Street and Francisco Street (The School is currently scheduled to return to original location to the east of Sacramento Street between Derby and Ward Streets in Summer 2027)
- Consider improvements that can serve the Berkeley Adult School and Berkeley Unified School District housing in the longer term.
- Bike boulevards that cross San Pablo Avenue and provide parallel access in adjacent neighborhoods.
- Streets within ¼ or ½ mile of housing for elderly people.
- Prioritize efforts in alignment with San Pablo Avenue improvement priorities discussed in *T-P.14 Prioritizing Multimodal Safety Improvements*.

Public Input

During a public open house, parents with a young child said that they appreciated the proximity of San Pablo Park to their home, a mixed-use apartment on San Pablo Avenue near Ashby Avenue. However, they had decided to move because of the poor quality of the pedestrian connection from their apartment to the park.

T-P.19 Monitor Changing Multimodal Needs and Conditions

As multimodal activity and development increase within the Specific Plan Area and surrounding Study Area, the City will coordinate with local, county, regional, and state transportation agency partners to monitor travel patterns and evaluate the need for additional improvements to the connection network, including as needed:

- **Coordinate with Citywide priorities –** The planned updates to the Vision Zero Action Plan and the Pedestrian Plan in 2026-2027 provide the opportunity to further assess and prioritize multimodal and pedestrian-focused improvements in the Specific Plan Area at a citywide policy level. The prioritization must reflect the Specific Plan Area being planned to accommodate a significant portion (about 20 percent) of new residential development in the city over the next eight or more years.
- **Regional traffic –** Coordinate with Caltrans to monitor regional traffic, trips that pass-through Berkeley on Specific Plan Area streets and intersections with streets that have interchanges on I-80 to understand its impacts on multimodal safety and mobility.
- **Transit service and use –** Work with AC Transit to monitor travel time and reliability of bus service on streets and routes within the Specific Plan Area that provide connections from the Specific Plan Area to the surrounding communities and region. Periodically survey existing and potential transit riders as the population in the Specific Plan Area grows, to identify their travel needs. Use the results to modify bus service as appropriate to better align with changing demand.
- **Vulnerable user needs –** Monitor changes in land use, demographics, and traffic safety with a focus on vulnerable users, including children, seniors, and people with disabilities. For example, if new senior housing or services are developed, evaluate the surrounding streets for needed improvements and consider reprioritizing planned improvements so they are implemented sooner.

  This monitoring and assessment will be coordinated with updates to the City's modal plans and will also address multimodal intersections and priority improvement lists that relate to *T-P.10 Intersection Improvements*, *T-P.11 Pedestrian Crossing Design*, *T-P.12 Minor Side-Street Intersection Improvements* and *T-P.14 Prioritizing Multimodal Safety Improvements*.

Public Realm Policies, Standards, and Projects

The public realm in the Specific Plan Area must satisfy a broad range of transportation, social, and economic needs. The policies, standards, and projects identified in this section are intended to create an inviting, safe, comfortable, and functional environment along San Pablo Avenue and throughout the Specific Plan Area. The public realm should enable people to move easily and safely along the street, whether accessing businesses, transit, homes, parked vehicles or bicycles, and also provide welcoming spaces to meet a friend, exercise, and socialize.

Sidewalk Space

The sidewalk along San Pablo Avenue is typically 13 feet wide with variations in the use and condition of the sidewalk space, see Figures 5.11. In many areas, private landscaping and other encroachments reduce usable space, especially where pavement is damaged around tree wells. These constraints, combined with fast-moving traffic, were frequently raised by community members as safety and comfort concerns. Several mixed-use developments constructed after 2010 include setbacks that expand the sidewalk with additional landscaping or pavement. Encouraging similar setbacks in future development presents one of the few opportunities to increase public space along San Pablo Avenue.

A well-designed sidewalk needs to provide enough space for safe, comfortable, and active use by all. The following policies and standards are intended to ensure that new development supports accessibility, safety, and vibrant pedestrian activity. The following policies and standards apply specifically to San Pablo Avenue and immediate side-streets, where noted. For guidance on other streets, refer to the City of Berkeley Pedestrian Plan (2020), Appendix B Engineering & Design Guidance.

Figure 5.11 Sidewalks on San Pablo Avenue, Berkeley
Left: Typical 13 foot sidewalk in front of 1411 San Pablo Avenue. Right: Sidewalk with additional setback in front of1808 San Pablo Avenue

PR-P.1 Sidewalk Zones

To serve the range of uses and infrastructure located within sidewalks, design standards define three zones across the sidewalk width: the Pedestrian Zone, the Amenity Zone, and the Frontage Zone (see Figure 5.12). As San Pablo Avenue is a state highway, Caltrans has jurisdiction over the right-of-way, including sidewalks. The City is responsible for sidewalk maintenance and implements improvements to them in coordination with Caltrans.

The Berkeley Pedestrian Plan (2020)[28] defines preferred widths for these zones for a Mixed-Use Residential Boulevard like San Pablo Avenue as follows:

Frontage Zone: 2 feet

Pedestrian Zone: 8 to 12 feet

Amenity Zone: 6 to 10 feet

Total Sidewalk: 16 to 24 feet

Figure 5.12 Example of the Sidewalk Zones
Photo by CD+A

The existing sidewalks along San Pablo Avenue are typically 13 feet wide. This width is 3 feet narrower than the desired minimum as defined in the Pedestrian Plan. The sidewalk area cannot be widened within the existing public right of way.

To address this constraint, the Specific Plan standards define an approach that varies based on available sidewalk width to best meet the intentions of the Pedestrian Plan guidance (See Figures 5.13 and 5.14). While typical sidewalk width on San Pablo Avenue is 13 feet, there are some places where the sidewalk is 12 feet wide at the narrowest. The Specific Plan establishes a minimum required sidewalk width of 16 feet along San Pablo Avenue, University Avenue, Gilman Street, Cedar Avenue/Hopkins Street, Dwight Way and Ashby Avenue, which is achieved by widening the sidewalks where new development occurs. In the *Zoning Ordinance,* the required minimum Ground Floor Frontage Setbacks work in tandem with this requirement.

PR-S.1 Sidewalk Zone Standards provides minimum widths for sidewalk zones along San Pablo Avenue. New development is incentivized to provide additional sidewalk space beyond the minimum 16 feet through *PR-P.2 Sidewalk Incentive* and standard *LU-S.1 Sidewalk Expansion Incentive*. See Table 5.1 for minimum zone width requirements.

PR-S.1 Sidewalk Zone Standards

Pedestrian Zone: This is the unobstructed portion of the sidewalk designated for pedestrian movement. The minimum required width for this zone varies and is based on the level of activity. Due to the existing right-of- way constraints within the Specific Plan Area, the Pedestrian Zone can be offset along the street to accommodate different sidewalk space needs in the Amenity and Frontage Zones.

Amenity Zone: This is the zone between the street and the Pedestrian Zone. It provides streetscape elements and buffers pedestrians from vehicle traffic. This zone includes the 6-inch curb at the edge of the sidewalk. The width varies as needed while ensuring the adjacent Pedestrian Zone meets minimum pedestrian clearance requirements. See Figures 5.13 and 5.14 for examples. The Amenity Zone can accommodate:

- Street tree wells (minimum 4 feet; see this chapter, *Street Trees*);
- Public seating (5 to 6 feet where provided);

[28] City of Berkeley. 2020 Pedestrian Plan – Appendix B, Adopted January 2021. Pp. 7-8.

- Other street furniture, such as bicycle racks (see *PR-S.9 Bicycle Racks*);
- Bus stop amenities (see *PR-P.10 Continue to Improve Bus Stops*);
- Street and pedestrian light poles, signal poles, utility boxes and panels, and other elements as needed (for more about lighting see *PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users*)

Frontage Zone: This is the zone between the Pedestrian Zone and adjacent property and provides a buffer between people walking in the Pedestrian Zone and adjacent buildings. This zone can accommodate features such as outdoor seating, additional landscaping, or expanded general sidewalk space, see Figure 5.14 for examples. Improvements within the Frontage Zone must be installed and maintained by the property owner or adjacent business.

- A maximum of 20 percent of the the Frontage Zone area may be permanent in the ground or raised landscaped areas. Pots and other above-ground planters that can be easily removed from the sidewalk are preferred for flexibility of use over time, and may cover a maximum of 30 percent of the Frontage Zone area.

Table 5.1 Sidewalk Zone Width Requirements

ZONE	EXISTING	NEW DEVELOPMENT
Pedestrian Zone	Minimum 7 feet	Minimum 8 feet
Amenity Zone	No minimum	Minimum 3.5 feet
Frontage Zone	Minimum 6-inch [1]	Minimum 4 feet

Notes:
[1] If an adjacent business applies for and receives an encroachment permit, the zone may extend up to 3.5 feet into the sidewalk, provided this does not conflict with the required Pedestrian Zone width (see Figure 5.13).

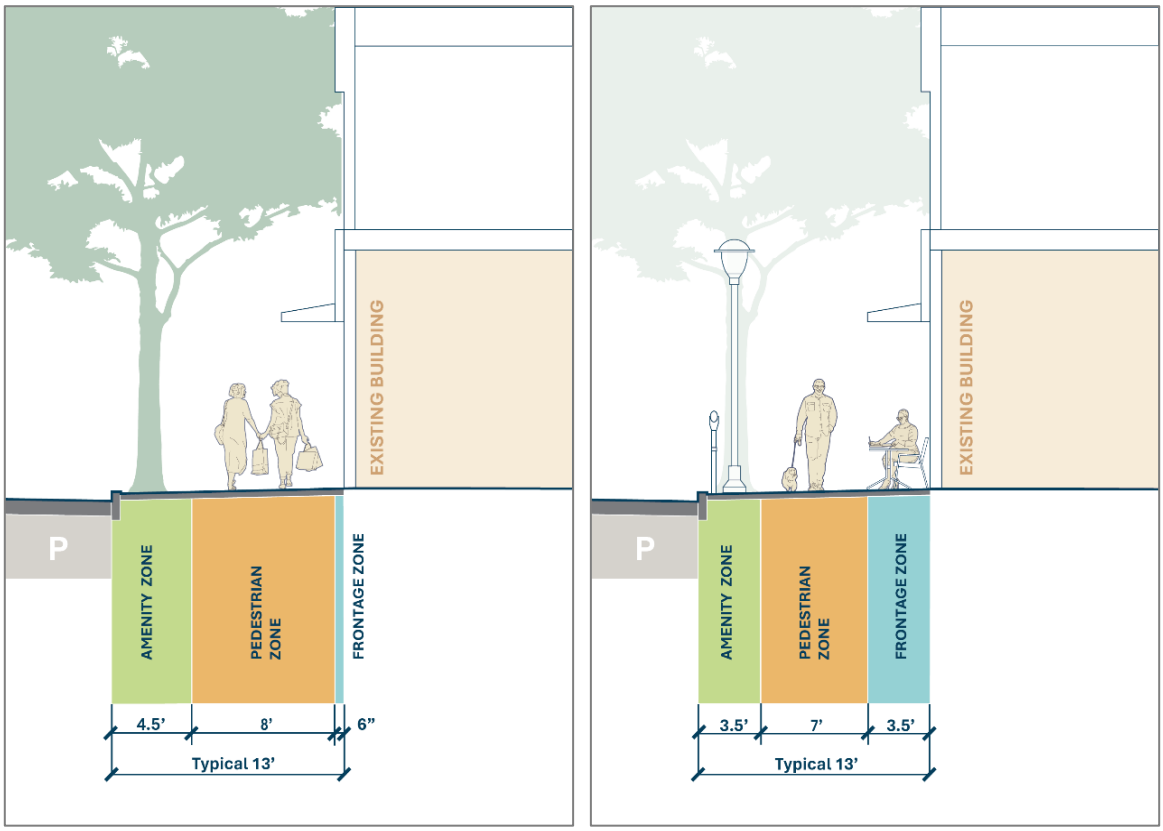

Figure 5.13 Sidewalk Zones Condition at Existing Buildings
Left: Sidewalk Zones at tree well. Right: Sidewalk Zones with outdoor seating in the right way.

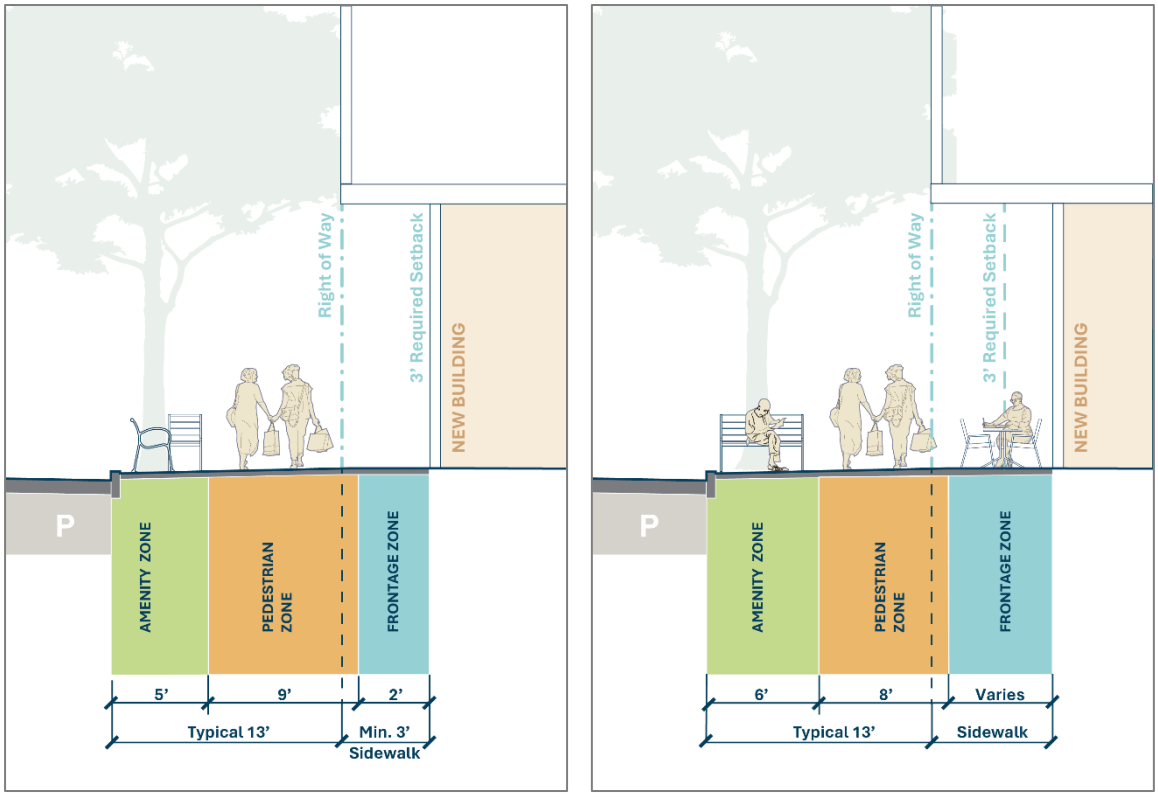

Figure 5.14 Sidewalk Zones Condition at New Developments
Left: Outdoor seating in setback. Right: Sidewalk expansion.

PR-P.2 Sidewalk Incentive

Widening the sidewalk improves pedestrian comfort, increases the distance between the Pedestrian Zone and roadway, and allows more space in the Amenity and Frontage Zones, resulting in more space for social and economic activity within the public realm. Some recent mixed-use residential developments incorporate front setbacks that effectively widen the sidewalk to enhance the pedestrian experience and contribute to a more attractive streetscape (see Figure 5.15). Widening the sidewalk beyond the minimum requirement is encouraged and supported by *LU-S.1 Sidewalk Expansion Incentive*.

Where developments provide an additional setback to widen the sidewalk, the additional space can be allocated to any of the sidewalk zones. For example, the Amenity Zone could be widened to allow for additional landscaping and seating, or amenities for an adjacent bus stop or the Frontage Zone could be widened to accommodate public seating, outdoor dining, or additional landscape area.

Figure 5.15 Examples of Existing Mixed-Use Residential Developments with Sidewalk Setbacks
Left: "Bloom Berkeley" 2747 San Pablo Avenue. Right: "The Jones" 2748 San Pablo Avenue.

PR-S.2 Reestablish Sidewalk Width

In several locations along San Pablo Avenue, sidewalks are less than 13 feet wide between the face of curb and landscape along adjacent property frontages. There are a limited number of locations where older buildings are less than 13 feet from face of curb, and these conditions will likely remain. If these locations lack an approved encroachment permit, the full sidewalk width should be reestablished over time as public improvements are made or building permit applications are filed. When adjacent properties are redeveloped the total minimum sidewalk width shall be 16 feet as required in PR-P.1 Sidewalk Zones - the combined width of the sidewalk within the public right of way (13 feet) and a ground floor frontage setback (3 feet).

Streetscape

The Plan updates streetscape standards to improve San Pablo Avenue's quality and identity of the public realm, and to support the economic and social vitality of the Specific Plan Area. These streetscape standards build upon and update the San Pablo Avenue Public Improvement Plan (2003) and include revised standards on pedestrian-scale lighting, street furnishing, bus stop improvements, medians, trees, and landscaping. Elements of the streetscape standards apply to side-streets within the Specific Plan Area, particularly to University Avenue.

Lighting

Improving pedestrian lighting along San Pablo Avenue was the most consistent need expressed by community members during the Specific Plan process. Existing streetlights are mostly designed to light the roadway and intersections, leaving sidewalks dimly lit, unless there is light spilling from storefronts, nearby buildings, or the occasional pedestrian fixture at a bus stop. This issue was raised in the 2004 San Pablo Avenue Public Improvements Plan, which proposed new lighting standards. While some private developments have added pedestrian-scale lighting, no comprehensive public investment has yet been made. There are similar existing lighting conditions on other streets within the Specific Plan Area. The City has been preparing a citywide streetlighting standards document but it has not been fully drafted to date. The following recommendations should be considered as the citywide standards are finalized; some may be included as San Pablo Specific Plan Area requirements within the final citywide standards document.

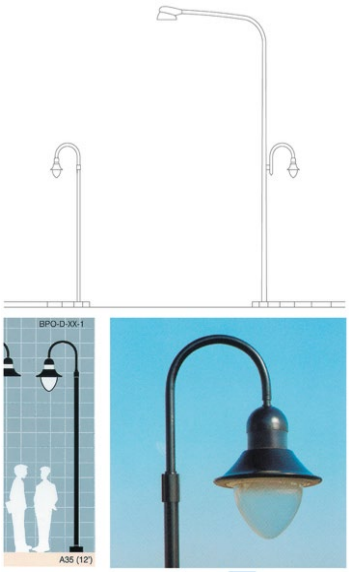

Figure 5.16 Pedestrian Light
Source: San Pablo Avenue Public Improvement Plan, 2004

Figure 5.17 Example of Pedestrian Scale Lighting
"Aquatic at Ashby" 3000 San Pablo Avenue. Photo by CD+A

PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users

The following policies and design recommendations build upon those of the 2004 San Pablo Avenue Public Improvement Plan.

Roadway and Pedestrian-Realm Lighting

To cost-effectively improve lighting within the Specific Plan Area, the City should implement the design approach defined in the San Pablo Public Improvement Plan, which calls for the maintenance and incremental improvement of existing roadway lighting. This approach includes attaching pedestrian pendent lights to the existing roadway poles and painting the roadway poles and fixtures the color defined below (see Figure 5.16). Depending on roadway pole spacing, one or two 12-foot poles with pedestrian pendant lights should be added between roadway poles. The

pendant lights should extend over the sidewalk, positioned below the mature tree canopy to maximize the illumination of the public realm.

Pedestrian-scale Light Fixture: Selux, Beta Pendant LED with pole mount fitter or single arm as appropriate (see Figure 5.16).

Color: RAL 5008 dark slate blue

Lighting Analysis: Scoping, funding, and implementation of street improvement projects should include a lighting analysis of existing lighting conditions within the project area so that lighting improvements can be implemented as part of the project where feasible.

Lighting Levels: The recommended light levels in Table 5.2 below are informed by lighting standards from other Bay Area cities and can be revised through technical analysis and future development of citywide standards.

Table 5.2 Recommended Light Levels

LOCATION	MINIMUM		OPTIMUM[1]	
	Illuminance (footcandles)	**Uniformity Ratio (avg. to min.)**	**Illuminance (footcandles)**	**Uniformity Ratio (avg. to min.)**
San Pablo Avenue, Gilman Street, University Avenue, and Ashby Avenue	1.5	3:1	2.5	2:1
Hopkins Street, Cedar Street, and Dwight Way with C-SP frontage	1.1	4:1	1.8	3:1
Other streets in Specific Plan Area	0.8	6:1	1.2	4:1
Transit Areas[2]	2.0	3:1	3.0	2:1

Notes:

1. When installed or until end of maximum lighting with smart lighting systems.
2. On both sides of the street within one block of bus stops on San Pablo Avenue, Gilman Street, University Avenue, and Ashby Avenue, and within one-half block on both sides of the street for bus stops on other Specific Plan Area streets.

Smart Lighting Systems

The City should pursue grants and other funding to implement a smart lighting system on San Pablo Avenue and throughout the Specific Plan Area to maximize the utility and efficiency of the street and public realm lighting. Smart lighting systems allow for centralized control and management of lighting. Lighting levels can be programmed and automatically adjusted based on time of day, season, ambient light level sensors, motion detectors, and other relevant factors. These systems also monitor the condition and performance of lighting equipment, improving lighting management, energy efficiency, and maintenance.

Landscaping

The mature street tree canopy and landscaped medians of San Pablo and University Avenues are defining features of these streets' visual identity. The community views these as valued assets giving the streets their unique character (see Figure 5.17). However, the tree canopy is inconsistent, with noticeable gaps and maintenance issues affecting both trees and tree wells. Beyond the median landscaping, public landscaping is limited. In some locations, adjacent property owners and tenants maintain landscape along their frontages, which sometimes narrows the available sidewalk width.

Many of the existing gaps and maintenance issues were identified previously in the 2004 San Pablo Avenue Public Improvement Plan. Since then, some improvements have been made through private initiative or targeted City investments, but funding constraints have limited the extent of implementation. The Plan builds on these earlier recommendations to shape future public realm improvements.

Since 2004, landscape standards and requirements have evolved to reflect new priorities. These include new irrigation standards, and requirements for landscaping that captures and treats stormwater runoff from development and street projects. Current best practices emphasize water-efficient plant selection and species that can thrive under global climate change impacts, such as changes to local rainfall, higher average temperatures, and other factors. The Plan updates those outlined in the 2004 Improvement Plan to reflect these practices.

Additional policies, standards, and implementation strategies address the issues of capital, maintenance cost and responsibilities for landscaping within the Specific Plan Area.

Figure 5.18 Examples of Tree Canopy along San Pablo Avenue
Left: Mature street trees grew to the same height as this four-story mixed-use building. Right: Median trees contribute to the canopy cover. Photos by CD+A

PR-P.4 Enhance Street Tree Health and Expand Tree Canopy

Existing street trees should be well maintained, and their positive impact on the public realm should be enhanced by planting additional trees and other landscaping. Establishing a consistent and continuous tree canopy along sidewalks and medians will strengthen the Specific Plan Area's character, improve pedestrian comfort, help to reduce urban heat island effect, and address the community's desire for a greener environment.

Tree Canopy: The tree canopy should be as continuous as possible with mature tree canopies touching those of adjacent trees. Breaks will occur at roadway street light locations. Pedestrian-scale lighting is to be installed below the mature tree canopy to minimize conflicts.

Street tree planting will follow the City of Berkeley standards, including tree well modifications described below.

Tree wells: Tree wells should be as large as feasible and meet the minimum size standards for San Pablo Avenue (PR-S.3), University Avenue (PR-S.4), and other side-street trees(PR-S.5) below. These tree well standards supplement the citywide Tree Planting Location Standards as applied within the Specific Plan Area. Maximizing tree well size supports the long-term tree health and allows for additional plantings. The following is a summary of tree well surface treatments:

- **Flexible porous pavement** should be used along San Pablo Avenue, University Avenue within C-SP, at Designated Nodes, and within proximity to bus stops and other high pedestrian activity areas. This material allows water and oxygen to reach the soil and roots to provide for better tree health, while the pavement surface provides a level, walkable and ADA compliant surface (see Figure 5.19).

Figure 5.19 Flexible Porous Pavement
Downtown Berkeley Tree Well. Photo by CD+A

- **Gravel mulch** should be used in all other tree wells along with other plantings to enhance visual interest. *See PR-S.6 Landscaping in Tree Wells and Planters,* below for further discussion.

PR-S.3 San Pablo Avenue Tree Standards

Some of the most comfortable and engaging blocks along San Pablo Avenue feature large mature trees in the sidewalks and medians that form a full tree canopy across the street. This canopy creates a human scaled streetscape (see Figure 5.18). As taller mixed-use buildings are built along San Pablo Avenue, expanding the street tree canopy will soften the perceived scale of these structures, enhance the character of the public realm and provide meaningful urban greening.

Tree species: The predominant tree species along San Pablo Avenue are London Plane (*Platanus x acerifolia*, see Figure 5.20), Western Sycamore (Platanus racemosa), American Sweet Gum (*Liquidambar styraciflua*), and Red Sunset Red Maple (*Acer rubrum 'Franksred'*). Other trees and smaller tree species are also present. However, several trees, particularly the American Sweet Gums, are in decline or poor condition. While Ginkgo biloba trees have also been planted, they tend to grow slowly and do not achieve the desired large and rounded form.

- London Plane trees should be prioritized for new plantings and when existing trees are replaced.
- To avoid a monoculture of tree species, different cultivars such as 'Exclamation' and 'Columbia', which can grow wide and up to 50 feet tall can be planted. Western Sycamore is another alternative to support more diversity of tree species.
- In locations where these species are not suitable, as determined by the City forestry staff, a deciduous tree similar to the London Plane in height and canopy width should be selected. Red Maple trees are one example with appropriate cultivars and some Red Sunset Maples are already planted along San Pablo Avenue.
- If tree size is the limiting factor, a tree that will reach the largest possible size given the specific location conditions should be selected, and tree spacing should be adjusted to maintain a more continuous tree canopy.

Figure 5.20 Trees along Sidewalk
Sidewalk on San Pablo Avenue South of University Avenue. Photo by CD+A

Trees in Medians: The size and placement of trees in San Pablo Avenue's medians are governed by the Caltrans Highway Design Manual and other Caltrans Standards. The full-width medians along San Pablo Avenue are typically 13 feet wide. Caltrans Standards require a minimum clearance of five feet from median curb face to the tree trunk of a mature tree. The trees recommended above satisfy this requirement.

Figure 5.21 Tree on San Pablo Avenue
Overgrowing a 3-Foot by 3-Foot Tree Well. Photo by CD+A

Tree Wells: The predominant size of existing tree wells along San Pablo Avenue is 3 x 3 feet and undersized for large canopy trees (see Figure 5.21).

- A minimum size of 4 x 6 feet is required for new wells, with the longer dimension oriented parallel to the curb. (See *PR-S.1 Sidewalk Zone Standards* for minimum Amenity Zone width requirements.)
- Where possible, a 4 x 8 feet tree well is desirable.
- The 4-foot minimum can be increased where the Amenity Zone width allows, consistent with Policy *PR-S.1 Sidewalk Zone Standards*.
- See Policy *PR-P.4 Enhance Tree Health and Expand Tree Canopy* for tree well surface treatments and *PR-S.6 Landscaping in Tree Wells and Planters* for landscaping.

PR-S.4 University Avenue Tree Standards

On University Avenue within the Specific Plan Area, sidewalks are ten feet wide, narrower than those along San Pablo Avenue. The median between 10th Street and San Pablo Avenue contains an extended left-turn lane and only one tree.

Tree Species and Spacing: Existing trees along this section of University Avenue are of various species. Chinese Elm trees (*Ulmus parvifolia, Ulmnus 'Frontier' and other varieties*) are most common, accompanied by Tulip trees (*Liriodendron tulipifera*) and Honey Locusts (*Gleditsia triacanthos*). Many trees are in poor health. Elm trees with a large mature vase-shaped form, such as Allee Elm (Ulmus parvifolia 'Emer ll'), should be prioritized for replacement and new plantings. As tree health is evaluated, new trees should be added to create a continuous tree canopy with a spacing that allows mature tree canopies to touch those of adjacent trees.

Trees in Medians: The medians are planted with various California natives. Coast Live Oaks (*Quercus agrifolia*) have performed the best, while California Buckeye (*Aesculus californica*) and Blue Blossom Ceanothus (*Ceanothus thyrsiflorus*) are in poorer condition. Narrow, medium-sized, drought-tolerant deciduous oaks, such as Chisos Red Oak (*Quercus gravesii*) or Spanish Oak (*Quercus cerrioides)* should be used as replacement species.

Tree Wells: The predominant size of existing tree wells along this part of University Avenue is three x three feet and undersized for large canopy trees.

- The minimum size of 4 x 6 feet is required for new wells, with the longer dimension oriented parallel to the curb.
- Where possible, a 4 x 8 feet tree well is desirable.
- Given the narrower typically 10-foot sidewalk width along University Avenue the tree wells should use flexible porous pavement in order to provide the desired 6-foot minimum width for the sidewalk's Pedestrian Zone that meets universal access design considerations.
- See Policy *PR-P.4 Enhance Tree Health and Expand Tree Canopy* for more details about tree well surface treatments and *PR-S.6 Landscaping in tree wells and planters* for landscaping.

PR-S.5 Other Side-Street Trees

A wide variety of tree species are planted on streets intersecting San Pablo Avenue. The following design standards apply to those portions of the intersecting streets, except for University Avenue, within the Specific Plan Area. For

University Avenue, see *PR-S.4 University Avenue Tree Standards* above.

Tree Species Should match the following type and spacing, except where deemed infeasible under the citywide Tree Planting Location Standards:

- Outside of Designated Nodes, side-street trees adjacent to properties that front or side onto San Pablo Avenue should match the species planted on the adjoining block face of San Pablo Avenue.
- In Designated Nodes, street trees should match the adjacent San Pablo Avenue species for the length of the sidewalk that is within the Specific Plan Area.
- If San Pablo Avenue tree species are infeasible, trees should match the predominant species already established along the side-street.

Tree Wells: Sidewalk widths vary alongside-streets, resulting in different tree well sizes.

- A minimum tree well size of 4 x 6 feet, as defined for San Pablo Avenue, is preferred.
- Where sidewalks widths are too narrow to provide both a 6-foot-wide Pedestrian Zone with a 4-foot-wide tree well, the tree wells width is reduced in size or surfaced with flexible porous pavement in compliance with the citywide Tree Planting Location Standards. This pavement allows the Pedestrian Zone to overlap the tree well.
- *PR-P.4 Enhance Tree Health and Expand Tree Canopy* for more details about tree well materials and *PR-S.6 Landscaping in tree wells and planters* for landscaping.

PR-P.5 Enhance and Expand Other Landscaping

Beyond street trees, the landscape character of the Specific Plan Area is defined by other plantings in the medians and some street tree wells (see Figure 5.22), and other small areas of plantings along the sidewalk. As the Plan is implemented, additional opportunities for landscaping arise in new curb extensions, partial and full side-street plazas (see *PR-P.15 Create Side-Street Plazas*), planters in the sidewalk Amenities and Frontage Zones, and in privately-owned public open spaces (see *PR-P.19 Privately Owned Public Open Spaces*).

In the future, should a community benefit or business improvement district form within a portion of the Specific Plan Area, the organization should negotiate an agreement with the City to improve and maintain landscaping within the sidewalk, median, and other landscaped areas within the public right-of-way. See *ED-P.5 Study Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD).*

Figure 5.22 Additional Landscape in Large Tree Well *On San Pablo Avenue. Photo: By CD+A*

PR-S.6 Landscaping in Tree Wells and Planters

Where tree wells do not need to be filled with flexible porous pavement, tree wells can be planted to create a distinct identity for locations along San Pablo Avenue (see Figure 5.22).

Plantings in tree wells, except for the tree itself, will not be maintained by the City. Tree wells with landscape planting need to be maintained by adjacent property owners, residents, businesses, tenants, or a future community benefit or business improvement district.

Planting of a tree well must comply with the Specific Plan standards and the requirements of the Berkeley Municipal Code Chapter 12.44 *Trees and Shrubs*.

Plantings cannot impede public use of other sidewalk areas, such as adjacent Pedestrian and Amenity Zones.

Landscaping in medians

Full-width and narrow width landscaped medians are generally planted with grass and not irrigated along San Pablo Avenue. Narrow medians next to left turn lanes vary in conditions with some narrow medians having hedges, which were once a dominant treatment, but these have not been consistently replaced as they die or become damaged. Where narrow medians next to left-turn lanes have been modified, they have typically been paved with concrete.

Although the grass and tree treatment in the medians positively impact the character of San Pablo Avenue, during dryer times of the year the appearance of the grass deteriorates (see Figure 5.23). Maintaining green grass requires regular irrigation which is not environmentally appropriate, and existing irrigation systems are not currently in use. In addition, the grass requires regular mowing and other maintenance. A more sustainable and climate-resilient approach involves replacing grass over time with a low- water drought-tolerant landscape treatment that can adapt to climate change and not require irrigation after the plants are established.

Figure 5.23 Median Planting *On San Pablo Avenue. Photo by CD+A*

PR-P.6 Long-term Landscaped Median Design

In the long-term, landscape medians along San Pablo Avenue should be aesthetically pleasing, low-maintenance, and free of irrigation. The design should include a ground cover of crushed rock or wood mulch, with trees and low-water, drought-tolerant, low growing shrubs, grasses, succulents, and other plantings. Suitable species include mat rush (*Lomandra species*), California yarrow (*Achillea millefolium*), aloe (*Aloe species*), finger aloe (*Cotyledon orbiculata var. oblonga 'Flavida'*), and *Majorcan germander* (teucrium cosonii). Berkeley's Parks, Recreation and Waterfront Department will take a lead role in determining which plant species are most appropriate for long-term landscaping in medians.

PR-P.7 Near-term Opportunities for Re-landscaping Medians

When opportunities arise through transportation improvement projects, the City should replant sections of medians using landscape design treatments that reflect the long-term landscaped median design vision. These demonstration segments can help build support and establish precedent for larger future improvement projects.

Green Infrastructure

Transportation improvements and other construction within the Specific Plan Area that meet specific criteria must include green infrastructure consistent with the Caltrans NPDES Order 2022-0033-DWQ Stormwater Permit when within the Caltrans right of way of San Pablo Avenue and the Municipal Regional Stormwater NPDES Permit Order No. R2-2022-0018 (MRP 3.0) when in City right of way or private property. Green infrastructure is a sustainable landscape and civil engineering improvement that captures, slows, and treats stormwater runoff with a primary goal of reducing pollutants entering the San Francisco Bay.[29] Green infrastructure systems support Berkeley's climate change and sustainability goals. The City's Green Infrastructure Plan (2019) includes guidelines for implementation of green infrastructure in Berkeley and should be referred to during the planning and design phases of both streetscape improvement and private development projects in the Specific Plan Area.

PR-P.8 Green Infrastructure in Public Projects

All publicly funded projects must meet the requirements of the current MRP and/or the Caltrans NPDES permit as applicable. In addition to fulfilling the Specific Plan's public realm policies and standards, green infrastructure should contribute positively to pedestrian comfort and safety.

Design:

- Approaches include permeable or porous pavement materials to maintain required sidewalk widths, and use of tree wells, and can be integrated into side-street curb extensions and side-street plazas if Caltrans and the City reach a maintenance agreement for specific improvements.
- See *T-P.12 Minor Side-Street Intersection Improvements*, and *PR-P.14 Create Side-Street Plazas* for design related policies and standards.

PR-P.9 Green Infrastructure in Private Development

Private development projects are required to meet the requirements of the current MRP. The Specific Plan supports and provides flexibility for private development to fund and integrate public spaces that serve dual purposes for stormwater management and the community.

Green infrastructure that serves to treat private property stormwater can be integrated into the public realm and can be included in side-street curb extensions, see *T-P.12 Minor Side-Street Intersection Improvements*, or within *PR-P.2 Sidewalk Easements*, *PR-P.18 Privately Owned Public Open Spaces*, *PR-P.15 Create Side-Street Plazas* for design related policies and standards

When a development constructs green infrastructure in the public right-of-way the property owner must enter into a maintenance agreement with the City. Then the improvement may be used towards the project's stormwater compliance requirements with the concurrence of the Regional Water Quality Control Board.

[29] San Francisco Bay Regional Water Quality Control Board, Stormwater webpage, accessed June 30, 2025.

Street Furniture

PR-S.7 Public Seating

Public seating will be installed within the Amenity Zone of the sidewalk or integrated into curb extensions, see *T-P.12 Minor Side-Street Intersection Improvements* and *PR-P.14 Create Side-Street Plazas*. Seating must not encroach into the Pedestrian Zone, which will remain clear as required in *PR-S.1 Sidewalk Zone Standards*. Public seating must provide wheelchair-accessible space per the requirements of current Public Rights-of-Way Accessibility Guidelines (PROWAG). These standards are in addition to, not a replacement of, Berkeley Municipal Code 14.48.150 *Sidewalk Seating, Benches and Planters*.

Placement: Benches in the Furniture Zone should face away from the street. Alternatively, there may be pairs of short benches placed perpendicular to the street that face each other to allow for a small group gatherings.

Style:

- Benches provided and maintained by the City will be "Landscape Forms Scarborough" bench in black. This bench model is available in four standard lengths in both back or backless versions. These benches have been used in the Shattuck Avenue reconstruction project in Downtown Berkeley and other improvements in Berkeley. Using the same model on San Pablo Avenue will streamline City maintenance.
- Benches or other public seating installed and maintained by adjacent property owner or businesses may bea c ustom design or an alternative style. All seating and street furniture must be approved by the City through their sidewalk seating application process.[30] The applicant is responsible for installation and ongoing maintenance. Privately installed public seating must satisfy the requirements and guidance of PROWAG and other ADA requirements.
- Seating in curb extensions and side-street plazas can be integrated into planter walls that are part of green infrastructure systems, or consist of movable tables and chairs or other context-sensitive design.

Seating Types

Developments along San Pablo Avenue have introduced public-facing elements such as benches or seating areas within the ground floor setbacks. While located on private property, these spaces are accessible to the public.

Figure 5.24 Seating Options
Top: Seating Wall at 3000 San Pablo Avenue, Berkeley. Bottom: Bench variations of Landscape Forms Scarborough bench in Downtown Berkeley. Photos by CD+A

[30] City of Berkeley. *Outdoor Commerce, Sidewalk Seating, and Parklets.*

PR-S.8 Trash and Recycling Receptacles

City-standard trash and recycling receptacles will be placed in the sidewalk Amenity Zone or integrated into curb extensions on side-streets and side-street plazas.

Figure 5.25 Trash Receptacle
Photo by CD+A

Style: The color and design of public trash and recycling receptacles must follow the citywide standard and be Forms + Surfaces "Modified Urban Renaissance" (Figure 5.25) model with upper integrated recycler module in dark green color or approved equal.

- *PR-P.10 Privately Owned Public Open Spaces* will have adequate receptacles and can be of a different manufacture and model as they will be maintained by the property owner.

Placement:

- In Designated Nodes, where foot traffic and stores are more frequent, two (2) city-standard receptacles should be installed per intersection, on opposite sides of the street.
- Between Designated Nodes, one city-standard receptable should be installed per block face. Consider placement at bus stops or locations where trash otherwise accumulates.
- Businesses, property owners, and future community benefit or business improvement districts may place and maintain trash and recycling receptacles in the public right of way if they have a maintenance agreement with the City.

PR-S.9 Bicycle Racks

Bicycle racks along streets in the Specific Plan Area will be placed in the Amenity Zone and meet the clearance and space standards outlined in the Berkeley Bicycle Plan, Appendix F.[31]

Figure 5.26 Bicycle Rack
Photo by CD+A

Style: All racks in the right-of-way must be a city-approved design, such as Figure 5.26. The color is black or galvanized as in other parts of the City.

Placement:

- The City offers a bike rack installation program to improve bicycle access to local businesses and destinations. Through this program, the City installs bike racks on sidewalks in commercial areas at no cost to property or business owners. Business owners and community members can request new bike racks in areas where demand exists, or existing bicycle parking is insufficient. The application procedures are available on the City's website, under the section Bike Parking.
- Install bike racks at San Pablo Avenue intersections with bicycle facilities. Where a bicycle facility crosses a Major Street or a Collector Street in a Designated Node, City staff will evaluate expected use of the facility and implement a bicycle parking corral when appropriate. See *T-P.16 Bicycle Improvements*.
- Identify funding for installing bicycle parking corrals in 20-foot daylighting setback area of parking lanes, prioritizing locations in Designated Nodes and locations where streets with bicycle facilities intersect with San Pablo Avenue; corrals would be placed on San Pablo Avenue or the crossing street. See also *T-P.6 Implement Mobility Hub features in the University Avenue Node* regarding priority to install a bike corrals proximate to Addison Street Bike Boulevard.

[31] City of Berkeley. Berkeley Bicycle Plan, Appendix F Facility Design Toolbox. Adopted 2017, p. F-106

- Private development projects may install bike racks in the public right of way adjacent to their developments with approval of the Public Works Department.

PR-S.10 Raised Planters

Raised planters can enhance the streetscape by adding greenery and visual interest, providing a buffer from the roadway, and expressing community care for public space.

Placement:

- Raised planters as shown in Figure 5.27 may be used in the Frontage Zone, (see *PR-S.1 Sidewalk Zone Standards*). They cannot be used in the Amenity Zone, with exception to curb extensions, plazas, side-street plazas, and privately owned public open spaces, with planters edges offering opportunities for informal seating.
- Freestanding planter pots allow for flexible placement as single installations or groupings.
- All planters must be stable and secure to prevent tipping or shifting.
- Planters cannot encroach into the Pedestrian Zone and must maintain the sidewalk clearances specified in *PR-S.1 Sidewalk Zone Standards*.
- Planters have to maintain required clearances from the face of the curb.

***Figure 5.27 Planter Pots** in Front of 1443 San Pablo Avenue. Picture by CD+A, 2023*

Design:

- Planters and low walls cannot exceed 30 inches in height from sidewalk grade, and the combined height of planter and landscaping cannot exceed 36 inches above the sidewalk when within 20 feet of an intersection or 10 feet of a driveway to provide line of sight between pedestrians and vehicle drivers.

PR-P.10 Continue to Improve Bus Stops

To support use of bus transit along San Pablo Avenue, Berkeley and its agency partners, AC Transit and Alameda CTC, have been planning and building bus stop improvements. Improvements include new shelters, benches, lighting, and other improvements to adjacent intersections and crosswalks. Within the Specific Plan Area, bus stop improvements will be made as part of the San Pablo Avenue Safety Enhancement project. The improvements are focused on stops that are used by limited-stop bus routes. These efforts are achieving the goals of Berkeley's Transit-First Policy Implementation Plan (2022) and AC Transit's Bus Stop Furniture Guidelines (September 2022). In addition, improvements made in the Specific Plan Area have to treat ADA requirements as the minimum standards for accessibility and strive to achieve universal design for users with a broad range of abilities. (see *PR-P.13 Design for People of All Ages and Abilities*).

Berkeley and its agency partners should continue to identify improvements beyond those provided through the San Pablo Avenue Safety Enhancement project. This should include seeking funding to make improvements to bus stops from Heinz Street to the south along San Pablo Avenue that are compatible with potential

Figure 5.28 Bus Stop at the San Pablo Avenue and Dwight Way Intersection
Photo by CD+A, 2025

improvement that could be made by the Alameda CTC San Pablo Avenue Bus Lanes and Bike Lanes Project, rather than waiting for the Alameda CTC project to improve these bus stops. Other bus stops in the Specific Plan Area along San Pablo Avenue and those serving bus routes on crossing streets should also be assessed and improved as funding is identified.

Prioritization of bus stops to receive improvements should consider existing ridership and potential ridership growth based on nearby destinations and development that brings new residents to the area, as well as the current condition or absence of bus stop improvements.

Improvements:

- Benches and other seating should be prioritized when improving bus stops as part of the universal design approach to Specific Plan Area improvements.
- Other potential improvements include installation of shelters, pedestrian lighting, maps, signage, emergency call systems, and street tree plantings for additional shade.
- Other features and fixtures identified in Berkeley's *Transit-First Policy Implementation Plan* (2022) and AC Transit's *Bus Stop Furniture Guidelines* (September 2022) should also be considered.

Berkeley and AC Transit should collaborate to identify and determine bus shelter models that provide weather protection and a safe and comfortable environment for waiting transit riders at bus stops while being practical to maintain.

PR-P.11 Other Street Furnishings

Additional public street furnishings, such as public restrooms or information kiosks, will be installed in the right-of-way where an identified need exists. These furnishings must be designed and located in accordance with the *PR-P.1 Sidewalk Zones* and all other applicable standards and policies in this document.

Wayfinding, Placemaking and Public Art

PR-P.12 Facilitate Wayfinding and Placemaking Programs

As development occurs in the Specific Plan Area and pedestrian and business activity grows implementing coordinated signage, banners, and public art can support navigating the area, reinforce local identities and highlight distinct places in the Specific Plan Area.

- The City's Office of Economic Development should work with existing business organizations or clusters, such as the Berkeley International Marketplace to facilitate installation of signs, banners, public art, and similar elements to support placemaking efforts, see Policy *ED-P.4 Support and Expand Existing Business Clusters*.
- Developers and businesses are encouraged to collaborate with artists, museums, and galleries to provide storefront display areas for art and craft installations. This strategy can provide privacy for businesses, and create visual interest even when a storefront is vacant. (See **San Pablo Avenue Design Standards Document**: Ground-Floor Design, for requirements).
- Wayfinding opportunities that reflect distinct character areas for business clusters or Designated Nodes should be identified, and coordinated branded approaches across San Pablo Avenue in Berkeley should be explored. In the near-term, these could be funded by a combination of the City and local business groups.
- Public art should be incorporated into wayfinding design to reflect local character, history, and destinations.
- Once community benefit and/or business improvement district(s) form in the Specific Plan Area, these organizations should take on a larger role in managing and expanding wayfinding efforts. See Policy *ED-P.5 Study the Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD)*.

Examples of Art in the Public Realm

Wall art and window displays are two approaches to activating building facades. The façade of Ashkenaz at 1317 San Pablo Avenue features a business-funded mural, demonstrating how individual businesses can contribute to the visual character of the street. The Milvia Window Display at 2100 Milvia Street offers a different model, hosting rotating exhibitions funded through the Kala Art Institute, while the space behind the display functions as a private office, which illustrates how activation can be achieved without compromising the interior use of a space.

Figure 5.29 Examples of Visible Art in the Public Realm
Left: Ashkenaz at 1317 San Pablo Avenue, Berkeley. Photo by CD+A, 2023. Right: 2100 Milvia Street, Berkeley. Photo from Kala Institute, kala.org. Accessed April 2026

PR-P.13 Facilitate Installation of Public Art that Benefits the Public Realm

San Pablo Avenue currently features a range of informal and formal public art that create or reflect historic, demographic or commercial identities for Specific Plan Area segments. Community input expressed support for more public art to enrich the public realm and strengthen the Specific Plan Area's sense of place. For design standards that apply within the Specific Plan Area, see the **San Pablo Avenue Design Standards Document**, Public Art.

Public art should be integrated into public spaces throughout the Specific Plan Area to enhance the pedestrian experience and reflect the community's character and culture.

The process for incorporating art in public spaces is governed by Berkeley Municipal Code Chapter *6.13 Visual Art in Public Places*, and is administered by the Civic Art Commission and Civic Arts Coordinator.

Opportunities for public installations include public infrastructure projects (as funding allows), existing medians and sidewalks (with specific public art funding), and within the public right of way through partnerships with adjacent property owners, businesses, and community development or business improvement districts (see *ED-P.5 Study Feasibility and Scope of Forming a Business Improvement District (BID) or Community Benefit District (CBD)*).

Public art proposed within San Pablo Avenue's right-of-way, which includes medians, street murals, or sidewalks, requires review and approval by Caltrans. This includes obtaining an encroachment permit, and a maintenance agreement between the City and Caltrans. This process adds time and cost.

Future community benefit or business improvement district(s) are also encouraged to integrate art into their marketing and identity programs. This could include art installations in the public realm with maintenance agreements with the City.

Cultural programming and community art events should be promoted along the street by supporting flexible gathering and event spaces that can host a wide range of activities. Such events should complement existing programming, expand the diversity of event types, and attract both local residents and visitors. Cultural events can help activate the public realm, strengthen its identity, and foster a more vibrant and inclusive public realm.

Examples of public art installations in Berkeley

Temporary and permanent art installations demonstrate the potential for integrating public art into the Specific Plan Area's streetscape. A temporary installation produced through the Berkeley Art Project on Heinz Street creates visual interest on the sidewalk. At the intersection of Martin Luther King Jr. Way and Addison Street, the permanent sculpture shows how commissioned public art can serve as a landmark.

Figure 5.30 Public Art Installations
Top: Temporary art installation by Amrita Singhal. Photo by CD+A, 2023.
Bottom: Sculpture Delivered, Mable's Promissory Note; 2024 by Milred Howard. Photo by Ethan Kaplan

Universal Design

PR-P.14 Design for People of All Ages and Abilities

The Specific Plan Area's public realm has to be designed, implemented, maintained, and operated to serve people of all ages, sizes, and abilities. Universal design approaches apply to promote inclusive access to streets, sidewalks, open spaces, and transit.

At a minimum, all improvements must comply with the Federal Public Right-of-Way Accessibility Guidelines (PROWAG) and Americans with Disabilities Act (ADA) regulations.

The Specific Plan prioritizes accessibility improvements that are proximate to senior housing and other uses frequently visited by individuals with a range of abilities.

When public realm improvements are being programmed and designed, the City, developer, and/or other project sponsors should consult with accessibility advocates and organizations serving people with access and functional needs to guide priorities and ensure inclusive design.

Elements Universal design strategies beyond minimum requirements include:

- Accessible Pedestrian Signals (APS)[32], Leading Pedestrian Interval (LPIs)[33] and extended pedestrian signal phases to maximize crossing time.
- Use of tactile detectable warning surfaces, in addition to typical truncated dome panels at crosswalks. These additional warning surfaces should be used when blind/low-vision people may experience unusual circulation conditions in the public right-of-way. Use of these materials should be discussed in consultation with accessibility stakeholders during the design of public realm improvements in the public realm.
- Use of tactile detectable surfaces to guide circulation is an evolving practice in the United States and designers of improvements in Berkeley and City staff who review them need to stay informed about current best practices and design guidance from the state, MTC, transit agencies, and adjacent jurisdictions.
- Passenger loading zones and accessible parking near senior and mixed-use housing meet and, where possible, exceed PROWAG and ADA regulations.

[32] City of Berkeley. *Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements.* Adopted 2020, p. 16
[33] City of Berkeley. *Pedestrian Plan Appendix B: Toolbox of Pedestrian Improvements.* Adopted 2020, p. 17

Public Realm Expansion and Improvements

As noted in **Appendix A: Key Existing Conditions**, the Specific Plan Area lacks public parks or plazas[34], and the streets and sidewalks are the only public spaces at the time of Specific Plan adoption. As new homes are built in the Specific Plan Area, demand on the public realm will grow, since it functions as the primary social space for the people living, working and shopping in the area. During community outreach, residents and business owners expressed a strong desire for shared spaces that bring people together, support street-level business and community activity. In addition to opportunities for sidewalk widening (see *PR-P.2 Sidewalk Easements*), **the Specific Plan encourages a variety of new public spaces**, including:

- Corner plazas at University Avenue to highlight the intersection as a major entry point into Berkeley from the highway.
- Plazas in Designated Nodes and near (rapid) transit stops.
- Adaptive reuse of parking lots as outdoor spaces that allow for community interaction.
- Mini-plazas in the public right-of-way created through full or partial side-street closures.
- Flexible spaces between sidewalks and adjacent buildings that can be used for seating, planting, and gathering.
- Side-street parklets and curb extensions used for public space and/or outdoor dining.

The following policies and standards offer strategies to expand the public realm and support the development of new public spaces. In the near term, improvements can be made through pavement-to-park initiatives like adaptive reuse of parking lots, parklets and side-street entry closures. Over the long term, opportunities include curb extensions and side-street plazas, public open space and privately owned public open spaces (POPOS) mini-parks, and mid-block pedestrian passages can provide lasting enhancements to the public realm.

San Pablo Avenue's designation as a state highway limits opportunities for its closure for street festivals. For special events or any activity within the State highway right-of-way an Encroachment Permit[35] with an extensive approval process is required. However, events and neighborhood gatherings have taken place on side-streets, see sidebar.

Festival Street Closure

Until the end of 2024, the non-profit cultural organization Brasarte, which is dedicated to preserving Brazilian arts and culture in the Bay Area, was located on San Pablo Avenue at the Casa de la Cultura. Each year, for their celebration of SF Bay Brazilian Day & Lavagem Festival, they organized a street closure adjacent to their building, closing a block of Hearst Street and activating an adjacent parking lot for festivities.

Figure 5.31 SF Bay Brazilian Day & Lavagem Festival in 2023
Photos by CD+A, Sept. 2023

[34] Codornices Creek Park is a small property at the northern end of the Specific Plan Area that has not been fully developed as of the adoption of the Plan and it is not directly accessible from San Pablo Avenue.
[35] California Department of Transportation. *Local Development Review and Encroachment Permit Process.* 2025

Adaptive Reuse of Parking Lots

Along 4th St in Long Beach, CA, a placemaking study created a framework for opportunities to activate the pedestrian realm. An idea of "bulb-ins" created pilot plaza spaces at the edge of parking lots that fronted the sidewalk. There is one plaza at the corner of a parking lot that is permanent; see Figure 5.32, The bulb-in concept provides an idea of the types of spaces and activation that are possible with underutilized parcels and parking lots along a commercial corridor.

For a number of years, the Bixby Knolls Business Improvement Association has hosted 'Concerts in the Park(in Lot)' which is a free series of early evening concerts/dances that take place in a portion of a commercial shopping center's parking lot people can get food from surrounding restaurants and enjoy the concerts. These events are similar to performances in the Berkeley Downtown Plaza on Shattuck Avenue

Figure 5.32 Examples of Adaptive Reuse of Parking Lots
Left: Parking Lot "bulb-in" open space, 4th Street, Long Beach. Right: Bixby Knolls Business Improvement Association, 2023. Photo by bixbyknollsinfo.com.

PR-P.15 Create Side-Street Plazas

The City will explore opportunities to convert minor streets into small side-street plazas by limiting or removing vehicle access between San Pablo Avenue and these streets. These closures create room for public gathering spaces, urban greening and green infrastructure improvements. Potential locations include side-streets that extend only a few blocks east or west from San Pablo Avenue, or streets that intersect where San Pablo Avenue does not have a vehicular median break. See Figure 5.33.

Goal: Side-street plazas create true public space that is accessible, welcoming, and usable by all members of the public.

Access: The plazas can be designed to close vehicle access entirely or only allow one-way entry or exit. To ensure adequate emergency access, the Fire Department shall be included as a principal and early partner on location selection and design, and final design will be subject to approval by the Fire Department, Public Works, and Caltrans as appropriate. Access requirements must be determined in coordination with the City departments and must allow emergency vehicle and refuse vehicle access, provide maneuvering space for private vehicles on the side-street to turn around, and maintain pedestrian and bicycle access to ensure neighborhood connectivity. Limited access for large vehicles such as moving vans can be accommodated as needed. Site and use specific conditions will be assessed during the scoping and design of each plaza, such as side-street commercial loading, and ability of parallel streets to provide for vehicle access to the uses on the side-street. The design also must provide necessary property access along the side-streets.

Design: Side-street plaza design responds to the needs and character of the surrounding neighborhood and community. Plazas should incorporate lighting, furnishings, play elements, landscaping, surface treatments, and public art or community-generated art to create an active, comfortable, and visually engaging space.

- Edge treatments shall be placed along the perimeter of the plaza to clearly define the public space from vehicular and bicycle access and to provide a protective buffer for plaza users. These elements should be tall enough to be visible to motorists, yet not so large that pedestrians are obscured or otherwise unable to see motorists.
- The space must be designed to comply with *PR-P.14 Design for People of All Ages and Abilities*.

In the near-term, the City can partner with non-profits, businesses and neighborhood advocacy groups, and other community organizations to identify pilot locations for quick-build plaza projects. These should be prioritized where local community partners will use, program, or activate the plaza space.

- Quick-build treatments can include barriers (e.g., jersey barriers, stone blocks or planters), pavement markings identifying the plaza space with striping and paint, and tables with seating of different types. Also, boulders, logs, or small structures can be installed to engage children in informal play.

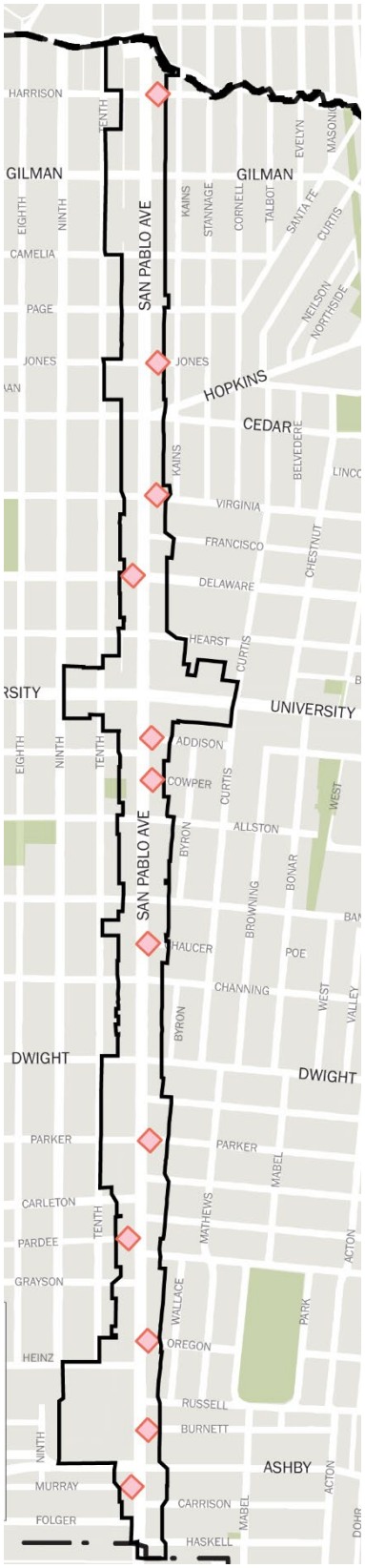

Figure 5.33 Map of Potential Side-Street Plaza Locations
Source: City of Berkeley, CD+A

In the long-term, when funding is available and where community support in activating a side-street plaza is strong, permanent plaza improvements should be pursued. A reconstruction of the street space provides additional opportunities for improving and activating the plaza.

Figure 5.34 Sunset Triangle Quick-Build Plaza
Photo by LADOT

Permanent designs must incorporate durable, high-quality materials, and include any of the following amenities:

- paving that smoothly transitions with sidewalk grade;
- permanent seating and tables, or moveable seating and tables if managed by a future business improvement district or adjancent business or property manager;
- landscaped areas including trees;
- edge definition with seat walls, planters, and/or safety features, such as bollards;
- pedestrian scale lighting;
- elements that engage people in activities, such as play and exercise elements for children and adults; and
- other elements suggested by community members during the design process.

Implementation:

There are several ways that a side-street plaza could be created, operated, and maintained.

- **City-Community Partnership:** Local groups of residents, businesses, and/or property owners may reach out to the City and work with the Office of Economic Development (OED) and the Public Works Department to identify funding for design, approval, and construction. The community can take an active role in ongoing maintainance and programming of the plaza.
- **Future community benefit or business improvement district:** They will take a leadership role and partner with the City and adjacent community, to manage and maintain the plaza, under a

Figure 5.35 Street Closed to Vehicles and Converted into a Plaza
With Bicycle and Emergency Vehicle Pass-Through, Vancouver Street/ McClure Street, Victoria, BC. Image from Google maps, Nov. 2022.

formal agreement with the City, similar to how the Downtown BART Plaza or the plaza space in Strawberry Creek Park is managed (see ED-4. *Study Feasibility of Forming a Business Improvement District or Community Benefit District (CBD)*).

- **Adjacent Development:** A property owner or property manager of a new residential or mixed-use building adjacent to the plaza may design and build a side-street plaza to receive development credits (see *LU-S.3 Side-Street Plaza Incentive*).
- **Infrastructure Improvement Projects**: Future infrastructure improvement projects should include side-street plazas as a strategy for traffic calming,

Parklets and Curb Extension Common Spaces

Though smaller in scale than side-street plazas, parklets and curb extensions offer opportunities to create community gathering areas, outdoor commerce areas and streetscape landscaping within the public right-of-way. Opportunities for these types of spaces include smaller parklets along the commercial frontages on the southside of Dwight Way on either side of San Pablo Avenue, as well as a larger potential gathering space on the east side of San Pablo Avenue at the Hopkins Street and Cedar Street merge, where intersection reconfiguration could create a more usable and inviting public area.

PR-P.16 Support Use and Creation of Parklets

Parklets are allowed on San Pablo Avenue but must follow strict design criteria set by the Caltrans Encroachment Permits Manual. They must also be publicly accessible, be applied for and maintained by the City, and cannot serve as semi-private spaces, such as excusive outdoor seating for restaurants or cafés. Permits for parklets are limited to one year, and extensions are not guaranteed, adding to the uncertainty of long-term use.[36]

Side-streets, including Gilman Street, Cedar/Hopkings Street, University Avenue, Dwight Way, and Ashby Avenue, however, provide opportunities for parklets to support outdoor seating and dining for nearby businesses. This approach can enhance corner locations, making them more appealing for restaurants and cafés, thereby boosting business activity and economic vitality while providing the public with valued common space. Preferred locations include Designated Nodes and areas prioritized for pedestrian safety improvements (see Figure 5.7). Parklets could also be used to pilot a side-street plaza (see *PR-P.15*).

The City administers a parklet program[37], and reviews applications for compliance with standards such as location, design, and use, which are codified in Berkeley Municipal Code Sections 14.48.190 *Parklets* and 14.48.150 *Sidewalk seating, benches, and planters*.

Incentive: To support business activity within the Specific Plan Area, the yearly Outdoor Commerce Use Fee will be waived for businesses using free parking spaces and reduced by 75 percent for those using paid parking spaces upon application. Evaluate incentive after first three years of implementation and revise as appropriate.

PR-P.17 Design and Use of Curb Extensions

Curb extensions (also called bulb-outs) extend the sidewalk into the parking lane to narrow the roadway, shorten pedestrian crossing distances, and slow turning vehicles.

Placement: New curb extensions will primarily be located on side-street corners along San Pablo or University Avenues and extend only into the side-street parking lane in order to preserve flexibility for potential multimodal improvements to these streets.

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[36] California Department of Transportation. *Encroachment Permits Manual.* Section 500.3I, "Parklets," July 2021, pp. 5-12
[37] City of Berkeley, Doing Business, Operating Berkeley, Outdoor Commerce Sidewalk Seating and Parklets. Outdoor Commerce, Sidewalk Seating, and Parklets | City of Berkeley

The Alameda CTC Safety Enhancements project designs bus curb extensions at select locations on San Pablo Avenue. For these locations and future bus stop curb extension projects, the City should assess whether added space can accommodate outdoor seating or other placemaking efforts when a curb extension primarily enhances transit service. This is similar to the "buslet" concept that has been implemented in two locations on Solano Avenue in Albany.

Figure 5.36 Curb Extensions with Seating and Planters
At University Avenue and Kala Bagai Way. Photo by CD+A

Potential curb extensions should be evaluated for feasibility in terms of private vehicle, truck, and emergency vehicle turn movements.

Use: Curb extensions can be used in the public realm for a variety of associated improvements:

- Street Trees on San Pablo or University Avenues should be planted behind the original curb line to allow flexibility for future multimodal improvements (See *Street Trees*, this chapter);
- Landscaping opportunities such as Green Infrastructure can be implemented on side streets (See *Landscaping*, this chapter);
- Pedestrian-Realm Lighting on San Pablo or University Avenues should be located behind the original curb line to provide flexibility for future multimodal improvements (see *PR-P.3 Improve Street Lighting for the Sarety and Comfort for all Users*);
- Outdoor seating (see Figure 5.36) or dining (see *PR-P.18 Commercial and Other Private Use of Sidewalks and the Public Realm*); and
- Public art in public spaces on San Pablo or University Avenues should be located behind the original curb line or be relocatable in order to provide flexibility for future multimodal improvements.

Standard: Similar to side-street plazas, see *PR-P.15 Create Side-Street Plazas*, a developer or property owner of a new building adjacent to a side-street identified in Figure 5.33 may propose to design, construct and activate a curb extension.

- The location and design of any curb extension must approved by the Public Works Department.
- Requirements of BMC Section 14.48.150 *Sidewalk seating, benches, and planters* apply to these curb extensions.
- This space shall be maintained through an agreement with the City.

Incentive: To encourage construction of curb extensions and activation of the common space, Sidewalk Seating Permit fees that would otherwise result from commercial use of the curb extension space will be waived for up to 10 years for the first commercial seating use of the space.

Sidewalk and Other Public Realm Activation

PR-P.18 Commercial and Other Private Use of Sidewalks and the Public Realm

While side-street plazas, parklets, and curb extensions focus on enhancing side-streets adjacent to San Pablo Avenue, the sidewalk frontage, particularly along San Pablo Avenue, offers opportunities for activation through seating, landscaping and small gathering spaces.

The requirements of BMC Section 14.48.150 *Sidewalk seating, benches, and planters* apply to commercial and other private use of the sidewalk.

As discussed in *PR-P.2 Sidewalk Incentive*, new developments may expand the useable sidewalk space on San Pablo Avenue and other streets in the Specific Plan Area.

Incentive: In these cases, the Outdoor Commerce Fee for the commercial use of the sidewalk is waived for up to 10 years from the date of first commercial seating use.

Pocket Parks and Plazas Along San Pablo Avenue

There are no publicly owned park, plazas, or other community spaces located along San Pablo Avenue. There is one park (George Florence Park) partially within the Specific Plan Area. Kains Avenue Park, located at the north end of the Specific Plan Area along Cordonices Creek is not yet open to the public. However, several parks, including George Florence Park, James Kenney Park, Strawberry Creek Park, and San Pablo Park are located within a few blocks (see Figure 5.10. *Street Network Map*).

Community feedback throughout the planning process emphasized a strong desire for accessible public open space along San Pablo Avenue. In the absence of dedicated public open space, a variety of semi-public spaces or "third places" have emerged organically. These include outdoor seating at restaurants and cafes, and the use of gas stations or paved areas by food trucks and trailers with temporary seating (See Figure 5.37).

Figure 5.37 Example of a Food Truck Using a Parking Lot
Photo by CD+A

PR-P.19 Purchase Underutilized Small Properties for Public Open Space

Several small and underutilized properties within the Specific Plan Area could, over time, have the potential for public acquisition and could be developed as public parks or plazas. The Parks, Recreation and Waterfront Department should seek funding to purchase property along San Pablo Avenue for the purpose of developing new public parks or plazas. A potential funding mechanism is a potential Nexus Study to Support Citywide Park and Open Space Funding (See **Chapter 6 Administration and Implementation**). This study could include an evaluation of public park space needs in the Specific Plan Area and identify opportunities to qualify for priority funding.

PR-P.20 Privately Owned Public Open Spaces

An important strategy to create public open space within the Specific Plan Area is to encourage and incentivize the development of privately-owned public open spaces (POPOS). POPOS are publicly accessible open spaces that are built and maintained on private property. They can come in many forms, e.g., plazas, courtyards, recreational facilities, play areas, dog parks and usable green space; see Figure 5.38. Key benefit of POPOS is that the construction and maintenance costs are typically the responsibility of the private developer, rather than the City. These spaces are encouraged in new commercial, multi-family, and mixed-use developments, and they also present an opportunity to transform existing parking lots or underutilized properties into open areas for the public.

LU-S.2 Privately Owned Public Open Space within the Designated Nodes Incentive, further encourages POPOS as part of new mixed-use residential development projects in a Designated Nnode in the Specific Plan Area. This land use policy defines access and design standards, as well as a range of incentives and benefits when a development provides a POPOS.

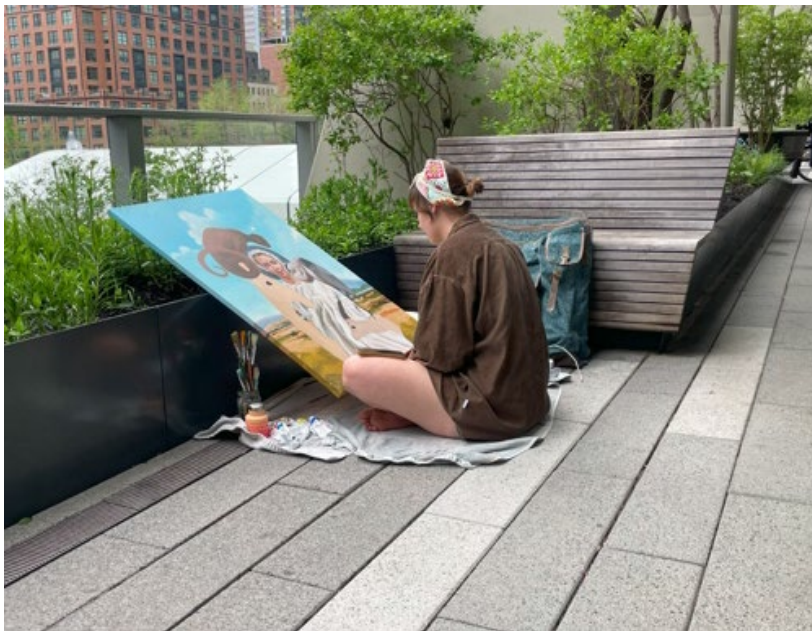


Figure 5.38 People using Privately Owned Public Open Spaces
Right: Student practices painting in a POPOS provided by the adjacent development. Hudson Yard, New York City.
Bottom left: Quick-build POPOS plaza on former parking lot at Broadway and 21st Street in Oakland .
Bottom right: POPOS Plaza in front of mixed-use development, 2161 Allston Way, Berkeley.
All pictures by CD+A.

Utilities and Fire Services

Utility and fire services are required to support new development within the Specific Plan Area, including domestic water, wastewater, stormwater, telecommunications, electricity, natural gas, waste and recycling, and fire services. According to the City of Berkeley 2023-2031 Housing Element Update (HEU) EIR – SCH #2022010331 – (HEU Final EIR), including the San Pablo Avenue Specific Plan Addendum to the Housing Element Update Final EIR (SCH #2022010331) (HEU EIR Plan Addendum), existing utility systems and fire services have sufficient capacity to serve the planned housing developments.

Domestic Water and Wastewater

Domestic Water

The City of Berkeley and East Bay Municipal Utility District (EBMUD), the water supplier for the City of Berkeley, typically requires individual developments to make any necessary upgrades. EBMUD's water system is primarily sourced by the Mokelumne River Watershed west of the Sierra Nevada Mountain Range. There is currently sufficient water capacity for the city and the development anticipated by this Specific Plan. However, the long-term adequacy of the water supply has been susceptible to the effects of climate change. The development of water recycling and conservation programs have offset climate change concerns to date. California Green Building Standards Code (CalGreen) requirements include plumbing fixture maximum flow rates intended to reduce water consumption for all residential and commercial buildings. These standards will be implemented with new development in the Specific Plan Area.

Wastewater

There are two components to ensure the City of Berkeley's wastewater is properly managed: (1) the treatment facility and (2) the collection and conveyance pipes. EBMUD operates the large diameter interceptor sewer and provides municipal wastewater treatment for Berkeley. The City owns and maintains its own sewage collection system. This system includes 254 miles of City-owned sanitary sewer pipe.

EBMUD is anticipated to have adequate dry weather capacity to accept wastewater flows from the planned buildout of this Plan[38]. Wet weather flows may also be accommodated with implementation of ongoing local and regional programs to reduce infiltration and inflow during wet weather events (City of Berkeley, Housing Element Update EIR, 2022).

Future development under the proposed HEU will require new connections for wastewater conveyance. As described in the HEU Final EIR (see page 4.16-4 of the Draft EIR), Chapter 17.05 of the BMC requires that new development pays its fair share of improvements to the sewer system that would be necessary to accommodate increased flows. This policy and BMC requirements ensure that new developments are not approved until it can be demonstrated that adequate wastewater collection capacity exists, or until a financial commitment to create such capacity has been made.

The City of Berkeley will be making improvements to the sanitary sewer on San Pablo Avenue and other Major and Collector Sreets in the city through their Sanitary Sewer Rehabilitation and Replacement Project. Construction is scheduled for April through June of 2026 for the following segments of San Pablo Avenue:

- Carleton Street to Derby Street – 14" High Density Polyethylene Pipe (HDPE)
- Oregon Street to Grayson Street – 12" HDPE and 21" Cured in Place Pipe (CIPP) lining crossing San Pablo Avenue along Grayson Street
- Haskell Street to Folger Avenue – 24" HDPE

[38] The City's wastewater treatment capacity is 320 million gallons per day (mgd). The existing average daily flow is 63 mgd and the HEU would add 0.77 mgd. Based on the HEU wastewater generation assumption of 40 gallons per day (gdp) for a multifamily unit, the Plan buildout, which is 4,250 units above the HEU maximum buildout, would add 170,000 gdp, which is 0.17 mgd and well within the City's treatment capacity.

Noted improvements are for ongoing maintenance of the City's sanitary sewer system rather than for increasing capacity.

Stormwater

The Specific Plan Area is highly urbanized and the area is almost entirely covered with impervious surfaces, except for landscaped areas. Future development will have to comply with existing programs and permits, including the BMC and the Municipal Regional Stormwater (MRP 3.0) NPDES Permit (No. CAS612008). All new development or redevelopment projects that create or replace 5,000 square feet of impervious surfaces are "regulated projects" and are required to implement Low Impact Design (LID) Measures and hydromodifications management measures required under the C.3 provisions of the Municipal Regional Stormwater Permit (MRP). These features may include but not be limited to bioretention, permeable paving, detention basins, underground stormwater storage (see *PR-P.8 Green Infrastructure in Public Projects* and *PR-P.9 Green Infrastructure in Private Development* for Plan policies related to rainwater management). For example, on-site infiltration would improve the water quality of stormwater.

Implementation of rainwater measures can be especially challenging in a dense urban area. Measures such as rain barrels and cisterns, green roofs, and preserving undeveloped open space may also need to be considered. MRP 3.0 specifies methods to calculate the required size of treatment devices.

Improvements with Caltrans right-of-way are subject to requirements of Caltrans NPDES Permit Order No. 2-2022-0033-DWQ.

There is a minor possibility that underground creeks beneath San Pablo Avenue, due to deterioration, daylighting, or other creek crossings, could cause the need to reconstruct major storm drain infrastructure. However, the risk appears low given that the historic creek crossings have already been directed into a main storm drain within San Pablo Avenue through this area. The Specific Plan Area also falls outside of the Federal Emergency Management Agency (FEMA) Flood Zone.

Electric, Gas, and Communications

Natural gas and electrical services for the City of Berkeley are provided by Pacific Gas and Electric Company (PG&E). There is also telecom (cable and internet) service throughout the Specific Plan Area, mainly provided by AT&T and Comcast. Electrical systems within the Specific Plan Area have mainly been undergrounded. Most overhead electrical lines are located within the cross streets.

Electricity, Natural Gas, and Communications upgrades will continue to be available from the providers. Typically, the utility companies will upgrade facilities as needed. It is expected that PG&E will accommodate the electrical and gas demands of the Plan. A service application submitted to PG&E will be required to trigger a review of added electrical and natural gas demand for each new individual development. Likewise existing telecom infrastructure and providers are expected to be able to accommodate development that may be generated by the Plan. In addition, East Bay Community Energy (EBCE) is a local public agency tasked with supplying clean electricity at low rates to customers in Alameda County. EBCE procures electricity and provides local renewable resources, while PG&E continues to administer natural gas service as well as energy transmission, distribution, repair, customer service, and billing for EBCE customers.

Waste and Recycling

The City of Berkeley is one of the few cities in Northern California to operate its own refuse, dual stream recycling and green/food waste curbside collection system, as well as material recovery/drop-off and buyback facilities. The service provides curbside recycling, green/food waste, and refuse collection services. Some of the programs offered by the City's Solid Waste Division include recycling collection programs for businesses as well as residential and commercial refuse and organic waste collection. Solid waste, recyclable, and compostable materials collected by the City and its contracted companies are transported from the Berkeley Transfer Station, located at 1201 Second Street, for sorting or disposal at off-site facilities.

One permitted landfill in Alameda County has the capacity to accommodate solid waste generated in Berkeley: the Altamont Landfill. The maximum permitted daily throughput at the Altamont Landfill is 11,150 cubic yards, and the maximum permitted capacity is 124.4 million cubic yards. The remaining capacity for solid waste at this landfill is approximately 52.3 million cubic yards (CalRecycle, Solid Waste Information System (SWIS), 2025). The City of Berkeley has achieved a solid waste diversion rate of 69 percent of its solid waste.

Development facilitated by the Plan will not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The Landfills that serve the City of Berkeley have adequate capacity to serve development under the Plan[39]. The solid waste reduction goals are in alignment with the development of projects within the Specific Plan Area and comply with federal, State, and local statutes and regulations related to solid waste (City of Berkeley, Housing Element Update EIR, 2022).

The City of Berkeley General Plan's Environmental Management Element includes the following goals and policies applicable to solid waste:

- Policy EM-7: Reduced Wastes. Continue to reduce solid and hazardous waste.
- Policy EM-8: Building Reuse and Construction Waste. Encourage rehabilitation and reuse of buildings whenever appropriate and feasible in order to reduce waste, conserve resources and energy, and reduce construction costs.
- Policy EM-9: Recycling and Waste Transfer Stations. Ensure convenient access for Berkeley citizens to transfer stations, recycling, composting, and collection of household hazardous waste products.
- Policy EM-10: Materials Recovery and Remanufacturing. Support and encourage serial materials recovery and remanufacturing industries.

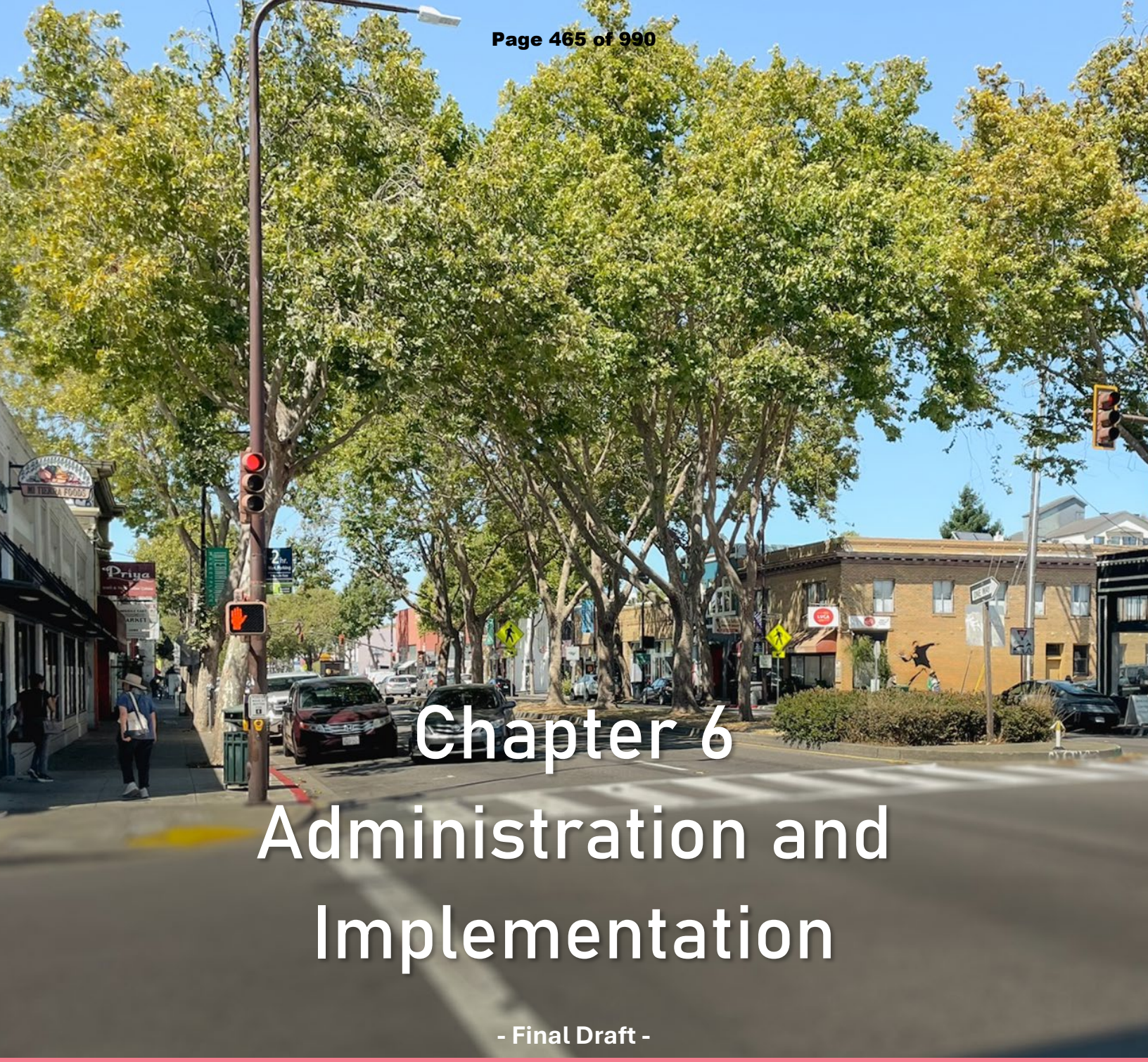
Development facilitated by the Plan will follow the City of Berkeley policies for waste reduction and recycling.

Fire Services

The San Pablo Specific Plan supports increases in development capacity and population in the Specific Plan Area. While the City of Berkeley 2023-2031 Housing Element Update (HEU) EIR, including the San Pablo Avenue Specific Plan Addendum, finds that there is sufficient fire service capacity to service the proposed new development, ongoing monitoring of building heights, densities, and population growth, and how those trends relate to calls for service and other service demands, is a municipal best practice.

Accordingly, implementation of the San Pablo Specific Plan will include periodic evaluation of fire service demands, including both calls for service related to fire suppression and paramedics services, as well as demand for fire inspections, plan check and other fire prevention-related services.

[39] Based on the HEU solid waste generation rate of 4/lbs/unit/day, and conversion factor of 1,000 pounds per cubic yard, the plan buildout would generate 17 cubic yards of solid waste per day. With Berkeley's 69% diversion rate, the Plan buildout would generate an additional 5.27 cubic yards of solid waste per day, which equates to 1924 cubic yards per year. This represents 0.00368% of the current total remaining landfill capacity of 52.3 million cubic yards.



Chapter 6
Administration and Implementation

- Final Draft -

Specific Plan Administration

Recognizing the Specific Plan's long-term horizon and the potential for changing conditions, new opportunities, and evolving community and City priorities, this section outlines the Specific Plan's adoption, procedures for its administration, and subsequent amendments.

Specific Plan Adoption

The Specific Plan Area is identified as a Priority Development Area (PDA) in Plan Bay Area 2050, a long-range regional plan, prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). PDAs are select areas with strong potential to support sustainable development patterns for housing and jobs in walkable, transit-oriented infill areas. To support preparation of this Specific Plan, the City received a PDA Planning Grant from MTC and ABAG.[1]

Additionally, the City's Housing Element Update (2023–2031) includes Program 27 calling for the preparation of the "San Pablo Avenue PDA Specific Plan," to evaluate opportunities to increase allowed densities and development capacity and to study design standards, public improvements, and mechanisms to incentivize affordable housing. Preparation of the Specific Plan began in 2023 and involved regular discussions with the Planning Commission and City Councilmembers, and coordination with staff from regional planning and transportation agencies.

The City of Berkeley initiated and prepared the Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the vision and ideas of a general plan and specific needs and appropriate standards for an area of the city. They provide standards and guidelines that are tailored for the Specific Plan Area. Jurisdictions may adopt specific plans by resolution or ordinance.

Upon adoption by resolution, the Specific Plan, together with the following accompanying actions, shall govern all properties within the Specific Plan Area: (1) a General Plan amendment, involving revisions to both text and the Land Use Diagram to achieve consistency with the Specific Plan; (2) a Berkeley Municipal Code (BMC) amendment, involving revisions to the *Zoning Ordinance* and the Zoning Map to achieve consistency with the Specific Plan; (3) the retirement of the West Berkeley Plan and the San Pablo Avenue Public Improvements Plan; and (4) the adoption of the *Design Standards Document*.

Environmental (CEQA) Review

The Housing Element Update Environmental Impact Report ("2023 HEU EIR"), certified by the City of Berkeley in January 2023, analyzed citywide housing growth under the Housing Element Update, including 3,682 housing units anticipated within the San Pablo Avenue Plan Area. The Specific Plan would increase the development potential to a total of approximately 8,000 units, representing an additional 4,318 units, rounded to 4,500 for the purposes of the CEQA analysis.

The City prepared an Addendum to the 2023 HEU EIR. The Addendum, which includes a Checklist for each environmental topic, documents that the Specific Plan in addition to the HEU would not result in any new or substantially more severe significant environmental impacts than those previously identified in the 2023 HEU EIR, or require new or different mitigation measures.

The project analyzed in the Addendum includes amendments to the BMC and the General Plan, which include new development standards for the C-SP zoning district such as height and FAR, particularly at Designated Nodes, as well as retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan. Pursuant to CEQA Guidelines Section 15164, the Addendum concludes that the proposed changes do not meet the conditions outlined

[1] Priority Development Area (PDA) Grants | Metropolitan Transportation Commission. Last accessed 05/08/2026.

in CEQA Guidelines Section 15162 that would require preparation of a subsequent or supplemental EIR. The City's decision makers will review the Addendum and assess if they agree with the findings that no additional environmental review is needed pursuant to CEQA.

Based on recent housing and CEQA legislation as well as Section 15183 of the CEQA Guidelines it is anticipated that many of the future mixed-use or residential development projects proposed under the Specific Plan will be exempt from further CEQA review. However, the City will make a determination as individual development proposals are submitted to the City for review and approval based on CEQA and permit streamlining legislation in place at that time.

Administering the Specific Plan

Upon City Council adoption of the Specific Plan, all new projects within the Specific Plan Area must demonstrate consistency with the Specific Plan along with the Berkeley Municipal Code (BMC), the *Design Standards Document*, the City's General Plan and other circulation and public realm standards and plans. See *Regulatory Context* and *Relationship to Other Planning Documents and Projects* in **Chapter 1 Introduction** for other plans and policies acting in the Specific Plan Area, such as the Transit-First Policy Implementation Plan.

Conflict: If any policy or standard in the Specific Plan conflicts with the BMC or the *Design Standards Document*, the BMC and/or the *Design Standards Document* shall prevail.

Severability: If any chapter, subsection, sentence, clause, or phrase of this Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the Specific Plan.

Minor Amendments: Non-substantive changes to the Specific Plan such as corrections or technical changes to ensure consistency or clarify uncertainties or ambiguity may be executed by Staff through an administrative process.

Major Amendments: Changes to the Specific Plan that are not minor are considered major amendments, such as substantive changes to policies, land use designations, or development standards, must follow procedures outlined in BMC 22.04.020.

Development Review and Project Approvals

The Specific Plan aims to make development approvals more streamlined. See Berkeley Municipal Code (BMC) 23.204.020, Allowed Land Uses, for permit thresholds by use. BMC Chapter 23.402 (Administrative Responsibility) describes City roles and responsibilities when administering the *Zoning Ordinance*. There are 4 permit application review and decision-making authorities that have responsibilities and duties associated with processing permit applications and other requested development project-related approvals:

Zoning Officer: A project that requires approval of a Zoning Certificate can be approved ministerially through a Zoning Certificate issued by a Zoning Administrator. See BMC Section 23.402.040 for details about the Zoning Officer responsibilities and duties.

Zoning Adjustments Board: A project that requires approval of a discretionary permit, such as a Use Permit, Variance, or Administrative Use Permit is reviewed and approved by the Zoning Adjustments Board. See BMC Section 23.402.070 for details about the Zoning Adjustments Board responsibilities and duties.

Design Review: A request for an exemption to a design standard in the *Design Standards Document* would be reviewed and approved by the Design Review Committee and/or Design Review staff. See the *Design Standards Document* for details about the design review process in the Specific Plan Area. See BMC Section 23.402.060 for details about the Design Review Committee responsibilities and duties and BMC Section 23.406.070 for details about the City's design review process.

Landmark, Structures of Merit, and buildings within a Historic District Review: A project that would affect a designated landmark, structure of merit or a building within a historic district requires approval of a Structural Alteration Permit. The Landmark Preservation Commission reviews and acts on such permits. See BMC Section 23.402.050 for details about the Landmark Preservation Commission responsibilities and duties.[2]

In addition to the City's local development review procedures, State law may influence how projects in the Specific Plan Area are reviewed and approved. Depending on the nature of the proposed project, State laws can require ministerial approval, limit the City's ability to impose certain standards or conditions, or otherwise alter the applicable review process. As State housing and land use laws continue to change, the development review framework affecting the Specific Plan Area will continue to evolve.

Implementation

The Specific Plan will be implemented through the adoption of policies and standards in the **Land Use, Economic Development and Streets -Transportation and Public Realm Chapters**, and the *Design Standards Document*, which are designed to align public and private investments with the Specific Plan's vision and goals. These policies and standards are reflected in amendments to the text and maps of the Berkeley Municipal Code (BMC) and the General Plan, as well as through the retirement of the West Berkeley Plan and the San Pablo Avenue Public Improvements Plan.

The City maintains a dedicated webpage for the adopted Specific Plan, implementation updates, and resources for property owners, developers, businesses, and community members.

Monitoring and Funding

To ensure that the public and City Council remain informed about Specific Plan implementation, the City will continue to prepare annual progress reports and adjust programs and actions, as needed, to advance the objectives outlined in **Chapter 2 Vision and Guiding Principles**.

This Specific Plan is limited in its ability to establish new funding mechanisms; rather, it can only identify potential tools and strategies that may be used to support implementation. To realize the vision of this Specific Plan, the City and community must be creative and proactive in leveraging existing resources and pursuing new funding opportunities that respond to the needs of the Specific Plan Area. The following section, summarized in Table 6.1, identifies potential funding and financing strategies. While not comprehensive, it provides a starting point for identifying tools to support future improvements and investments. In addition, potential funding sources are identified for each policy in the *Implementation Actions* section of this chapter.

Local Revenue and Fees: The City may fund implementation projects in the Specific Plan Area through a range of local revenue sources. These include allocations from the General Fund through the City's budgeting process, or Measure FF Sidewalk and Street Repairs Parcel Tax funds could be made available for the design and construction of street and sidewalk improvement projects in the Specific Plan Area.

Property-Based Financing Tools: Property-based financing tools allow local governments to fund infrastructure and public improvements through revenues generated within a defined area. Mechanisms such as business improvement districts or community benefit districts (BIDs or CBDs) enable property and business owners to collectively fund services and improvements that benefit the district, such as streetscape enhancements, maintenance, and economic development programs. *ED-P.5 Study Feasibility of Forming a BID or CBD,* calls for studying the potential formation of a BID or CBD in the Specific Plan Area and assessing possible boundary options ranging from the entire Specific Plan Area to targeted areas around Designated Nodes. Enhanced infrastructure financing districts (EIFDs),

[2] Landmark Alterations | City of Berkeley. Last accessed 05/08/2026.

assessment districts, and community facilities districts (CFDs) can generate funding by capturing increased property tax revenues or levying special assessments or taxes on properties that benefit from the improvements.

Development Mechanisms: Development-based funding mechanisms help implement public improvements by leveraging private development activity. Development agreements allow cities and developers to establish negotiated terms for projects, though the level of public benefits provided must be determined on a case-by-case basis. Public-private partnerships allow the City to collaborate with private entities to finance, construct, or maintain infrastructure and other improvements that benefit both new development and the surrounding community. Partnerships with large institutions can result in significant infrastructure investment, while collaborations with local organizations or nonprofits, particularly those connected to the history and character of San Pablo Avenue, may lead to more responsive and place-specific outcomes.

Grant Programs: San Pablo Avenue is a major regional road with frequent transit service and strong potential for multimodal improvements, making it well positioned to compete for federal, State, or regional transportation and transit-oriented community funding. Projects that enhance pedestrian, bicycle, and transit infrastructure within the Specific Plan Area align with regional and State priorities to improve safety, support transit use, and reduce greenhouse gas emissions. Potential funding sources include the following:

- Caltrans' Active Transportation Program grants program (ATP)
- Alameda County Transportation Commission (ACTC) grant programs
- One Bay Area Grant (OBAG) Program administered by the Metropolitan Transportation Commission (MTC)
- Affordable Housing and Sustainable Communities (AHSC) Program administered by the California Department of Housing and Community Development (HCD)
- Alameda County (AC) Transit capital funding for transit infrastructure improvements
- Various federal grant programs

Other Tools: Revolving loan funds provide low-interest financing for housing and economic development projects, with loan repayments returned to the fund to support future projects. This structure allows the same pool of funding to be reused over time to support activities such as affordable housing development, building rehabilitation, and small business improvements.

Table 6.1 Potential Funding Strategies and Sources

Funding Source Category	Funding Source	Improvement Category			
		Streets and Public Realm	Transit	Housing	Economic Development
Local Revenue & Fees	Local Revenue	X	X	X	X
Property-Based Financing Tools	Business Improvement District or Community Benefit District (BID/CBD)	X	X		X
	Enhanced Infrastructure Financing Tool (EIFD)	X	X	X	X
	Assessment District	X	X		
	Community Facilities District	X	X	X	
Development Mechanisms	Development Agreement	X	X	X	X
	Public-Private Partnership	X	X	X	
Grant Programs	Active Transportation Programs (ATP)	X	X		
	Alameda County Transportation Commission (ACTC) Grants	X	X		X
	Metropolitan Transportation Commission (OBAG)	X	X	X	
	Affordable Housing & Sustainable Communities (AFSC)	X	X	X	
	AC Transit Capital Funding		X		X
	Federal Grant Programs	X	X	X	X
Other Tools	Revolving Loan Fund			X	X

Implementation Actions

The following tables (6.2 - 6.4) describe a range of implementation measures, actions, responsibilities, and timeframes, as well as potential funding sources for these measures. These actions should be considered in tandem with the corresponding policies and standards outlined in **Chapters 3 through 5**.

Abbreviations

City of Berkeley

BFD – Berkeley Fire Department

CMO – City Manager's Office

CAO – City Attorney Office

HHCS – Health, Housing and Community Services

OED – Office of Economic Development

PLNG – Planning and Development Department

PRW – Parks, Recreation and Waterfront Department

PW – Public Works

- Transportation Division ("PW Trans")
- Engineering Division ("PW Eng")

RSB – Rent Stabilization Board and Staff

BHA – Berkeley Housing Authority

Other:

Alameda CTC – Alameda County Transportation Commission

AC Transit – Alameda-Contra Costa Transit District

Alameda County SBDC – Alameda County Small Business Development Center

BART – San Francisco Bay Area Rapid Transit District

BBDN – Berkeley Business District Network

Caltrans – California Department of Transportation

Timeline

Each table includes the timing of each implementation action. Many implementing actions depend on the availability of funding, and once initial funding is secured, it can be used to identify and pursue additional resources to carry out the program or improvement. Therefore, the timeline will need periodic refinement and updating.

- **On-going** – actions that are already occurring and may be affected by Specific Plan policies and standards.
- **Immediate** – actions that will start with adoption of the Specific Plan.
- **Following other actions** – actions that depend on implementation of projects or other actions. In this case, the dependent project or action is listed.
- Specific time periods are listed for some implementation actions; time periods are in response to:
    - Priorities for the action;
    - Estimate of time needed to undertake action; and
    - Dependency on other actions.

Table 6.2 Plan Administration Implementation Actions

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
Provide annual updates on Plan implementation through the General Plan Annual Progress Report (APR)	PLNG	Input from other City Departments and Partner Agencies	On-going	General Fund
Provide periodic updates to City Council on the following metrics: • Number of new housing units entitled, permitted, or completed. • Summary description of transportation, streetscape, and open space improvements under design, construction and completed. • Summary report of collisions that have occurred within the Specific Plan Area. • Number of active businesses, including new business licenses within the Specific Plan Area. • Funding secured and partnerships established with community groups, agencies, and developers. • Status of implementation actions outlined in this chapter.	PLNG	Input from other City Departments and Partner Agencies	On-going	General Fund
Identify and pursue funding opportunities Coordinate and monitor grant and other funding opportunities to implement Specific Plan policies.	PLNG, OED, PW		On-going	General Fund
Monitor opportunities to pursue Affordable Housing and Sustainable Communities (AHSC) grants AHSC is an annual State grant program that funds construction of affordable housing and improvements related to reducing GHG	HHCS, PW	PLNG, Affordable housing developers,	On-going	General Fund

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
emissions. Certain multimodal and other transportation improvements are fundable. Work with affordable housing developers and partner agencies to prepare and submit proposals for AHSC grants for housing within the Specific Plan Area and transportation infrastructure improvements that are prioritized in this Specific Plan, as appropriate.		AC Transit, Caltrans, etc.		

Table 6.3 Land Use Implementation Actions

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source

LU-P.1 Establish the Commercial San Pablo (C-SP) District
 	
• Amend Title 23 of the Berkeley Municipal Code to establish the C-SP zoning district and the following standards as described in **Chapter 3 Land Use**:
  • *LU-S.5 Development Standards*
  • *LU-S.7 Streetscape Standards*
	PLNG		Immediate	General Fund (staff time)

LU-P.2 Focus Commercial Uses within Designated Nodes • Amend the Berkeley Municipal Code to include Designated Nodes, as described in **Chapter 3 Land Use**, and adopt Designated Node-specific ground-floor frontage requirements and allowed use requirements. • Periodically evaluate Designated Node performance and adjust standards and regulations as needed.	PLNG		Immediate + On-going	General Fund (staff time)

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
LU-P.3 Boundary Adjustments and Re-zonings • Rezone parcels in the C-W and C-U zoning districts within the Specific Plan Area to C-SP. • Rezone split-zoned parcels fronting San Pablo Avenue and University Avenue to C-SP.	PLNG		Immediate	General Fund (staff time)

LU-P.4 Amend the General Plan and Map
• Amend the General Plan text and map as described in **Chapter 3 Land Use**.
• Amend Title 23 of the Berkeley Municipal Code text and map as shown in Figure 3.5 in **Chapter 3 Land Use**, including:
  • Specific Plan Area Boundary
  • Designated Nodes
  • Rezone all C-W and C-U parcels within the Specific Plan Area to C-SP
  • Include MU-LI Affordable and Family Friendly Housing Areas
  • Remove split-zoning inconsistencies and other minor rezoning corrections
	PLNG		Immediate	General Fund (staff time)

LU-P.5 Facilitate Housing on MU-LI Parcels • Amend Title 23 of the Berkeley Municipal Code text to designate parcels as Affordable and Family-Friendly Housing Areas on MU-LI parcels within the Specific Plan Area, consistent with the Policy description in **Chapter 3 Land Use**. • Require qualifying projects to comply with C-SP development standards.	PLNG		Immediate	General Fund (staff time)
LU-P.6 Planning and Commercial Use Permit Streamlining Review permitting processes after 5 years. Determine if further monitoring is needed.	PLNG	OED, PW	5 years	General Fund (staff time)

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
LU-P.7 Public Open Space Enhancements Amend the Berkeley Municipal Code to implement the following standards consistent with their descriptions in **Chapter 3 Land Use**: • *LU-S.1 Sidewalk Expansion Incentive* • *LU-S.2 Privately-Owned Publicly Accessible Open Space within Designated Nodes* • *LU-S.3 Side-Street Plaza Incentive* • *LU-S.4 Mid-Block Passage Incentive*	PLNG		Immediate	General Fund (staff time)
LU-P.8 Expand Allowed Primary and Temporary Uses Add the C-SP zoning district to the Allowed Uses Table in Title 23 of the Berkeley Municipal Code. Compared to the existing C-W zoning district, expand by-right uses (e.g. galleries, light-industrial) and allow additional uses that align with the Specific Plan's goals.	PLNG	OED	Immediate	General Fund (staff time)
Develop outreach program for small businesses (coordinate *with ED-P.1,2,3*)	OED	PLNG	0 to 3 years	General Fund (staff time)
LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors • Amend the Berkeley Municipal Code to establish ground floor frontage types and location requirements as described in the policy.	PLNG		Immediate	General Fund (staff time)

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
LU-P.10 Establish a Pilot San Pablo Avenue Density Bonus Program Research and consider adopting a pilot local density bonus program for the Specific Plan Area consistent with the policy described in **Chapter 3 Land Use**, including: • Requiring in-lieu contributions to the City's Affordable Housing Trust Fund. • Prohibiting waivers of critical development and design standards. • Requiring applicants opt-out of State Density Bonus.	PLNG	HHCS	Within 1 year	General Fund (staff time)
• Develop and provide developer and administrative guidance documents for the program.	PLNG	HHCS	Within 6 months after pilot program initiation	General Fund (staff time)
LU-P.11 Artists Housing and Cultural Districts If the City creates a cultural district within one-half mile of the Specific Plan Area, coordinate with the Civic Arts Commission and the Housing Advisory Commission to consider creation of an affordable artist housing overlay in portions of the Specific Plan Area.	PLNG	OED/Civic Arts, HHCS	Timing dependent on City establishing a cultural district	General Fund (staff time)
Supportive Action - During the Plan Bay Area update, MTC allows cities to request PDA adjustments. The City will request that the PDA boundary be updated to match the Specific Plan Boundary.	PLNG	MTC	Up to 3 years for Plan Bay Area update coordination	General Fund (staff time)

Table 6.4 Economic Development Implementation Actions

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
ED-P.1 Outdoor Business Activation Toolkit See implementation action of the following policies and standards: • *LU-P.8 Expand Allowed Primary and Temporary Uses* • *PR-S.1 Sidewalk Zone Standards* • *PR-P.16 Support Use and Creation of Parklets*	PLNG	OED	Immediate + On-going	General Fund (staff time)
EP-P.2 Support Flexible Commercial Spaces See implementation action of *LU-P.8 Expand Allowed Primary and Temporary Uses*, which establishes new uses per policy description.	PLNG	OED	Immediate	General Fund (staff time)
ED-P.3 Establish Public-Private Partnerships to Activate the Specific Plan Area Build partnerships with community organizations, local institutions, merchant groups, property owners, and other stakeholders to activate community spaces and organize events consistent with the policy description in **Chapter 4 Economic Development**. The goals of this are two-fold. First, building partnerships will help city staff better understand and track the changing needs of the local community, and supporting initial activation by the local community will encourage the local community to take a continuing role in activating the Specific Plan Area.	OED	PLNG, CBOs and business organizations	On-going	General Fund (staff time); partner contributions
Outreach by OED in alignment with *ED-P.6 Economic Development Technical Assistance* to potential community organization, business, and other private and institutional partners. Outreach should consist of mailing to the existing community and to new businesses and organizations that locate in the Specific Plan Area regarding available assistance and the ability to meet with groups to discuss available assistance. This can include technical assistance for navigating	OED	PLNG, PW, Neighborhood Services/Special Events	Up to 3 years	

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
permit requirements such as encroachment permits, temporary use, temporary street closures, and vendor permits.				
Leverage Berkeley Business District Network (BBDN) and CBOs to coordinate events and Specific Plan Area-wide promotions through on-going OED staff interactions with BBDN and related organizations and providing information about potential relationship between Specific Plan Area businesses and organizations and BBDN member events and promotions.	OED	BBDN, CBOs	On-going	
ED-P.4 Support and Expand Existing Business Clusters **City Support and Technical Assistance** • OED to offer technical assistance to emerging clusters as defined in the policy description in **Chapter 4 Economic Development**.	OED	BBDN	On-going + up to 5 years	General Fund (staff time)
Coordination with related policies: • Coordinate with implementation of *ED-P.7 Establish a Process to Prioritize Public Investment in Designated Nodes* to ensure improvements are aligned with cluster organization initiatives. See discussion of existing cluster organizations in **Chapter 4 Economic Development**. OED can add to the list of cluster organizations, as they form, through contacts with the Specific Plan Area community as part of other efforts. • Coordinate with implementation of Policy *ED-P.5 Study Feasability of Forming a Business Improvement District (BID) or Community Benefit District (CBD)* to ensure business clusters are included in the study.	OED, PLNG	PW Trans, PR&W	On-going + up to 5 years	General Fund (staff time)
ED-P.5 Study Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD) Fund and initiate a study evaluating the feasibility of creating 1 or more business improvement districts (BIDs) or community benefit districts	OED	Local businesses and property owners	3 years (potentially earlier if strong interest is expressed by	General Fund (staff time) Grants

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
(CBDs) within the Specific Plan Area, consistent with the policy description in **Chapter 4 Economic Development**. • Gauge Specific Plan Area stakeholder interest in moving forward with a feasibility study through initial outreach. • Consider multiple geographies (full Specific Plan Area vs. Designated Nodes), hybrid models, and cultural district components. • Consider the potential for other organizations similar to BIDs and CBDs. • Conduct equity-centered outreach with businesses, CBOs, and nonprofits.			Specific Plan Area stakeholders and funding is available)	
ED-P.6 Economic Development Technical Assistance OED will provide technical assistance consistent with Policy description in **Chapter 4 Economic Development**. • Establish approach for outreach, assistance, and Plan Area economic performance. • Review effectiveness after 24 months and decide future viability.	OED		Within 1 year Review: 24 month after start	General Fund
ED-P.7 Establish a Process to Prioritize Public Investment in Designated Nodes Pursue funding for improvements in the Designated Nodes, such as grants for streetscape improvements, Alameda CTC improvement funding, other state and federal grants and funding. As citywide multimodal transportation plans are updated, take this Specific Plan's prioritization of future improvements into account. See also *T-P.14 Prioritizing Multimodal Safety Improvements* and *T-P.18 Prioritize Connection with Surrounding Neighborhoods and Districts*.	PW Trans, PRW, PLNG	OED, MTC, and Alameda CTC	On-going	Identify funding for public improvements (potential General Fund and grant funding)

Table 6.5 Street Implementation Actions

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
Transportation				
Retire San Pablo Avenue Public Improvements Plan (2004) The San Pablo Avenue Public Improvements Plan (2004) was adopted by Resolution No. 62,741-N.S. December 7, 2004. The Specific Plan replaces the street design policies and standards of the San Pablo Avenue Public Improvements Plan and the retirement of the San Pablo Avenue Public Improvements Plan is an action taken with the adoption of the Specific Plan.	PLNG		Immediate	General Fund (staff time)
T-P.1 Improve Mobility, Access, and Safety for All People Implement the goals for the City's Complete Streets Policy and Vision Zero Action Plan by designing all street and transportation improvements within the Specific Plan Area to enhance mobility, access and, safety for all people of all abilities who are walking, biking, taking transit, and driving while providing for deliveries, freight, emergency response, evacuation and maintenance access.	PW Trans	Alameda CTC Caltrans AC Transit	On-going	General Fund (staff time)
T-P.2 Future Transportation Study Needs for San Pablo Avenue Coordinate with Alameda CTC, AC Transit, Caltrans, and potentially the City of Albany to initiate and complete Multimodal Complete Streets Study of San Pablo Avenue in Berkeley to determine a preferred design concept for redesign of the street and work together towards construction of the preferred concept. This study will address the feasibility of dedicated bus lanes and separated bikeways on San Pablo Avenue from Heinz Street to the south city limits.	PW Trans	Alameda CTC Caltrans AC Transit City of Albany	Partner agency coordination and discussions, 1 to 2 years Study, timing to be determined.	General Fund (staff time) for partner agency coordination and discussions General Fund for grant matching funds County, Regional, State, and Federal Grants to fund studies and implementation

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
				Alameda CTC CIP potential to support implementation
Supportive Implementation Action: **Vision Zero Action Plan** and **Pedestrian Plan** updates should assess transportation needs and performance of multimodal improvements to decide if a San Pablo Avenue Multimodal Complete Streets Study is a City priority.	PW Trans	Alameda CTC, AC Transit, Caltrans, PLNG	1 to 2 years for Plan updates	General Fund Grants
Supportive Implementation Action: A **San Pablo Avenue Safety Assessment** should be coordinated with Alameda CTC to conduct a follow-up safety assessment after completion of the Alameda CTC San Pablo Avenue Corridor Safety Enhancements and Parallel Bike Routes Projects to evaluate the effectiveness of improvements for pedestrians and cyclists. Construction is expected to be completed in 2027 to 2028. Also see implementation steps for *T-P.2 Future Transportation Study Needs for San Pablo Avenue*. • **Review and update list of intersection improvements.** As part of the follow-up safety study, review, update, and implement improvements identified in Figure 5.7 in **Chapter 5 Streets-Transportation and Public Realm** and **Appendix D**. Use this updated list to guide future implementation, reflecting current conditions, safety need and community input. • **Assess Bulb-Out Extensions for Public Use**. After completion of the ACTC San Pablo Avenue Corridor Safety Enhancements assess opportunities to enhance constructed bus bulb-out extensions on San Pablo Avenue for general public and transit rider benefit, such as seating, additional trees and landscaping, bicycle racks, pedestrian-scale lighting, or public amenities.	PW Trans	Alameda CTC	1 to 3 years after completion of the Alameda CTC San Pablo Avenue Corridors Safety Enhancements and Parallel Bike Routes Projects	General Fund (staff time) Alameda CTC
Supportive Implementation Action:	PW Trans	Alameda CTC	1 to 3 years	General Fund (staff time)

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
Advocate for Alameda CTC Bus Lanes and Bike Lanes Project implementation including finalizing design, identifying full funding, and constructing project.				
T-P.3 Maintain and Improve Bus Service in Collaboration with Alameda CTC and AC Transit Coordinate with partners to align service levels to meet demand and implement infrastructure upgrades in alignment with the Transit First Policy Implementation Plan. Monitor progress, needs, and implementation through the AC Transit/City of Berkeley Interagency Liaison Committee. Also see implementation steps for *T-P.2 Future Transportation Study Needs for San Pablo Avenue*.	PW Trans	AC Transit, Alameda CTC, Caltrans, PLNG	On-going	General Fund (staff time)
T-P.4 Implement Signal Timing and Transit Signal Priority (TSP) Coordinate with partner agencies to assess bus transit reliability resulting from existing TSP improvements and Safety Enhancement project bus stop improvements. It is assumed that Safety Enhancement improvements will be complete by end of 2028.[3] Following assessment, identify funding for design and construction of any recommended additional improvements. BFD shall participate in the design, testing and performance monitoring of TSP systems. City-supported TSP efforts shall include emergency vehicle signal preemption.	PW Trans	Alameda CTC, Caltrans AC Transit City of Albany BFD	3 to 5 years	County, Regional, and State grants
T-P.5 Create an Active Parking and Loading Management Program for the Specific Plan Area Reach out to businesses and property owners within the Specific Plan Area to identify a location to pilot an active parking and loading management program. Likely locations include the University Avenue, Cedar Street, and Dwight Way Designated Nodes. The pilot includes discussion with businesses and surrounding neighborhoods regarding	PW Trans	OED	3 years	General Fund

[3] San Pablo Avenue Corridor Safety Enhancements fact sheet, August 2025.

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
their interest in opting into the Residential Preferential Parking (RPP) program. Council approval would be needed to make these areas eligible for the RPP program.				
T-P.6 Implement Mobility Hub Features in the University Avenue Node Gauge level of interest and support from partner agencies and organizations (MTC, AC Transit, and Bay Wheels) to study feasibility and implementation of Mobility Hub features.	PW Trans	MTC, AC Transit, and Bay Wheels	3 to 5 years	General Fund
Install a bike corral near the Addison Street bike boulevard crossing improvement at as a first step toward creating a mobility hub in the University Avenue Designated Node. Crossing is being constructed by the Alameda CTC Safety Enhancement project; coordinate with project and possibility of locating the corral outside of the construction area to allow for early installation.	PW Trans	AC Transit	1 to 3 years	General Fund
Identify funding for study and design of Mobility Hub and undertake study, including business, transit rider, and general community outreach to identify types of improvements, their locations and cost to implement. Also identify funding sources and timeline.	PW Trans	MTC, AC Transit, and Bay Wheels	1 to 2 years following installation of bike corral given funding availability	General Fund and potential grant funding
Implement Mobility Hub features in the University Avenue Node through coordination with partner agencies and organizations, City work crews, and possibly work by construction contractors to install Mobility Hub features and make associated improvements.	PW Trans	MTC, AC Transit, and Bay Wheels	1 to 2 years completion of Mobility Hub Study given funding availability	General Fund and potential grant funding
T-P.7 Evaluate Other Locations for Some Mobility Hub Features	PW Trans	MTC, AC Transit, and Bay Wheels	6 to 8 years	General Fund

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
As development occurs in the Specific Plan Area and mobility needs change, evaluate needs for potential improvements in other Designated Nodes.				
T-P.8 Lower Speed Limit on San Pablo Avenue **Evaluate Potential to Lower Speed Limit:** • Conduct an Engineering and Traffic Survey (E&TS) to evaluate the feasibility of reducing speed limits along San Pablo Avenue. The study should identify the need and potential for traffic calming improvements including signal timing and physical improvements. E&TS will not be done until Alameda CTC Safety Enhancement Project has been constructed and operated for at least 1 year. • If the E&TS supports lower speed limit, request Caltrans approval and prepare plans to implement improvements, such as signal timing changes and replace speed limit signs. • If Caltrans approves, implement improvements. • If Caltrans does not approve, advocate for State legislation to support the ability to lower the speed limit on urban state highways in a mixed-use environment with high transit service.	PW Trans	Caltrans, AC Transit, and Alameda CTC	Approximately 3 years (at least 12 months after Safety Enhancement project construction is complete)	General Fund and potential grant funding
T-P.9 Pedestrian Crossing Frequency Monitor safety at the 5 long San Pablo Avenue blocks within the Specific Plan Area as part of collision data and other transportation safety studies that are performed. If safety monitoring indicates the need for mid-block crossings of San Pablo Avenue along any of these long blocks, prioritize improvements, design, and implementation based on safety and available funding.	PW Trans	Caltrans, PLNG	On-going	General Fund, State Affordable Housing Sustainability Grants, Developer Funding
T-P.10 Intersection Improvements Monitor multimodal safety at intersections within the Specific Plan Area and identify improvements as needed.	PW Trans	Caltrans, PLNG	On-Going	General Fund, State Affordable Housing Sustainability Grants, Developer Funding

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
T-P.11 Pedestrian Crossing Design Monitor safety at the pedestrian crossings that have been identified for additional improvements. **T-P.12 Minor Side-Street Intersection Improvements** Same actions as for *T-P.10 Intersection Improvements*, above. Prioritize, design, and implement improvements based on safety and available funding. Monitoring safety, updating prioritization, and types of improvements are addressed in *T-P.19 Monitor Changing Multimodal Needs and Conditions*.				Include in other planned public improvement project
Supportive Implementation Action: Verify that the Pedestrian Plan update reviews and prioritizes intersection improvements in the Specific Plan Area.	PW Trans		1 to 2 years for Pedestrian Plan update	General Fund
T-P.13 Make Safety Improvements at Driveways Monitor development and other improvement projects with driveways on major roads and require that safety improvements are made as needed as part of proposed projects.	PW Trans and PLNG	Caltrans	On-Going	Funded by owner/developer
T-P.14 Prioritizing Multimodal Safety Improvements • As multimodal safety, access, and comfort issues are identified through on-going review of collision data and transportation safety studies are performed in the Specific Plan Area, continue to identify and prioritize multimodal safety improvements at these locations. For those with particular modal priorities, implement *T-P.15 Transit Improvements*, *T-P.16 Bicycle Improvements*, and *T-P.17 Pedestrian Improvements* below. • Prioritize safety improvements identified in **Appendix D**.	PW Trans	Caltrans and Alameda CTC	On-going, address other improvement-s as identified	General fund (staff time) State, Regional, or Alameda CTC CIP or grant funding
Supportive Implementation Action: • As part of the Vision Zero Action Plan update, maintain the designation of the full length of San Pablo Avenue as a high-injury street. The Pedestrian Plan update reflects this by	PW Trans		1 to 2 years	General Fund

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
designating the full length of San Pablo Avenue as a Prioritized High-Injury Street.				
T-P.15 Transit Improvements • Continue to coordinate AC Transit service through on-going staff communication and the AC Transit/City of Berkeley Interagency Liaison Committee to best serve the needs of Specific Plan Area residents, businesses, workers, and visitors. • Coordinate with partner agencies to set a timeline for achieving Transit First Policy 18, to complete the University Avenue transit corridor plan by 2029; or as possible given funding constraints. This could be done as part of a University Avenue Specific Plan process to update the 1996 University Avenue Area Plan. • Verify citywide priorities between University Avenue and San Pablo Avenue through an update of Vision Zero Action Plan, as studying transit improvements is part of comprehensive multimodal access and safety planning efforts for both streets.	PW Trans and PLNG	AC Transit, BART, and Capitol Corridor	Service Coordination: on-going University Avenue Transit Study: establish timing for study in next 1 to 3 years	General Funds from City and partner agencies Coordinate with partner agencies for County, Regional, and State grant funding

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
T-P.16 Bicycle Improvements • **Russell/Oregon Street and Heinz Street intersection improvements –** These intersections and the sections of San Pablo Avenue between them are being planned for bicycle and pedestrian improvements as part of the Alameda CTC Bus Land and Bike Lane Project. Given the current estimate of 2035 for completion of this project and the Bike Plan Updates identification of this project as a priority, the City will begin working with Caltrans and Alameda CTC to complete these improvements as an independent project. • Prioritize bicycle improvements to best serve the needs of Specific Plan Area residents, businesses, workers, and visitors. Work to design and construct priority improvements. • Also see, *T-P.6 Implement Mobility Hub Features in the University Avenue Node* implementation action for implementing bike corral at Addison Street bike boulevard intersection.	PW Trans	Caltrans and Alameda CTC	Russell and Heinz Street improvement to be determined On-going, address other improvement-s as identified	Prioritization – General Fund Planning, Design, and Construction – Measure FF State, Regional, or Alameda CTC CIP or grant funding
T-P.17 Pedestrian Improvements • Prioritize pedestrian improvements to best serve the needs of Specific Plan Area residents, businesses, workers, and visitors. Work to design and construct priority improvements. • As part of the Pedestrian Plan update, evaluate the streets in the Specific Plan Area for potential designation as Prioritized High-Injury Network, and evaluate prioritization of pedestrian improvements in the Specific Plan Area as well as those providing access to the Specific Plan Area.	PW Trans	Caltrans and Alameda CTC	On-going, address other improvement-s as identified 1 to 2 years for Pedestrian Plan Update	Prioritization – General Fund Planning, Design, and Construction – Measure FF State, Regional, or Alameda CTC CIP or grant funding
T-P.18 Prioritize Connection with Surrounding Neighborhoods and Districts Review and update priorities for future residents' needs for multimodal connections with the surrounding community and take these priorities into consideration in future updates to the Berkeley Pedestrian Plan, the Bicycle Plan, and the Transit First Policy Implementation Plan.	PW Trans	Partner agencies	Per timing of updates to other modal plans	General fund Grants

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
T-P.19 Monitor Changing Multimodal Needs and Conditions • Coordinate with citywide priorities by assessing and prioritizing multimodal and pedestrian-focused improvements in the Specific Plan Area at a citywide policy level through the updates to the Vision Zero Plan and Pedestrian Plan. • Work with partner agencies to **undertake periodic safety assessments and assess multimodal needs within the Specific Plan Area** and the safety record of streets in the Specific Plan Area. This could include a review and update of priorities and needed improvements. Use this updated list to guide future implementation, reflecting current conditions, safety need and community input.	PW Trans	Partner agencies	1 to 2 years for Plan Update coordination Periodically as needed Coordinate with updates to modal plans	General Fund (staff time)
Public Realm				
PR-P.1 Sidewalk Zones Implement the Specific Plan's sidewalk zone standards through public improvement projects and private improvements including sidewalk widening and private improvements in the public right of way associated with development projects. Overtime, as public improvements are made to San Pablo Avenue and new development occurs, projects and planning approvals will reestablish the public right of way where adjacent landscape or other elements have reduced it. Related standards to be used in implementation of this policy include: • *LU-S.1 Sidewalk Expansion Incentive* • *PR-S.1 Sidewalk Zone Standards* • *PR-S.2 Reestablish Sidewalk Width*	PW	PLNG Partner agencies, private development, and businesses	On-going	Funding through other public and private projects Permit Service Center fund
PR-P.2 Sidewalk Incentive	PW	PLNG Developers	On-going	Funding through other public and private projects

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
Review development projects to ensure that the required public sidewalk widening are provided and verify proper use of incentive credit for reduction of required Private Usable Open Space. Related standards include: • *LU-S.1 Sidewalk Expansion Incentive* • *PR-S.1 Sidewalk Zone Standards* • *PR-S.2 Reestablish Sidewalk Width*				
PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users Integrate the design recommendations in this policy into the City's draft Streetlight Comprehensive Plan and in the interim use the design recommendations to guide street lighting improvements that are made within the Specific Plan Area.	PW	Partner agencies	1 to 2 years	General Fund (staff time) Permit Service Center fund
PR-P.4 Enhance Street Tree Health and Expand Tree Canopy The City and developers/property owners will plant new trees and/or improve conditions for existing trees as part of public improvements made to streets and sidewalks through public projects and as required for new development and major remodeling projects. New tree plantings and improvements will be made in compliance with the following Specific Plan standards: • *PR-S.3 San Pablo Avenue Tree Standards* • *PR-S.4 University Avenue Tree Standards* • *PR-S.5 Other Side-Street Trees* • *PR-S.6 Landscaping in Tree Wells and Planters*	PW Developers or property owners	PRW and PLNG, review planned improvements	On-going	General Fund (staff time) Potential new Parks and Recreation Fees Grants or General Fund for City improvements Developer or property owners for private improvements
PR-P.5 Enhance and Expand Other Landscaping The City and developers/property owners will plant other landscaping as part of public improvements made to streets and sidewalks through public projects, as required for new development and major remodeling projects, and in tandem with other improvements that property owners, businesses and residents may make along sidewalks adjacent to their	PW Developers, property owners, or businesses	PRW, review planned improvements	On-going	General Fund (staff time) Potential new Parks and Recreation Fees Grants or General Fund for City improvements

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
properties. New landscape plantings and improvements will be made in compliance with the following Specific Plan policies and standards: • *PR-S.6 Landscaping in Tree Wells and Planters* • *PR-P.6 Long-term Landscaped Median Design* • *PR-P.7 Near-term Opportunities for Re-landscaping Medians* • *PR-P.8 Green Infrastructure in Public Projects* • *PR-P.9 Green Infrastructure in Private Development*				Developers, property owners, businesses, or residents for private improvements
Street Furniture The City and developers/property owners will install street furniture as part of public improvements made to streets and sidewalks through public projects, as required for new development and major remodeling projects, and in tandem with other improvements that property owners, businesses and residents may make along sidewalks adjacent to their properties. New street furniture installations will be made in compliance with the following Specific Plan policies and standards: • *PR-S.7 Public Seating* • *PR-S.8 Trash and Recycling Receptacles* • *PR-S.9 Bicycle Racks* • *PR-S.10 Raised Planters* • *PR-P.11 Other Street Furnishings* Also see, *T-P.6 Implement Mobility Hub Features in the University Avenue Node* implementation action for implementing bike corral at Addison Street bike boulevard intersection.	PW and PRW	Developers, property owners or businesses	On-going	General Fund Grants Developers, property owners, or businesses
Bus Stop Improvements The City and AC Transit will work together to evaluate and improve bus stops in the Specific Plan Area in support of the following Specific Plan policies: • *PR-P.10 Continue to Improve Bus Stops*	PW Trans and AC Transit	Caltrans	Following completion of Alameda CTC Safety Enhancement Project and on a 5-year evaluation cycle after	Grants and Measure FF

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
PR-P.6 Long-term Landscaped Median Design The City will provide long-term guidance for median landscape design and planting based on the recommendations in this policy and related Specific Plan standards and policies, including: • *PR-S.3 San Pablo Avenue Tree Standards* • *PR-S.4 University Avenue Tree Standards*	PW and PRW		On-going	General Fund (staff time) Grants
PR-P.7 Near-term Opportunities for Re-landscaping Medians As intersection and other improvements are made to San Pablo Avenue associated median improvements the design of the improvements will implement Specific Plan policies and standards, including: • *PR-S.3 San Pablo Avenue Tree Standards* • *PR-S.4 University Avenue Tree Standards* • *PR-P.6 Long-term Landscaped Median Design*	PW	PRW, review planned improvements	On-going	General Fund (staff time) Grants or General Fund for City improvements
PR-P.8 Green Infrastructure in Public Projects Implement green infrastructure improvements as required by the current MRP and/or the Caltrans NPDES permit as applicable to the public improvement project and in consideration of the guidance in this policy.	PW and Caltrans	PRW and PW, review planned improvements	On-going	General Fund (staff time)
PR-P.9 Green Infrastructure in Private Development The City and developers/property owners will coordinate implementation of green infrastructure in the public realm as part of private project investments.	Developers, property owners, or businesses	PRW, PW, and PLNG review planned improvements	On-going	Developers, property owners, businesses, or residents for private improvements Permit Service Center fund
PR-P.10 Continue to Improve Bus Stops	PW Trans	Alameda CTC Caltrans AC Transit City of Albany	On-going	General Fund (staff time) for partner agency coordination and discussions

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
The City will coordinate with Alameda CTC, AC Transit, and Caltrans to identify funding for bus stop improvements independent from the Alameda CTC San Pablo Avenue Projects.				Grants
PR-P.11 Other Street Furnishings Additional public street furnishings, such as public restrooms or information kiosks, will be installed in the right of way where an identified need exists. As these needs are determined, it may be appropriate to identify Specific Plan Area standards that are coordinated with the street furnishing standards in the Specific Plan.	PW and PRW	Caltrans AC Transit	As needed	General Fund (staff time) Budgets of specific projects implementing other street furnishings
PR-P.12 Facilitate Wayfinding and Placemaking Programs Identify opportunities to implement wayfinding and placemaking as part of the implementation of the following Economic Development policies: • *ED-P.4 Support and Expand Existing Business Clusters* • *ED-P.5 Study Feasibility of Forming a Business Improvement District (BID) or Community Benefit District (CBD)*	OED	PW and Caltrans Potential future BID	On-going and up to 5 years	General Fund (staff time) Support from local businesses Grants
PR-P.13 Facilitate Installation of Public Art that Benefits the Public Realm OED/Civic Arts, Public Works, and Parks, Recreation and Waterfront staff are to review feasibility of integrating public art into public improvement projects within the Specific Plan Area as those projects receive funding for conceptual design, environmental documentation, and final design.	OED/Civic Arts and Civic Arts Commission	PW and PRW	On-going	General Fund (staff time) Grants Donations for design and installation of art
PR-P.14 Design for People of All Ages and Abilities Public improvements in the Specific Plan Area will be design, implemented, maintained, and operated through the use of a universal design approach that meets and exceeds compliancy with the Federal Public Right-of-Way Accessibility Guidelines (PROWAG) and Americans	PW and PRW	Partner agencies Potential future BID	On-going	Planning, Design, and Construction – General Fund, Measure FF, and other local, regional, and state funding; and private funding as appropriate.

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
with Disabilities Act (ADA) regulations by following the guidance of this policy and other best practices of universal design.				Maintenance and operations – General Fund and private funding as appropriate.
PR-P.15 Create Side-Street Plazas Implementation of this policy will utilize a phased process: **In the near-term,** City staff will reach out to non-profits, businesses, neighborhood groups, and other community organizations to identify opportunities for quick-build plazas. If community partners are identified and commit to supporting implementation, funding can be pursued, improvements can be designed and implemented, along with an assessment to verify viability of full or partial street access. If community partners are not identified, the City may choose to pursue near-term quick-build plazas as a public project if funding is available. The City will also coordinate with other City efforts (see implementation actions of *T-P.2 Future Transportation Study Needs for San Pablo Avenue*) and other agency transportation improvement projects to include them as priority improvement projects.	PW, OED, BFD, and PRW	Community partners and Caltrans	Up to 3 years	General Fund (staff time) Community partner's funds Grants
Long-term, City staff and community partners, including potential future BID(s) can pursue design, fundraising, and implementation of permanent side-street plazas.	Community partners	PW, OED, PRW, Alameda CTC and Caltrans	3 to 6 years and after near-term implementati on	Community partner's funds Potential new Parks and Recreation Fees Grants
In the near-term and long-term, the City will pursue opportunities to implement side-street plazas by funding and undertaking the design and construction of permanent side-street plazas as standalone projects or in conjunction with adjacent public improvement projects. The Berkeley Fire Department will be included as principal and equal partner in the selection and design of locations.	BFD, PW and PRW	Alameda CTC and Caltrans	On-going	General Fund (staff time) Grants

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
New development projects may design, build, and provide activation for side-street plazas adjacent to their projects.	Developer	PLNG, PW, PRW, and Caltrans	As proposed	Developers
PR-P.16 Support Use and Creation of Parklets For the first 3 years of Specific Plan implementation, waive annual Outdoor Commerce Use Fee for parklets using free parking spaces and reduce paid parking fee by 75% for parklets using paid parking spaces. After 3 years of implementation, review effectiveness of fee reductions and revise as needed.	PW	OED PLNG	Up to 3 years; afterwards, review and revise fee reductions as needed	Businesses, property owners, Parking Meter Fund
PR-P.17 Design and Use of Curb Extensions When a developer or property owner receives approval for construction and use of a curb extension, waive annual Sidewalk Seating Permit fees for up to 10 years from the first commercial use of the increased sidewalk space. After 3 years of implementation, review effectiveness of fee reductions and revise as needed.	PW	OED	Up to 3 years; afterwards, review and revise fee reductions as needed	Businesses, Permit Service Center Fund
PR-P.18 Commercial and Other Private Use of Sidewalks and the Public Realm **Short Term Use and Activation –** In the near-term, OED staff should facilitate community, business, and property owner-supported activation of the public realm by informing potential partners about possibilities and supporting them in getting permit approvals for activation and use of public space. When a developer or property owner receives approval to expand the sidewalk and applies for commercial use of the sidewalk, waive annual Outdoor Commerce fee for up to 10 years from the first commercial use of the increased sidewalk space. After 3 years of implementation, review effectiveness of fee reductions encouraging active commercial use of the sidewalk in the Specific Plan Area, and revise as needed.	OED and Community partners	PW, PRW, Caltrans	Up to 5 years	OED (initial staff time) Potential new Parks and Recreation Fees Community partner's funds Grants

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
Short Term or On-going Use and Activation – Potential BIDs or property owners/managers who have implemented side-street plazas, POPOs, or provided sidewalk widening can propose and implement activations that receive permit approval.	BIDs or property owners and managers	PW, PR&W, Caltrans	As proposed	BID or property owner/manager funds
PR-P.19 Purchase Underutilized Small Properties for Public Open Space Assess potential for funding the cost of property acquisition.	PRW	PLNG	Up to 3 years	General Fund (staff time)
Following assessment, if funding can be identified, move forward to purchase, improve, and maintain new public open space.	PRW	—	3 years after assessment complete	Potential new Parks and Recreation Fees Grants
Supportive Action – Nexus Study to Support Citywide Park and Open Space Funding Parks, Recreation and Waterfront Department staff should undertake a citywide nexus study that assesses the need for new parks and public open spaces within the Specific Plan Area and evaluates the legal and financial basis for establishing a development impact fee and/or adjusting the local property tax rate to support property acquisition, development and maintenance of public park space within the Specific Plan Area and maintenance of parks elsewhere in the city. Related Policy: *PR-P.18 Purchase Underutilized Small Properties for Public Open Space*	PRW	PW PLNG	Up to 3 years	General Fund

Action Description	Lead Responsibility	Partners	Timeline	Potential Funding Source
PR-P.20 Privately Owned Public Open Spaces Implement supportive land use policies and standards. • *LU-S.2 Privately-Owned Public Open Space within Designated Nodes Incentive*	PLNG and PRW	Developers	On-going	Permit fees for review and approval General Fund for ongoing review of operations and maintenance
Utilities and Fire Services				
Implementation of infrastructure services and improvements will be achieved through current and on-going policies, programs, and actions.	PW	PLNG (Development Review) Utility provider partners	On-going	Utility and City Development Fees
Conduct periodic analysis of how increased population, density, and building heights change the community's risk profile, Fire Department deployment, staffing, facilities, and equipment. The review would include analysis of Standards of Coverage and Community Risk Assessment, updated San Pablo Fire/EMS Deployment Impact Analyses, and increased demand for Fire Life Safety Plans Examiners and Fire Prevention Inspectors, for review of proposed plans new construction, and on-going routine fire inspections.	BFD	PLNG	3 years after adoption, and every 5 years thereafter.	General Fund

Appendix A: Key Existing Conditions

San Pablo Avenue Specific Plan

- Final Draft –

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Introduction

This report describes the location of the Specific Plan Area and surrounding Study Area, and the key existing conditions in the area that will inform the public planning process and development of the Specific Plan's policies, standards, and implementation actions.

The desired outcomes of the San Pablo Avenue Specific Plan are to:

- Identify the community's vision for the future of the area.
- Provide a framework for that offers opportunities for living, working, and taking part in community life.
- Defines policies, standards, and implementation actions for achieving the community's vision.
- Prioritizes equity, promotes inclusivity, and strives to eliminate disparities

This document includes the following sections:

1. **San Pablo Specific Plan Area and Study Area** defines the Specific Plan Area, and the Study Area surrounding the Plan Area, and the methodology used in defining these planning areas.
2. **Community Demographics and Housing Characteristics** presents assessments of recent population change and shifts in racial and ethic diversity. It includes an overview of historic and current policies related to equity, and an assessment of household incomes, tenancy, and housing cost with the Study Area.
3. **Infrastucture Assessment** provides information on the relationship between expected growth in the Specific Plan Area and the capacity of utilities and other infrastructure to serve these expanded needs.
4. **Mobility Conditions, Projects, and Planning** describes existing traffic conditions, transit services, recent transportation safety conditions, and related plans and policies, including transportation improvement projects planned between 2025 and 2028.
5. **Land Use Planning Policies and Policy Gaps** provides an overview of existing land use, policies and standards, along San Pablo Avenue, State legislation and regional policies that will influence the development of the Specific Plan, an estimate of the housing capacity of existing policies, and a discussion of the policy gaps that the Specific Plan can address.
6. **Affordable Housing Policies and Potential Production** describes recent and the potential production of affordable housing in the Specific Plan Area given existing State and local policies, including Berkeley's affordable housing preference policy.
7. **Commercial Displacement Risk** provides an assessment of existing commercial conditions along San Pablo Avenue focusing on locally owned businesses. The assessment highlights the types of businesses that have a risk of displacement and the factors that influence the risk of displacement.
8. **Public Realm Assessment** describes the conditions that shape the public realm along San Pablo Avenue including streetscape, sidewalk conditions, and building and site frontages along the street. Safety conditions and people's perception of safety are discussed. An assessment of existing community life and the factors that shape the potential for community life along San Pablo Avenue is also included.
9. **Resilience and Climate Adaption Conditions and Plans** describes the elements and policies of the Local Hazard Mititgation Plan and the Climate Action Plan that are related to the Specific Plan Area. Relevant General Plan Open Space and Recreation policies, a discussion of San Pablo Avenue's urban tree canopy, and potential for the Specific Plan Area to be a designated Transit-Oriented Community are also provided.

San Pablo Specific Plan Area and Study Area

The San Pablo Specific Plan Area is informed by the existing Priority Development Area (PDA) boundary and is comprised of individual parcels for which the Plan's policies, standards, and implementation actions will apply. The City of Berkeley identified and nominated the PDA boundary along San Pablo Avenue during the formation of Plan Bay Area 2050 (2021) and in response to regional land use and transportation planning, and associated planning and funding opportunities.[1] These parcels primarily front onto San Pablo Avenue and are zoned **West Berkeley Commercial (C-W)**. In addition, adjacent parcels with the C-W zoning that are on side streets to San Pablo Avenue or in designated nodes are also included (see further discussion of nodes in the Land Use section). Along University Avenue, the majority of properties are zoned C-W and **University Commercial District (C-U)**, and these properties are included as well. Some parcels are "split zoned" between C-W and another zoning designation See **Figure 1**.

The Study Area includes the neighborhoods and employment areas that are proximate to and have a strong relationship with the uses along San Pablo Avenue. The Study Area extends from the I-80 freeway in the west to Sacramento Street in the east and from Albany in the north to Emeryville and Oakland in the south. See **Figure 1**. The Study Area is included in select existing conditions assessments to gain an understanding of the social and economic relationships between San Pablo Avenue and West Berkeley, to identify historic and culturally significant[2] locations in proximity to San Pablo Avenue, and to identify parks, open spaces, and other community assets that are used by people living and working in the Specific Plan Area.

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[1] *Information regarding Priority Development Areas (PDAs) can be found on the Metropolitan Transportation Commission's https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas*

[2] For this analysis, Cultural Significance means that the business advances art and culture; meets a specific need for a particular group; or may hold a special meaning for a cultural group.

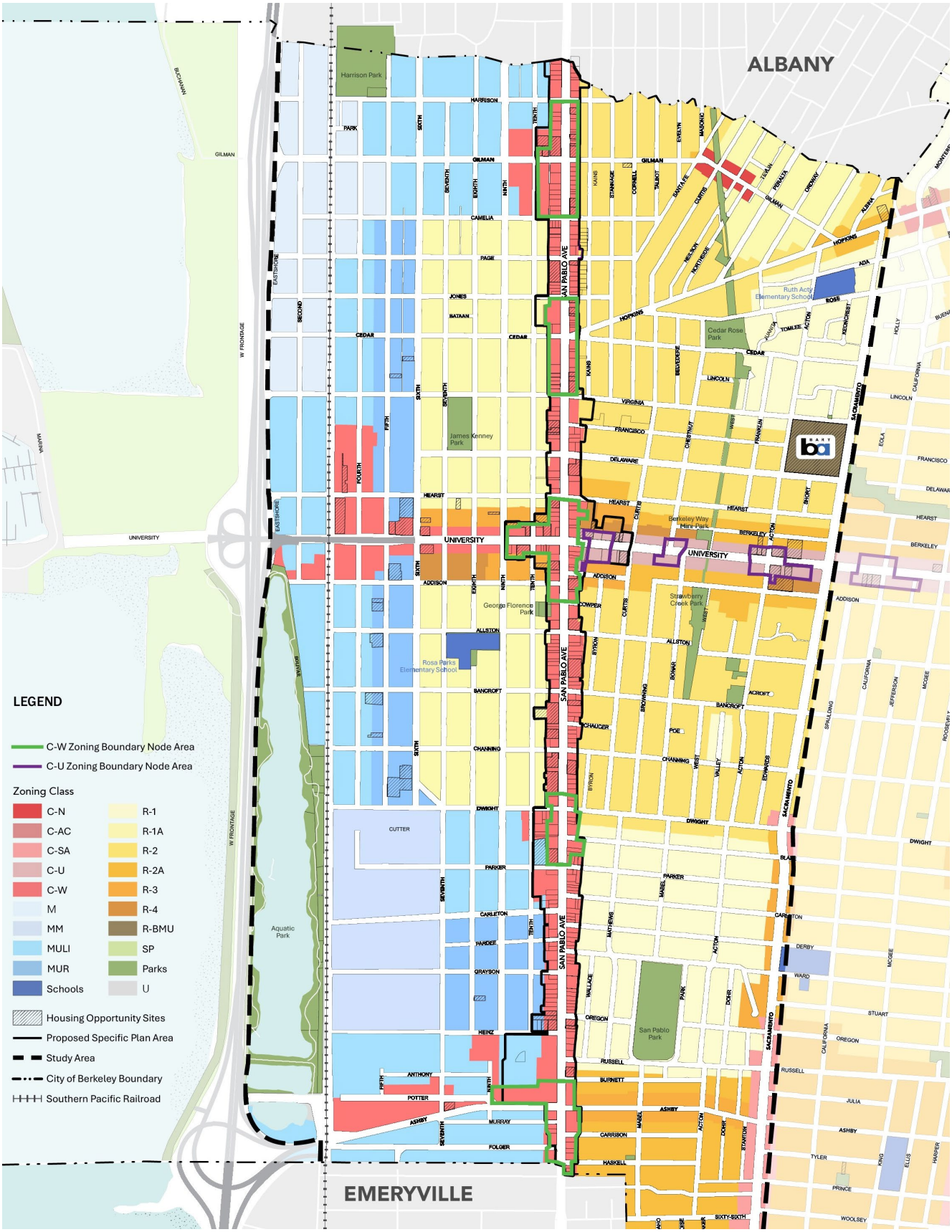

Figure 1. Proposed Specific Plan Area and Study Area. Source: City of Berkeley, 2023. Metropolitan Transportation Commission (MTC), 2023.

Community Demographic and Housing Characteristics

Population Change

Berkeley's population grew by 9% from 2010 to 2020, to 122,580 people. In contrast, the Study Area grew by 16% in that time, to a population of 26,360 people, 22% of Berkeley's total population.[3]

The extent of population growth or decline varied in different parts of the city during this time. The western-most census tract in the city, portions of Downtown, and Southside experienced the largest population growth, increasing by 2,404, 1,019, and 2,877 people, respectively. The population of the western-most census tract in Berkeley, and in the Study Area, increased by 137%. See **Figure 2**. Other census tracts in the Study Area experienced population growth that was similar to other parts of the city.

Between 2010-2020, the number of housing units in Berkeley increased by 6% (2,877 units). New housing was primarily developed along major corridors, like San Pablo, University, Shattuck, Telegraph and Dwight Way. See **Figure 3**. The increased number of units in West Berkeley correlates with the population growth. The number of units in West Berkeley nearly doubled in the last decade, accounting for about one-fifth of the total housing growth in Berkeley.[4]

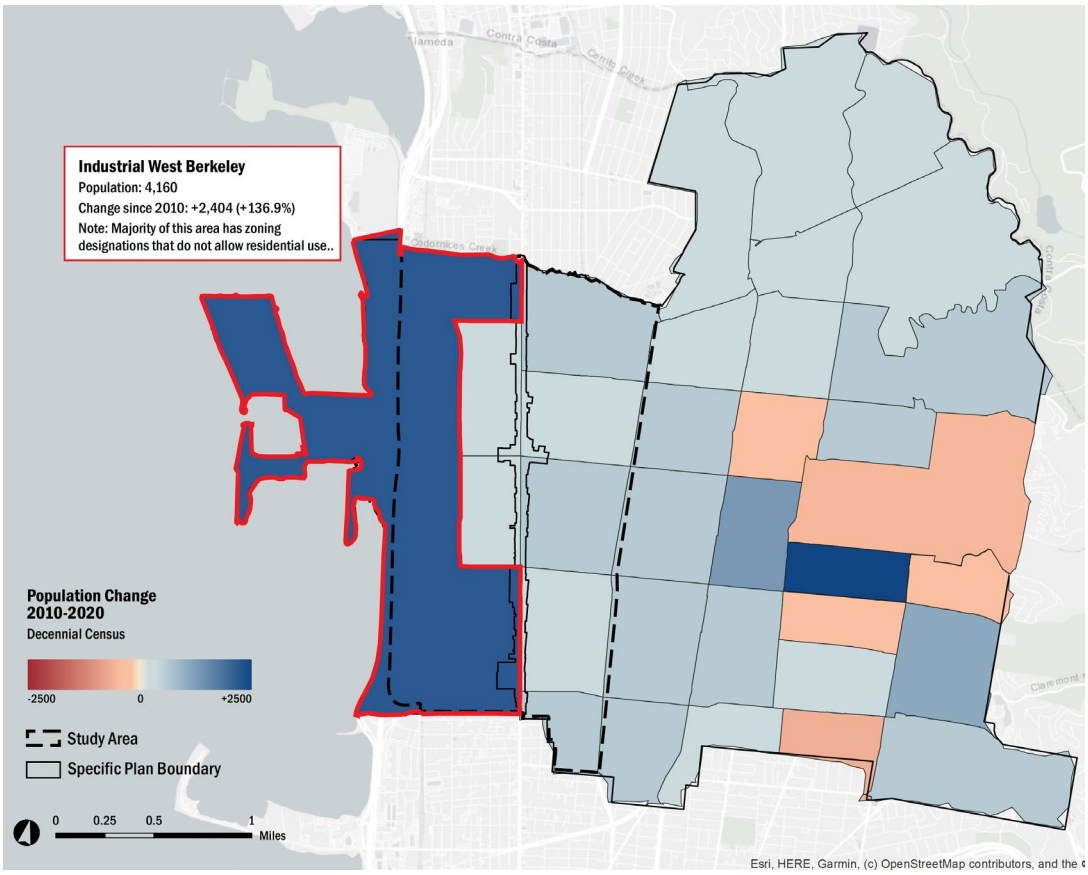

Figure 2. Population Change from 2010 to 2020. Source: United States Census Bureau. Decennial Census. 2010, 2020, Table P1.

[3] United States Census Bureau. Decennial Census. 2010-2020, Table P1. [Online] https://data.census.gov/.

[4] Markovich, Ally. "A Changing Berkeley: 6 Maps Show How the Past Decade Has Remade the City." Berkeleyside, 18 Oct. 2022. http://www.berkeleyside.org/2022/07/17/berkeley-population-demographics-housing-census-2020-maps

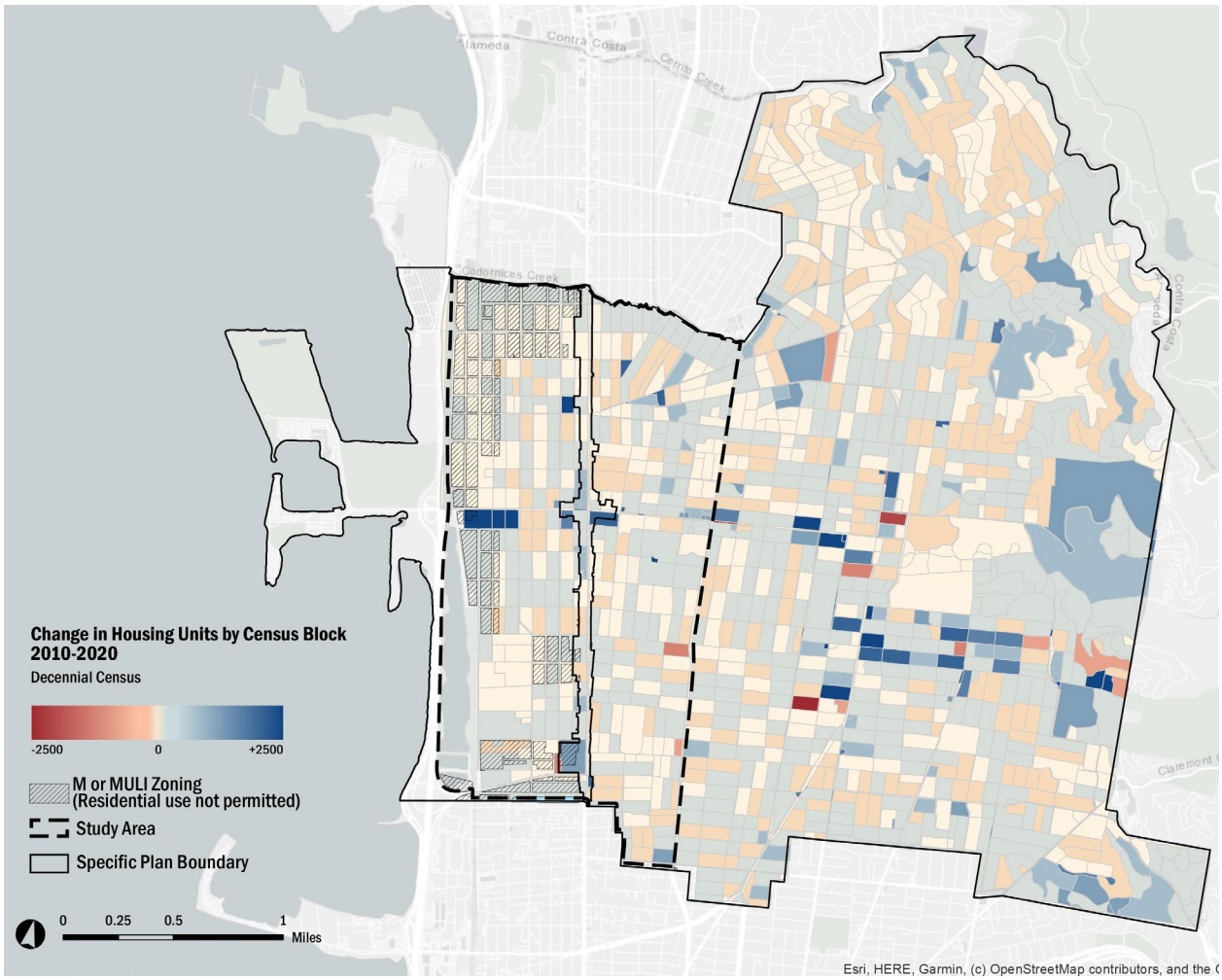

Figure 3. Change in Housing Units by Census Block, 2010 to 2020. Source: United States Census Bureau. Decennial Census. 2010, 2020, Table H1.

Racial and Ethnic Diversity and Equity

Racial and Ethnic Population Change: The White population increased by over 3,900 (+45%) from 2000 to 2020. In the same time span, the Black population decreased by over 2,600 (-39%), while the population increase of Hispanic/ Latinx, Asians/ API, and other races was moderate.[5] See **Figure 4**. Historical data shows citywide Black population decreased from its peak of 27,421 (23.5% of total population) in 1970 to 9,812 (8% of total population) in 2020. See **Figure 5.**

Changes in Racial and Ethnic Diversity: From 2000 to 2020, the Diversity Index[6] for the Study Area decreased slightly from 72.8% to 71.6% while the city's Diversity Index increased from 63.9% to 67.6%. In comparison, the Alameda County's Diversity Index was 74.6% in 2020.[7]

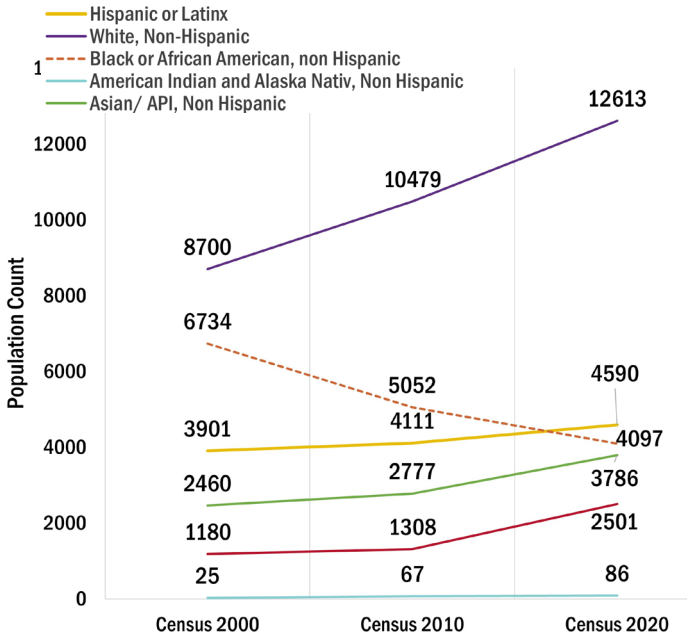

Figure 4. Population Shift by Race and Ethnicity in Study Boundary. Source: United States Census Bureau. Decennial Census. 2010, Table P7. 2020, Table P1.

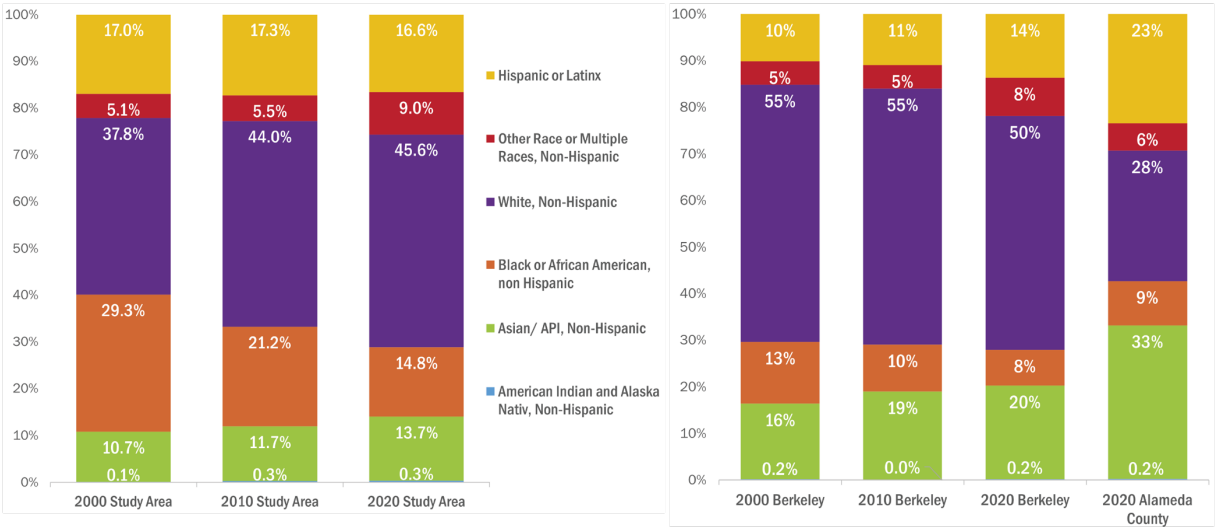

Figure 5. Comparison of Racial Composition in Study Area, Berkeley, and Alameda County. Source: United States Census Bureau. Decennial Census. 2010, Table P7. 2020, Table P1.

Historic Redlining and Equity: In 1933, as part of the federal program and policies, the Home Owners' Loan Corporation (HOLC) was created to refinance home mortgages and expand home buying opportunities. HOLC is the originator of the color-coded mortgage security risk practice known as redlining and redlined the majority of the Specific Plan Area and Study Area. See **Figure 6**. This discriminatory practice withheld significant investment to areas deemed "D (Hazardous)," because of adjacent industrial areas, older buildings, and the presence of "undesirable populations" (e.g., Jewish, Asian, Mexican, and Black families). Due to this redlining practice, marginalized minority

[5] United States Census Bureau. Decennial Census. 2000, Table 7. 2010-2020 Table 9. [Online] https://data.census.gov/.

[6] A measure used by the U.S. Census Bureau that calculates the probability of two random people, picked from a population, are from different Racial and Ethnic Groups. The higher the number, the more diverse a population is.

[7] United States Census Bureau. Decennial Census. 2000, Table 7. 2010-2020 Table 9. [Online] https://data.census.gov/.

communities were restricted to south and west Berkeley. Although effectively eliminated by 1966 by the Supreme Court, impacts are still seen today as areas that were redlined are often found to be more prone to racial and economic segregation, economic inequality, risk of displacement, and associated conditions.

As a result of being historically underserved, the Study area is part of the Metropolitan Transportation Commission (MTC)'s Equity Priority Communities (EPCs)[8]. The EPC designation helps provide funding and assistance to census tracts that have a significant concentration of underserved populations, such as households with low incomes, limited English proficiency, zero-vehicle households, seniors 75 years and over, people with disability, single-parent families, and severely rent-burdened households, and people of color. EPC designations are used to make decisions about:

- Planning, including Plan Bay Area, the Transportation Improvement Program and equity analyses;
- Investment of funds, including the Active Transportation Program, OBAG Grants, Community-Based Transportation Planning Grants and the Lifeline Transportation Program; and
- Engagement with the community[9]

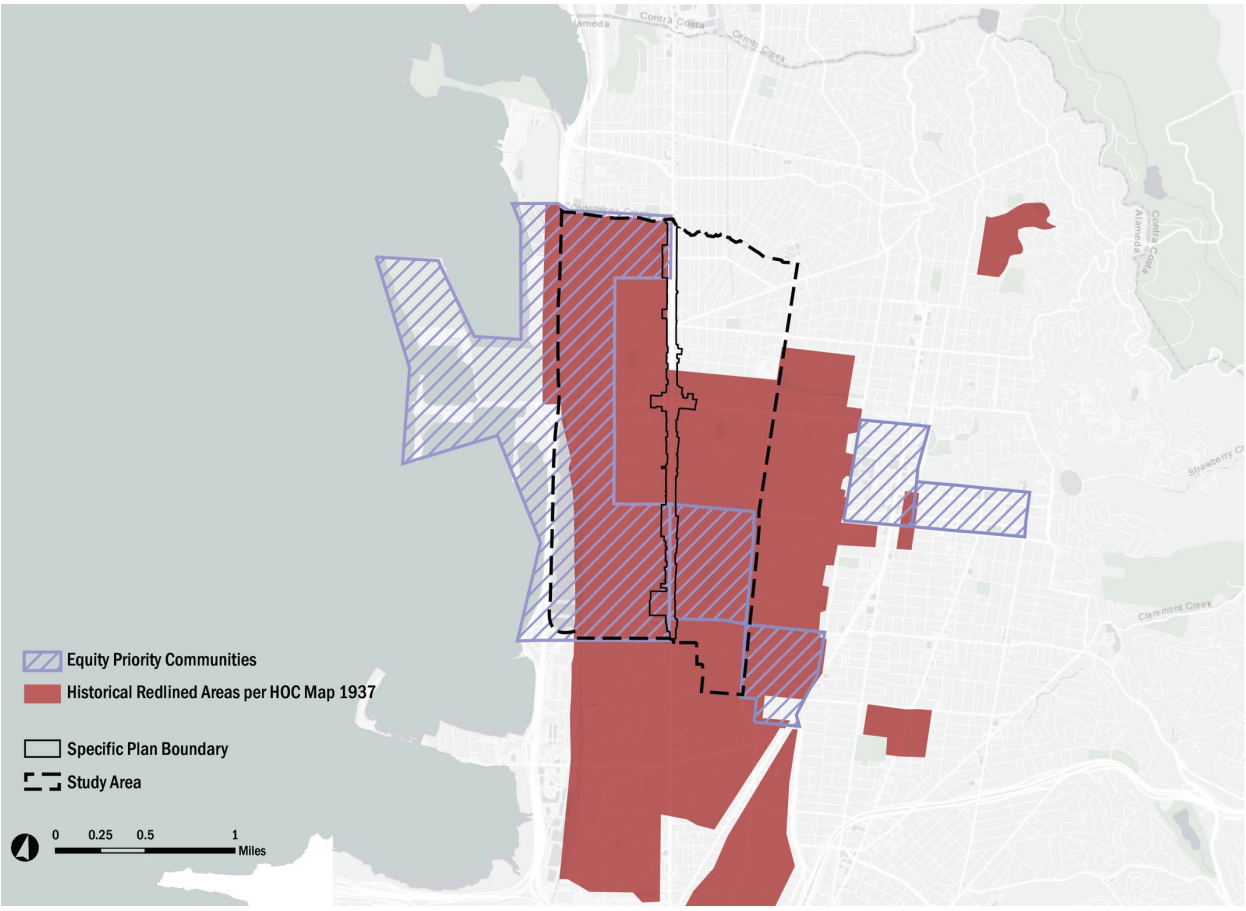

Figure 6. Equity Priority Communities and Historical Redlined Areas. Robert K. Nelson and Edward L. Ayers, Mapping Redlining, 2023. Metropolitan Transportation Commission (MTC), Equity Priority Communities, 2021.

[8] Equity Priority Communities (EPC) is a term defined by the Metropolitan Transportation Commission (MTC) that identifies Bay Area communities that are or have historically been underserved. For more information, go to: https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

[9] More about EPC priorities in funding programs can be found on the MTC weblink above.

Household and Housing Conditions

Household Income Distribution

The neighborhoods in the Study Area are a mix of high- and low-income households. To better visualize the location of lower-income households, **Figure 7** shows the household income range of the lowest twenty percent in each census tract in Berkeley. Neighborhoods to the south and east of San Pablo Avenue have the lowest income quintiles ranging from $15,000 - $45,000. The tracts north of University Avenue display higher quintile ranges, with lowest quintiles over $30,000.

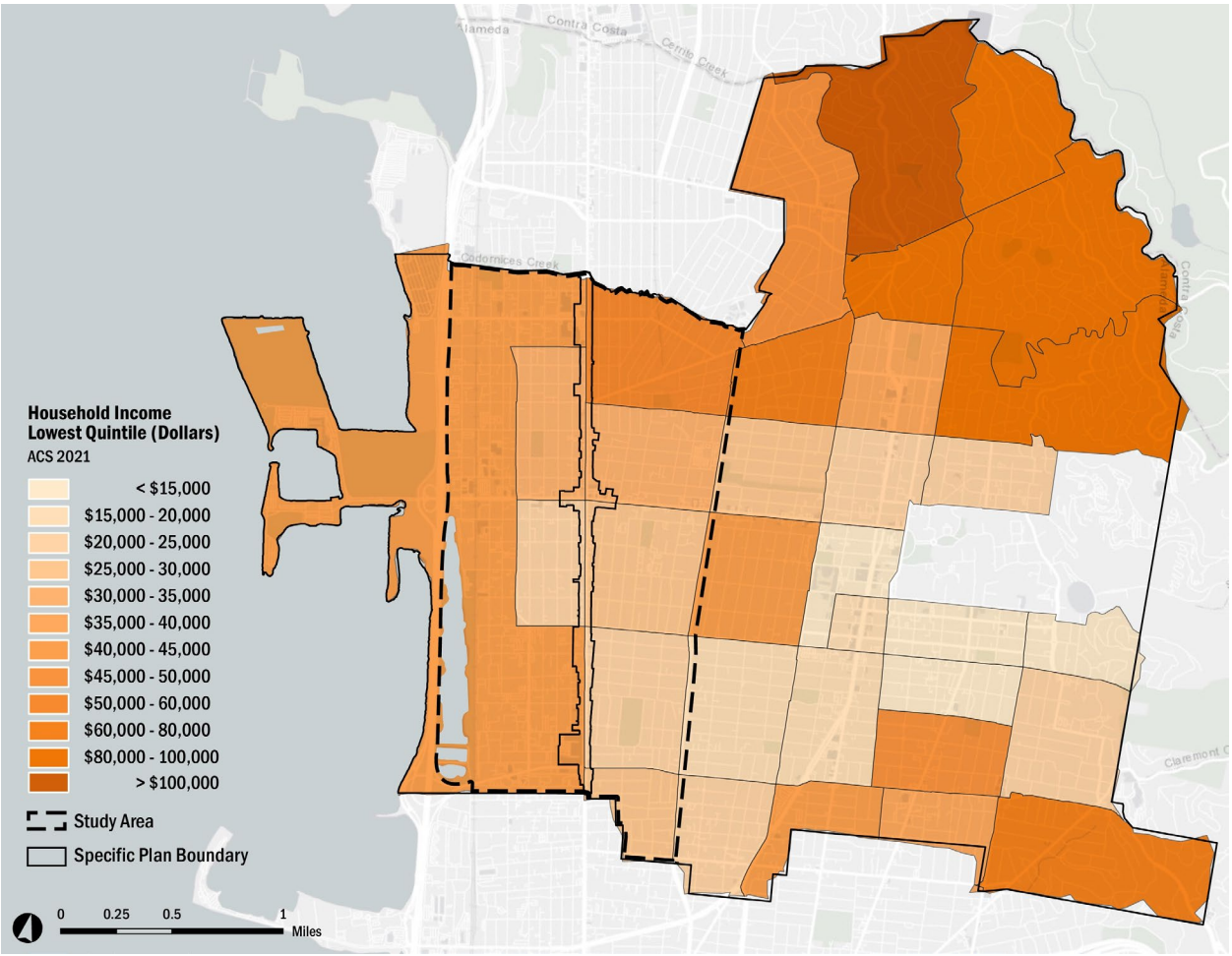

Figure 7. Household Income for Lowest Quintile. Source: United States Census Bureau. ACS. 2021, Table B19080.

Household Tenancy

Citywide Berkeley had more renter-occupied units (54%) than owner-occupied (46%) in 2021. The Study Area, with about 10,781 units, has a higher share of renters (55.3%) relative to owners (44.7%) compared to the Citywide share.[10] See **Figure 8**.

Overcrowded Housing

U.S. Census Bureau defines overcrowded housing as units with 1.01 or more persons per room, excluding bathrooms and kitchens.[11] If the occupancy surpasses 1.5 persons per room, a unit is classified as severely overcrowded. In 2021, the Study Area contained 319 occupied units that were overcrowded. This accounts for 30% of overcrowded housing citywide, while only 17% of the city's total households and 22% of the city's population live in the Study Area.[12] In the Study Area, significantly more renter-occupied households (237) were overcrowded than owner-occupied (82 households).

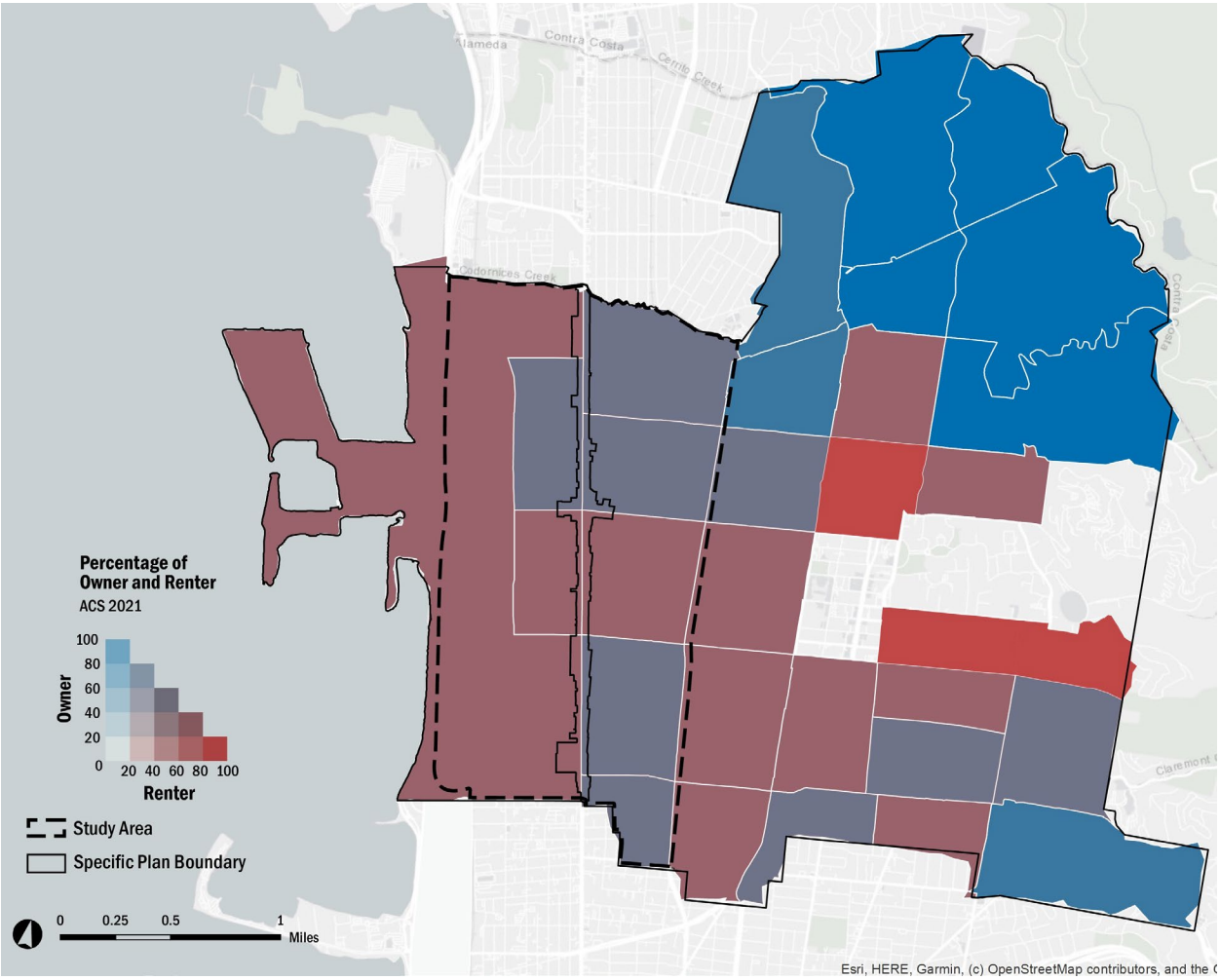

Figure 8. Mix of Households that Own or Rent in Berkeley. United States Census Bureau. ACS. 2021, Table DP04.

[10] United States Census Bureau. American Community Survey. 2021, Table B25014. [Online] https://data.census.gov/.

[11] Definition of overcrowding and severe overcrowding are from the US Department of Housing and Urban Development. For more information, go to: hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks/overpayment-payment-and-overcrowding.

[12] United States Census Bureau. American Community Survey. 2021, Table B25014. [Online] https://data.census.gov/.

Household Income and Housing Cost

In 2021, the Study Area median household income ($93,871) was about $7,000 below the Berkeley median ($101,048). The median household incomes increased by similar levels in both the Study Area (+79%) and Berkeley as whole (+78%) from 2010 to 2021.[13]

Renters at the southern end of the Study Area pay higher shares of their income on rent on average. In several neighborhoods on the northern end of the Study Area, the average tenant is paying less than 20% of their income in rent, while there are several neighborhoods on the south end of the Study Area where the average is above 50%.[14] See **Figure 9.**

Owners in the area are spending a lower share of their income on housing costs, costs reflect sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts, on the property than renters are, on average.[15] See **Figure 10.**

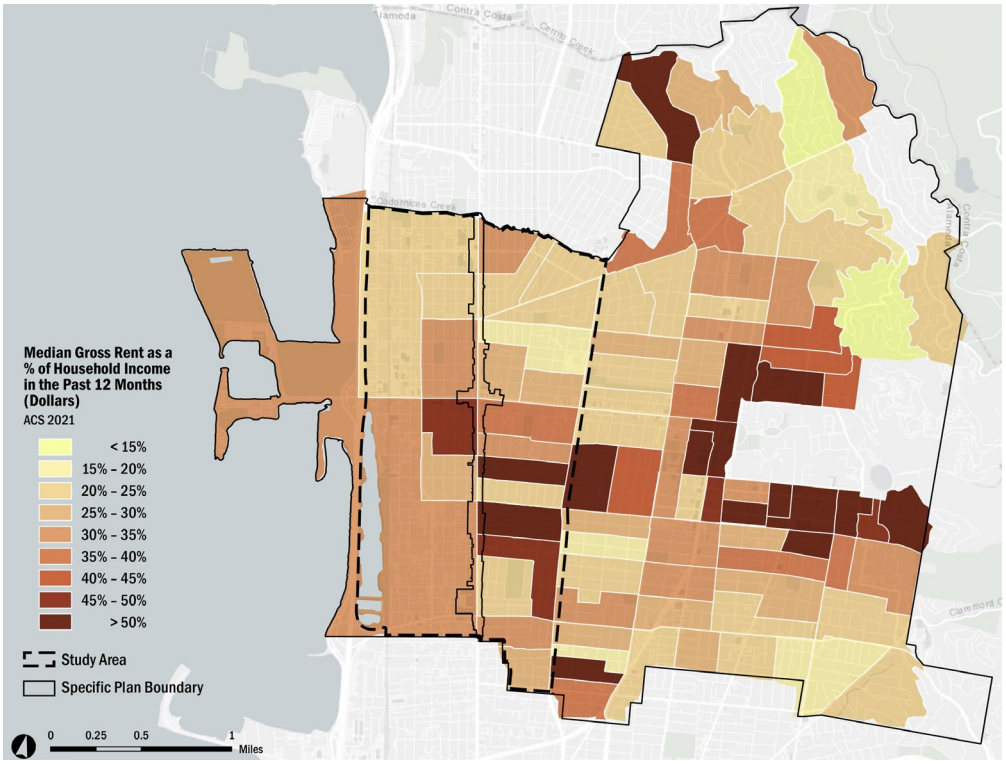

Figure 9. Median Gross Rent as a Percentage of Household Income. Source: United States Census Bureau. ACS. 2021, Table B25071.

[13] United States Census Bureau. American Community Survey. 2021, Table S2503. [Online] https://data.census.gov/.

[14] United States Census Bureau. American Community Survey. 2021, Table B25071. [Online] https://data.census.gov/.

[15] United States Census Bureau. American Community Survey. 2021, Table B25092. [Online] https://data.census.gov/.

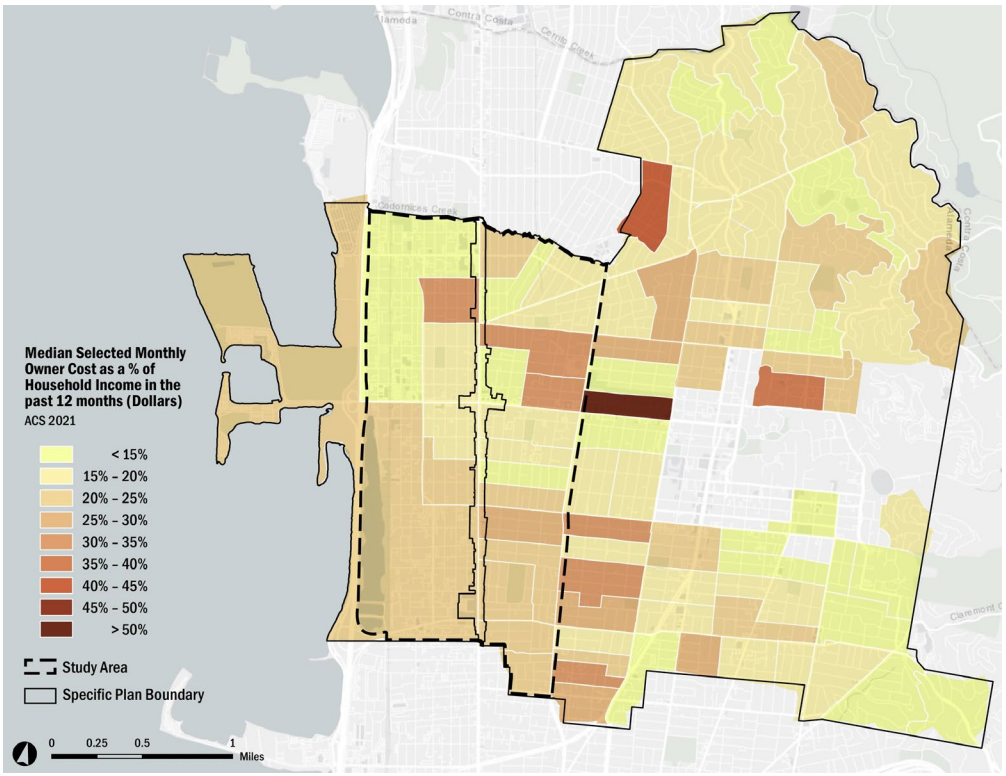

Figure 10. Median Selected Monthly Owner Cost as a Percentage of Household Income. [16]
Source: United States Census Bureau. ACS. 2021, Table B25092.

Housing Cost Burden

In the Study Area, more than half of tenants are cost-burdened,[17] meaning they spend more than 30 percent of their gross household income on rent and utilities. Of those tenants, 26% are severely cost-burdened, meaning they are spending more than 50 percent of their income.[18]

For severely cost-burdened households (1,513 households), 73 percent (1,118 households) earn less than $35,000 and spend more than 50 percent of their income for rent.[19]

Household Eligibility for Affordable Housing

Approximately half of Study Area households earn less than 80 percent of Area Median Income and a third earn less than 50 percent of Area Median Income.[20] These households would likely be eligible for affordable housing.

[16] "Selected Monthly Owner Cost" includes recurring payments like dept (if any), taxes, insurance and utilizes. For more information on definition and methodology, please visit: https://www.census.gov/quickfacts/fact/note/US/HSG650221

[17] Definition of cost-burden and severe cost-burden are from the US Department of Housing and Urban Development. For more information, go to: hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks/overpayment-payment-and-overcrowding.

[18] United States Census Bureau. American Community Survey. 2021, Table B25074. [Online] https://data.census.gov/

[19] United States Census Bureau. American Community Survey. 2021, Table B25074. [Online] https://data.census.gov/

[20] United States Census Bureau. American Community Survey. 2021, Table B19001 [Online] https://data.census.gov/, United States Department of Housing and Urban Development, Income Limits, 2021[Online] https://data.HUD.gov/ Street Level Advisors calculations.

Infrastructure Assessment

Infrastructure includes utility service for domestic water, wastewater, stormwater, telecommunications, electricity, and natural gas. According to the 2023-2031 Housing Element Update Environmental Impact Report (EIR), existing utility systems for domestic water, wastewater, stormwater, telecommunications, electricity, and natural gas facilities in Berkeley have sufficient capacity to serve the planned housing developments. *Relocation or construction of new or expanded facilities resulting in significant environmental impacts would not occur, and adequate wastewater capacity exists to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.*[21]

Residential capacity based on existing zoning assumes 2,588 existing units in the Specific Plan Area and between 3,700 to 5,350 future multifamily units in the next 8 years. Existing versus future capacity for non-residential use is not anticipated to have much effect on utility upgrade needs. The Housing Element Update EIR studied the sites inventory including a total of 15,153 units. The increase in units in the San Pablo Specific Plan area is negligible in relation to the required infrastructure needs, however some localized improvements will likely be required.

- Localized upsizing of domestic water and wastewater in San Pablo Avenue may be necessary to accommodate the additional units. The City of Berkeley and EBMUD typically require individual developments to make these upgrades.
- Stormwater from new development will be required to comply with the Municipal Regional Stormwater NPDES Permit (MRP) requirements. Rainwater management including bioswales, permeable paving, underground stormwater storage and/ or rain gardens will be required.
- Telecommunications, electricity and natural gas upgrades will continue to be available from the providers. Typically, the utility companies will upgrade facilities as needed.
- Lighting is provided by the City's Public Works Department.

The Specific Plan process includes consideration of corridor wide and/or district level infrastructure improvements. This approach could result in efficiencies, multiple benefits, and could spread the cost of localized infrastructure upgrades over multiple developments.

[21] *City of Berkeley 2023-2031 Housing Element Update, Draft Environmental Impact Report; City of Berkeley; August 2022, page ES-21.*

Mobility Conditions, Projects, and Planning

Transportation Focus of the Specific Plan

San Pablo Avenue is a California state highway (State Route 123) and improvements within the street right of way require approval by Caltrans. The City of Berkeley is responsible for maintenance of the sidewalks and medians, including street trees and landscaping.

The Specific Plan is not making transportation improvements to San Pablo Avenue, because the Alameda Transportation Commission (Alameda CTC) has completed a multimodal planning project for San Pablo Avenue throughout Alameda County. The project has led to three projects that will result in construction of safety improvements for all users, bus stop improvements, and parallel bicycle facility improvements, as well as a short segment of bicycle and bus lanes on the southern end of San Pablo Avenue in Berkeley.

The Specific Plan effort focused on the public realm of the sidewalks along San Pablo Avenue, parking management, and other transportation improvements that are not being addressed through the Alameda CTC efforts.

Traffic Volumes

Annual Average Daily Traffic (AADT) volumes along San Pablo Avenue average about 20,000 vehicles per day in Berkeley. In addition to serving as a major thoroughfare for local travel and providing access to local businesses and residents, San Pablo Avenue also is an alternative route for travelers on I-80 during periods of heavy freeway congestion. Cross streets providing interstate access include Gilman Street (9,000 AADT), University Avenue (19,000 AADT), and Ashby Avenue (42,000 AADT).[22]

Transit Network

AC Transit – AC Transit provides bus service throughout western Alameda County and Contra Costa County and operates 12 bus routes within the study area that provides direct access to the plan area. See **Table 1** and **Figure 11**. AC Transit developed a new network in response to changing travel patterns through the AC Transit Realign Plan, which was implemented in August 2025. The Realign Plan did not significantly alter the service within the Specific Plan Area.

Table 1: AC Transit Service Summary (August 2023)

Line	Route	Nearest Bus Stops	Weekday		Weekend	
			Hours	Headway	Hours	Headway
12	MLK Jr. – Temescal – Grand	On Gilman Street between San Pablo Avenue and Tenth Street	5:55 AM – 12:55 AM	20 min	6:00 AM – 12:00 AM	30 min
36	Dwight – Shellmound – Adeline	On Dwight Way between Tenth Byron Streets	5:50 AM – 12:35 AM	30 min	5:50 AM – 12:30 AM	30 min
51B	University – College – Rockridge	On University Avenue between Tenth and Curtis Streets	4:55 AM – 12:20 AM	15 min	5:00 AM – 12:20 AM	15 min
52	UC Village – Cedar – UC Campus	On San Pablo Avenue between Albany City Limit and Cedar Street	6:00 AM – 11:45 PM	15 min	8:15 AM – 8:25 PM	20 min

[22] San Pablo and Ashby Avenue data source – Caltrans Traffic Census Program, 2021; Gilman Street data source – collected for the Gilman Gateway rezoning project, 2019; and University Avenue data source: collected for the San Pablo Avenue Corridor Project, 2018.

Line	Route	Nearest Bus Stops	Weekday		Weekend	
			Hours	Headway	Hours	Headway
72 / 72M	Hilltop – CCC – San Pablo / Macdonald – San Pablo	Along entire length of San Pablo Avenue	4:45 AM – 1:20 AM	15 min	4:55 AM – 1:45 AM	20 min
72L	San Pablo Rapid	Along entire length of San Pablo Avenue	6:00 AM – 8:15 PM	30 min	7:00 AM – 7:55 PM	30 min
800	Richmond – Oakland Transbay All Nighter	On University Avenue at San Pablo Avenue	12:20 AM – 7:25 AM	30 min	12:20 AM – 7:25 AM	30 min
802	San Pablo All Nighter	On San Pablo Avenue between University Avenue and Oakland City Limit	12:40 AM – 5:35 AM	60 min	12:40 AM – 5:35 AM	60 min
G	Colusa – Solano Transbay	On San Pablo Avenue between Albany City Limit and University Avenue	7:00 AM – 9:45 AM, 4:10 PM – 6:50 PM	30 – 60 min	No service	No service
FS	Shattuck – University Transbay	On University Avenue at San Pablo Avenue	6:10 AM – 8:30 AM, 4:30 PM – 7:25 PM	90+ min	No service	No service
J	Sacramento – Christie Transbay	On Ashby Avenue at San Pablo Avenue	7:10 AM – 10:10 AM, 4:45 PM – 7:00 PM	20 – 60 min	No service	No service

Source: AC Transit website, August 2025 Schedules; Fehr & Peers, CD+A, 2025.

West Berkeley Shuttle – This is a free shuttle funded by the Berkeley Gateway Transportation Management Association that provides transit connections between the Ashby BART station and major employment centers in West Berkeley. The shuttle operates on weekdays from 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM with approximately 30-minute headways. The West Berkeley Shuttle does not currently have any stops on San Pablo Avenue or in the Specific Plan Area. See **Figure 11** illustrates the route alignment.

Bear Transit – This is UC Berkeley's shuttle system, primarily providing service between Campus Park, Downtown Berkeley, and Berkeley Hills. Bear Transit is free for the UC Berkeley community and members of the public may ride for a $1 fare. Prior to the COVID-19 pandemic, Bear Transit provided service to the plan area on the Campus Shared Services (CSS Line). The CSS line operated between the North Berkeley BART Station and the UC Berkeley Shared Services Building on 4th Street via Delaware Street, San Pablo Avenue, Cedar Street, and Virginia Street.

Lawrence Berkeley National Laboratory (LBL) Shuttle – The LBL operates a free shuttle service for LBL employees and guests between LBL and North Berkeley BART and other destinations in West and North Berkeley. The shuttle provides morning service between 6:00AM and 11:00AM and afternoon service between 3:30PM and 7:30PM. The shuttle operates at 60-minute headways during both periods. The shuttle stops along San Pablo Avenue at Cedar Street, Gilman Street, and Buchanan Street during both morning and afternoon service.

Other Existing and Planned Shuttle Services – In addition to the shuttles described above, Kaiser Permanente used to operate an employee shuttle between the North Berkeley BART Station and its facility on Second Street at Virginia Street in West Berkeley prior to the pandemic. Although this shuttle crossed San Pablo Avenue, they did not directly serve the Specific Plan Area.

The Berkeley Commons Project (600 Addison Street), and TheLAB (747 Bancroft Way) are recently approved developments in West Berkeley that are conditioned to operate shuttles between the North Berkeley BART Station

and their respective sites. Although these shuttles would cross San Pablo Avenue, they are not expected to directly serve the Specific Plan Area.

BART – BART provides regional commuter rail transit in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. As of August 2023, BART trains operate weekdays from 5:00 AM to 2:00 AM, Saturdays from 6:00 AM to 2:00 AM, and Sundays from 8:00 AM to 2:00 AM. The North Berkeley, the Downtown Berkeley, and the Ashby BART stations are located to the east of San Pablo Avenue. **See Figure 11**.

These stations are served by the Richmond-Berryessa-North San José (orange) and Richmond-Millbrae/SFO (red) lines. Other destinations in the BART system can be reached by transferring at stations in Oakland. As of August 2023, the Berryessa-North San José line provides service every 15 minutes on weekdays and every 30 minutes on Saturdays, Sundays, and Holidays. The Richmond-Millbrae/SFO line provides service every 15 minutes on weekdays and every 30 minutes on Saturdays, Sundays, and Holidays. In June 2023, there were approximately 3,400, 8,900, and 3,700 entries and exits on an average weekday from the North Berkeley, Downtown Berkeley, and Ashby BART stations, respectively.[23]

Capitol Corridor - Amtrak's Capitol Corridor route operates between San Jose and Sacramento and stops at the Berkeley Rail Station. The station is located under the University Avenue overpass, about 0.5 miles west of San Pablo Avenue. There are 12 daily weekday departures and arrivals and 11 daily weekend departures and arrivals per direction at the Berkeley Station.[24] In FY2021, the station served about 26,000 rail passengers.[25] The Amtrak station is served by AC Transit Line 51B, with additional bus service nearby. The station provides basic amenities, including outside seating and automobile and bicycle parking.

[23] Bay Area Rapid Transit 2019 Monthly Ridership Reports.

[24] Amtrak Capitol Corridor Schedule.

[25] Amtrak California Fact Sheet, Fiscal Year 2021.

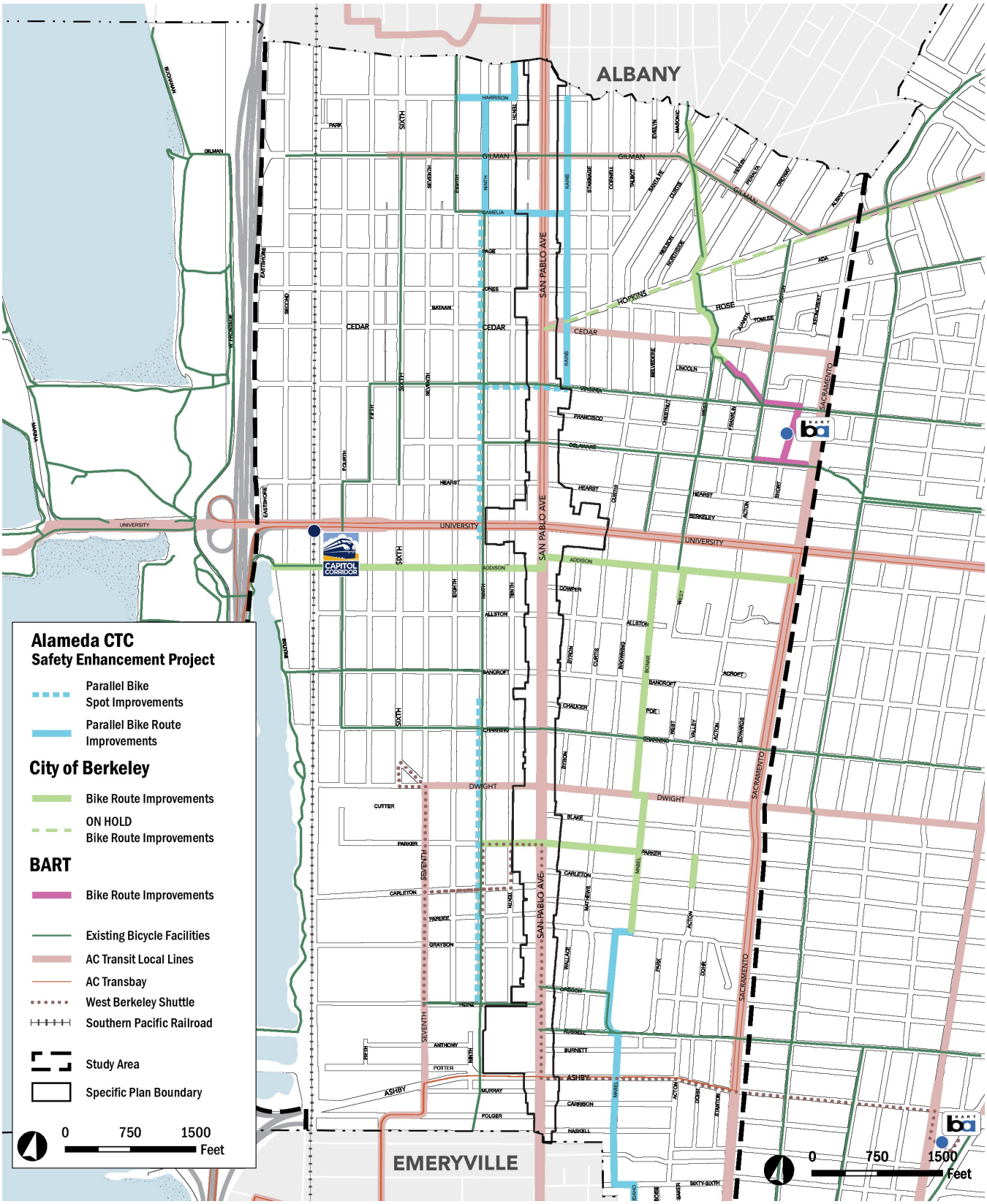

Figure 11. Transit Lines and Bicycle Routes. Source: City of Berkeley, Alameda CTC, and Fehr & Peers, 2023.

Transit-First Policy Implementation Plan – December 2022

This plan provides policies and guidelines for implementing the City's Transit-First Policy (Berkeley General Plan Policy T-4) and for future planning for the City's existing transit priority corridors. The plan aligns with the City's Climate Action Plan goals to prioritize transit over single-occupant vehicles and reduce emissions. Objectives of the plan include improving transit efficiency, reliability, and accessibility, increasing transit ridership, and prioritizing transit corridors.

It identifies San Pablo Avenue as a Primary Transit Route and a corridor for future study of transit infrastructure needs based on the AC Transit Major Corridors Study (2016). San Pablo Avenue Corridor together with the Telegraph and University Avenue Corridors are AC Transit designated future Bus Rapid Transit Corridors and part of the AC Transit Long-Term Improvements (by 2040) plan.

The document describes Alameda CTC's San Pablo Corridor Project as the lead project for the design of future transit improvements to San Pablo Avenue, and recommends continuing work with Alameda CTC, Caltrans, and neighboring cities to develop a long-term implementation plan for the whole corridor to meet projected transit needs of planned land uses and anticipated growth of housing.

Council Referral for BRT in Berkeley

In September 2023, the City Council referred to the City Manager to move forward with a feasibility analysis and community engagement process to develop options for Bus Rapid Transit (BRT) for AC Transit's 51B route, including on University Avenue which is designated a Primary Transit Route by AC Transit through their Major Corridors Study.

If the City continues to pursue implementation of BRT service on University Avenue to Downtown this would improve transit access from the San Pablo Specific Plan Area to Downtown, UC Berkeley, BART, and other locations proximate to University Avenue. It would also reinforce the importance of the San Pablo Avenue and University Avenue Node.

Transportation Safety

The entire length of San Pablo Avenue is included in the City of Berkeley's High-Injury Network. Between 2017 and 2021, there were 190 collisions on San Pablo Avenue that resulted in an injury or death, representing 7% of the Berkeley total.[26]

Vision Zero Action Plan - This plan was approved March 10, 2019, and describes the goal to eliminate all traffic fatalities and severe injuries in Berkeley by 2028 through data-driven engineering strategies. The plan prioritizes infrastructure within an Equity Priority Area, which includes much of the Study Area. Between 2008 and 2018, 46% of severe and fatal collisions within Berkeley occurred within the EPA area. The plan also identifies San Pablo Avenue as a High-Injury Street, the streets in Berkeley with the most severe injury or fatality collisions between 2008 and 2018. During that time, there were multiple collisions on San Pablo Avenue that resulted in severe injury to pedestrians and vehicle occupants, but no reported fatalities.

Implementation of the Alameda CTC San Pablo Corridor Project's Safety Enhancements Project and the bike infrastructure projects are described below. This work will improve traffic calming and pedestrian safety and support the goals of the Vision Zero Action Plan.

Ongoing Projects, Approved Plans and Future Planning

Current City, countywide, and regional action plans focus on multimodal strategies to achieve improvements for all modes of transportation in San Pablo Specific Plan and Study Areas. The alignments of these improvement projects are mapped in **Figure 11**.

[26] Statewide Integrated Traffic Records System (SWITRS) via Transportation Injury Mapping System (TIMS), 2017-2021.

San Pablo Avenue Corridor Project – This project is led by the Alameda County Transportation Commission ("Alameda CTC") and consists of three near-term projects in the Specific Plan Area to improve safety and transit reliability along the San Pablo Avenue Corridor. Additional information about these projects can be found on the Alameda CTC web site.[27]

- The **Safety Enhancements Project** will construct improvements for pedestrians and cyclists to cross San Pablo Avenue more safely and improve transit speed and reliability along San Pablo Avenue. Transit improvements include bus stop bulb-outs for Rapid Bus stops, lighting upgrades, and some bus stop relocations to improve bus operations. Within Berkeley, improvements will extend between Heinz Avenue and the northern city limit.
- The **Parallel Bike Improvement Project** will construct bike safety and connectivity improvements along streets parallel to and across San Pablo Avenue in Berkeley, Albany, and Oakland. Improvements on parallel streets will consist of diverters, traffic circles, modifications to existing stop controls, traffic humps, and vertical separation for bicycles.
- The **Bus and Bike Lanes Project** located primarilly within the Cities of Oakland and Emeryville will convert one travel lane in each direction on San Pablo Avenue to a bus-only lane and convert on-street parking lanes to protected bike lanes. In Berkeley, the Project's bicycle improvements will extend along San Pablo Avenue from the southern city limit to Heinz Avenue, a distance of approximately 0.25 miles, and the bus improvements will end at the Ashby Avenue intersection.

Other <u>multimodal projects</u> – The City is moving forward with implementation of several projects identified in the 2017 Bike Plan within the Study Area. These, combined with the Alameda CTC projects, will improve accessibility and safety for bicyclists and pedestrians, enhancing connectivity between the Specific Plan Area and the surrounding Study Area. The project include:

- **Ohlone Greenway Safety Improvements Project –** This project will improve a portion of the existing pathway from Virginia Gardens to the crossing of Santa Fe Avenue. The project is in conceptual design and has completed initial public engagement. Design is expected to be completed in mid-2024 with construction occurring soon after, assuming necessary additional funds are secured.
- **Hopkins Corridor Traffic and Placemaking Study –** A small portion of this project, from Gilman Street to Sacramento Street is within the Study Area. The project's goal is to make the street safer and more accessible for all modes of transportation. As of November 2023, the project is on hold due to City staffing constraints and a final decision by City Council regarding project design.
- **West Hopkins Corridor Street Rehabilitation Project –** This project includes Hopkins Street from Gilman Street to San Pablo Avenue. Similar to the other Hopkins Study, as of November 2023, the project is on hold.
- **Parker-Addison Mobility and Safety Improvement Project –** This project will provide bike boulevard and associated improvements to connect from the West Street multiuse pathway to San Pablo Park via Bonar and Mabel Streets. It will also improve Parker Street to connect with the 9th Street Bike Boulvard. Design is nearly complete and construction is expected to occur in 2024.
- **Addison Street Bicycle Boulevard Project –** This project has received funding, but design and public involvement has not yet begun. The project's goal is to make improvements to the Addison Street Bicycle Boulevard from Aquatic Park to Sacramento Street.
- **North Berkeley Bicycle and Pedestrian Access Improvements –** This is a BART project that is under construction and is improving bicycle and pedestrian access at and around the North Berkeley BART Station to improve connectivity from the Ohlone Greenway at Virginia Gardens to the crossing and connection to the Ohlone Greenway at Sacramento Street.

[27] General website for the Alameda CTC project can be found here https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave. Boards illustrating the locations for specific improvements for the Safety Enhancement and Parallel Bike Improvement Projects can be found on the "Key Materials" page.

Land Use Planning Policies and Gaps

Existing Land Use Policies and Standards

General Plan

The General Plan land use designation along the entire San Pablo Avenue frontage is **Avenue Commercial**. The land use designations for properties adjacent to the corridor include **Manufacturing**, **Manufacturing Mixed-Use**, **Low Medium Density Residential**, **Medium Density Residential**, and **High Density Residential.** The Study Area, beyond the Specific Plan Area, includes a broader range of land uses including **Neighborhood Commercial**, **Institutional**, **Open Space**, and **Low Density Residential** in addition to those above. See **Figure 12**.

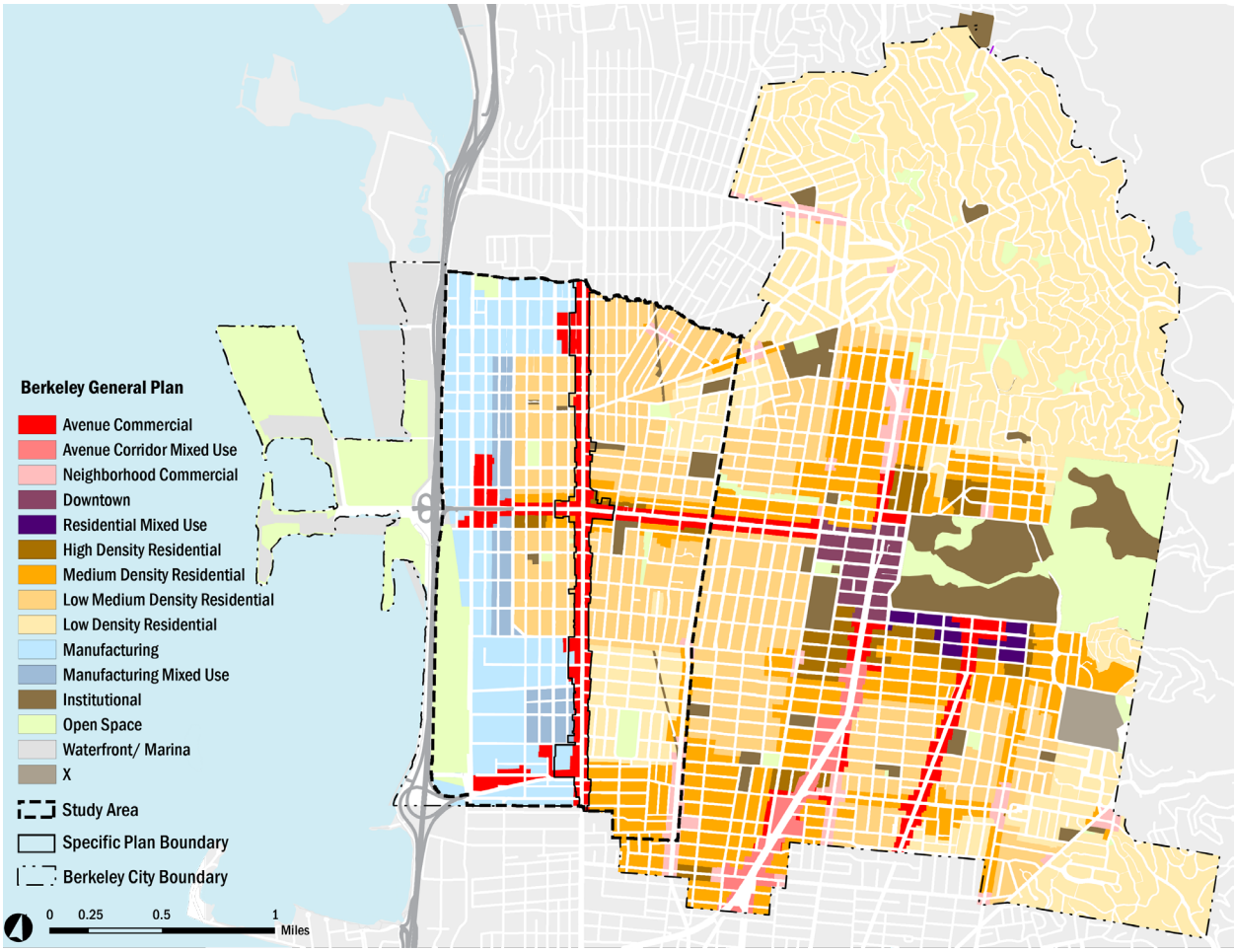

Figure 12. Berkeley General Plan. Source: City of Berkeley, 2023.

2023-2031 Housing Element Update

The City's 2023-2031 Housing Element Update (as amended on February 17, 2023) identifies the City's specific housing needs and outlines goals, policies, and programs to address them, including housing affordability and diversity. The City also provides annual reports on its progress toward meeting Housing Element Program objectives. Some key 2023-2031 Housing Element Update goals and programs include:

Housing Element Goals:

- **Goal A Housing Affordability:** Berkeley residents should have access to quality housing at a range of housing options and prices. Housing is least affordable for people at the lowest income levels, especially those with extremely low income, and City resources should focus on this area of need.
- **Goal B Housing Preservation & Improvement:** Existing housing should be maintained and improved. The City should promote efficiency in new and existing housing to improve building comfort and safety, reduce energy and water use and costs, provide quality and resilient housing, and reduce greenhouse gas emissions. Improvements that will prepare buildings for a major seismic event should be encouraged.
- **Goal C Housing Production:** Berkeley should provide adequate housing capacity to meet its current and future housing needs, including coordinating with the UC and other agencies. New housing should be developed to expand opportunities and choices to meet the diverse needs of all socioeconomic segments of the community, and should be safe, healthy and resilient.
- **Goal D Special Needs Housing & Homelessness Prevention:** Berkeley should expand the supply of housing for special needs groups, including housing affordable to those with extremely low incomes.
- **Goal E Affirmatively Further Fair Housing:** The City should continue to take meaningful actions to affirmatively further fair housing choices in Berkeley.
- **Goal F Mitigate Governmental Constraints:** Berkeley should identify and mitigate barriers to the construction and improvement of housing.

Housing Element Programs:

- **Program 27 – Priority Development Areas (PDAs), Commercial and Transit Corridors.** In 2022, the City initiated the San Pablo Avenue Specific Plan project to increase allowed densities, study design standards, public improvements, and mechanisms to incentivize affordable housing. The plan will also coordinate with other PDAs and commercial corridors to expand opportunities along transit corridors.[28]
- **Program 1 - Affordable Housing Berkeley.** The Berkeley Housing Authority (BHA) established Affordable Housing Berkeley Inc., as a non-profit entity to act as the development arm of the BHA and produce affordable housing units in Berkely. In October 2023, the BHA approved a strategic plan for Affordable Housing Berkeley Inc., which is geared towards small housing purchase of up to seven building units.
- **Program 2 – Housing Choice Vouchers.** The City assists up to 2,000 households by providing Housing Choice Vouchers, Project-based Section 8 Vouchers, Moderate Rehabilitation (SROs), Emergency Housing Vouchers, Mainstream Voucher Program, and Veterans Affairs Supportive Housing. In 2024, BHA housed an average of 1,759 households and is continuously issuing new vouchers to families on the waitlist.
- **Program 4 – Housing Trust Fund.** Berkeley's Housing Trust Fund (HTF) pools funds for affordable housing construction from a variety of sources with different requirements, and makes them available to developers through a single application process.
- **Program 5 – Preservation of At-Risk Housing.** The City will monitor and assist in preserving deed-restricted housing.
- **Program 10 - Housing Preference Policies**. In July 2023, Berkeley adopted a policy to provide a preference for current residents and descendants of residents of the city's historically redlined areas. Households with ties to redlined areas receive priority in leasing new City funded or regulated affordable units.
- **Program 11 – Rental Assistance.** The City utilizes CDBG and local Measure P funding to contract with Community Based Organizations (CBOs) to provide supportive services. These services help stabilize households in rental assistance programs and to move unhoused community members into permanent supportive housing.
- **Program 12 – Workforce Housing.** Support local efforts to expand the construction of workforce housing that is affordable to households earning between 60 and 120 percent of area median income (AMI). In March

[28] City of Berkeley, 2025. Housing Element and General Plan Annual Progress Report. Available at: https://berkeleyca.gov/sites/default/files/documents/2025-03-28%20%20%20Housing%20Element%20and%20General%20Plan%20Annual%20Progress%20Reports.pdf

2023, the City achieved its goal of entitling 110 affordable units, with a preference for Berkeley Unified School District employees.[29]

- **Program 14 – Housing for Homeless Persons with Disabilities.** provide local subsidy to Resources for Community Development (RCD) for a 119-unit very low income development for households earning between 10 and 50 percent AMI (Supportive Housing in People's Park) with at least 50 percent of the units dedicated to previously unhoused residents with mental health conditions.

The full list of Goals, Policies and Programs is available in the City's Housing Element Update. However, as illustrated here, between current State Law and the City's Housing Element, there is a strong foundation for affordable housing production throughout Berkeley, including within the Specific Plan Area.

Zoning

As noted above, properties fronting San Pablo Avenue are predominantly zoned West Berkeley Commercial (C-W). See **Figure 13**. The City's zoning also delineates Commercial Designated Nodes along San Pablo and University Avenues. The **West Berkeley Commercial Designated Nodes** are located in areas around major intersections along San Pablo Avenue with Gilman Street, Cedar Street, University Avenue, Dwight Way, and Ashby Avenue. The intent of these nodes is to intensify retail, commercial, and mixed-use activity to support a strong commercial and pedestrian-oriented environment by requiring that ground floors be activated with select commercial uses. A **University Commercial District Node Area** is located on the east side of the University and San Pablo intersection. This designation requires that new residential uses be integrated with non-residential uses. The existing characteristics of the nodes are discussed below in the existing land use section.

Development Standards

The development standards and ground floor uses, as of November 2023, for the zoning districts within the Plan Area are outlined in **Appendix A1**.

Within the C-W and C-U zoning districts, which make up the majority of the Specific Plan Area, key standards include:

- Non-residential Floor Area Ratio (FAR)s of 2.2-3.0.
- Maximum height in the C-W district of three stories and 40 feet for residential- or commercial-only development, and four stories and 50 feet for mixed-use and live-work developments.
- Maximum height in the C-U of three stories and 36 feet for single use and mixed-use development *outside the nodes*, and four stories and 48 feet for mixed-use *within the nodes*. Residential-only development in the nodes requires a use permit.
- Ground floor commercial uses in the C-W zone are only required in the designated nodes. Outside the nodes, ground floor uses are permitted in accordance with Berkeley Municipal Code (BMC) 23.204-1. Unpermitted uses in the C-W designated include open air markets, vehicle rentals and washes. Within both the C-U zone nodes and non-nodes areas, ground floor residential uses require a Use Permit.

[29] Ibid.

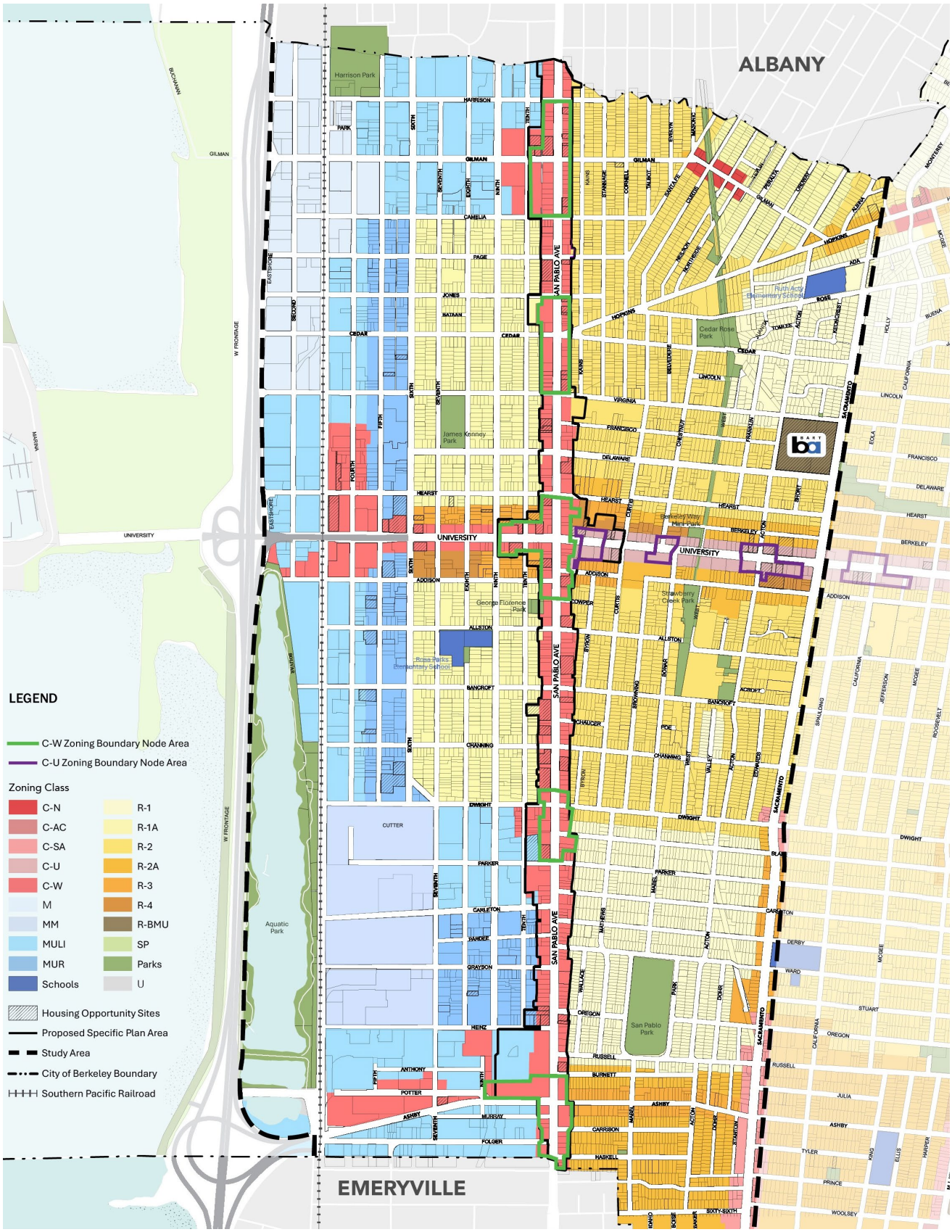

Figure 13. Zoning Map with designated nodes in the Specific Plan and Study Areas. Source: City of Berkeley

Permit Review Process

Ministerial and Discretionary Review Ministerial review is a process for development approval involving little or no personal judgement by the zoning officer or Zoning Adjustments Board (ZAB). The zoning officer or ZAB ensures that the proposed development meets all the "objective zoning standards" and "objective design review standards" in effect at the time that the application is submitted but uses no special discretion or judgement in reaching a decision. In contrast, *Discretionary Review* is a process for development that is subject to public notice to neighbors, and in some cases, a public hearing.

Residential and Mixed-Use Review within the Specific Plan Area – As shown in the **Table 2** below, most of the residential and mixed-use development within the Specific Plan Area, which is predominantly zoned C-W, requires an Administrative Use Permit (AUP) or Use Permit (UP), which require discretionary review. Design Review is also required for projects in any non-residential zone, such as the C-W zoning district.

Recent state legislation has established and expanded eligibility for streamlined and/or ministerial review and approval for projects (see the overview of recent state laws below). Legislation includes changes to the development review process timeline and requirements, as well as limitations on the City's discretion regarding project approval, imposing certain development standards, and the applicability of the California Environmental Quality Act (CEQA).

Existing Land Use

The Study Area has a mix of existing land uses with a significant amount of single and multi-family residential that vary significantly in density and scale ranging from 6 du/acre for R-1 single-family to 75 du/acre for R-4 multi-family. Other uses include light industrial, commercial, including retail, vehicle repair, offices and food and alcohol service, personal and household services, retail financial services, and public and quasi-public uses.

Ground Floor Uses vary throughout the corridor. See **Figure 14**. Residential uses include multifamily, mixed-use, live-work, and a few single-family homes. Live-work spaces are a built space used or designed to be used both as a workplace and as a residence by one or more persons, and a mixed-use space is a use of a lot or building with two or more different land uses.[30] There are a variety of existing commercial ground floor uses, however the main uses include services, retail, and auto. A more detailed overview of the existing commercial uses is provided in the Commercial Risk Displacement section below.

Upper Floor Uses are primarily residential with some commercial office uses.

Table 2: Typical Permits Required, by Housing Type[31] (Orange indicates design review required)

Housing Type	R-1	R-1A	R-2	R-2A	R-3	R-4	C-U	C-W	MU-LI	MU-R
Duplex	NP	UP	UP	UP	UP	UP	UP [1]	UP	NP	UP [2]
Multi-family	NP	NP	UP	UP	UP	UP	UP [1]	UP	NP	AUP/UP [2,3]
Mixed-Use Projects	NP	NP	UP	UP	UP	UP	UP [1]	ZC/AUP/UP [4]	NP	AUP/UP [2,3]
Live-work							ZC	AUP/UP [5]	AUP/UP [6]	AUP/UP [6]
Group Living Accommodation	NP	NP	NP	NP	UP	UP	UP [1]	UP	NP	UP [2]
ZC = Zoning Certificate, AUP = Administrative Use Permit, UP = Use Permit, NP = Not Permitted										

[30] City of Berkeley, 2023. Municipal Code section 23.502.020 Defined Terms.

[31] City of Berkeley, 2023. 2023-2031 Housing Element Update, pg. 81-82.

[1] Residential uses must be part of a mixed-use development within University Avenue Node Areas; outside of Node Areas exclusively residential projects are permitted with a use permit.

[2] UP required within 150' of M or MM district or a construction product manufacturing or primary product manufacturing use. See BMC Section. 23.206.090.B.8.

[3] AUP required for 3-4 units; UP required for 5 or more units. See BMC Section 23.206.090.B.7. For mixed use projects, see also Section 23.206.090.B.9.

[4] Permit required dependent on project size and other factors. See BMC Section 23.204.140.B.2.

[5] AUP required when a project has 9 or fewer live/work units and does not involve conversion of an existing dwelling unit. All other live/work projects require a use permit. See BMC Section 23.312.030.C.3.

[6] Permit required dependent on floor area, number of units, and other factors. See BMC Section 23.312.030.D.

Clusters of Related Uses – As seen in **Figure 14**, a mix of uses are distributed throughout San Pablo Specific Plan Area without distinct pattern or clustering of related uses. Many of the predominant land uses, such as auto, manufacturing, and services, are dispersed along the street, with the exception that retail uses are mostly located within the designated commercial nodes. Many businesses including a diverse range of restaurants, grocers, and retailers are distributed throughout the corridor (see Commercial Displacement Risk section below for additional detail on the existing commercial uses within the Specific Plan Area).

Designated Nodes – The West Berkeley Plan adopted in 1993 identified Commercial Nodes along San Pablo Avenue. The Berkeley Zoning Ordinance identifies these nodes as "Designated Nodes" within the C-W zone. Overall, the existing uses within the Designated Nodes are consistent with the C-W zoning allowed-uses.

The **Gilman Node** currently includes a substantial amount of retail including two clusters of commercial chain stores, some auto-oriented businesses, and restaurants, and other businesses. It lies adjacent to mixed-use light industrial zones to the west and residential neighborhoods to the southwest and the east. The 55-year-old KC's BBQ restaurant closed their location in this node in April 2023.

Gilman intersection looking east.

The **Cedar Node** includes the Jones, a mixed-use project. The node accommodates small retail businesses, food establishments, and auto-related ventures. In 2022, the nearby former motels—Golden Bear Inn and Quality Inn were converted to permanent housing for persons experiencing homelessness or at risk of homelessness. Retail queues, such as for Acme Bread, add to pedestrian activity in the area. A long-time business, Animal Farm Discount Pet Foods and associated Wild Bird Annex closed in 2023.

Jones building to the northwest of the Cedar intersection.

The **University Node** has historically been an active area. In recent years the northern portion of the node has experienced business closures with several larger retail spaces and the former Wells Fargo Bank remaining unoccupied, while the southern section experiences more consistent use and pedestrian activity, thanks to its collection of restaurants, bars, and services. The eastern and western parts consist of a blend of South Asian businesses situated amidst surface parking lots. The Specific Plan boundary includes an adjacent University Avenue Node to the east of San Pablo Avenue.

University intersection looking northeast.

The **Dwight Node** is a walkable center of mixed commerce. Aside from the auto-oriented businesses in the northwest portion of the node, much of the node features restaurants, offices (including several non-profit organizations), and retail, as well as some multifamily buildings. The southern end of the node includes a Housing Element opportunity site (opportunity site #32).

Café Chiave at southwest corner of Dwight intersection.

The **Ashby Node** is characterized by two new housing developments that incorporate mixed-use retail spaces on their ground floors (3015 and 3006 San Pablo Avenue). The northern side of the node includes the historic Heinz building which features a substantial setback (approximately 32 feet) and a narrow sidewalk (approximately 6 feet). It includes office and institutional uses, such as the Kala Art Institute. Ashby Plaza includes Looking Glass Photo & Camera, which has been based in Berkeley for over 50 years. The former Walmart building on the northeast corner has been vacant since 2021.

Looking south towards Ashby intersection from in front of the historic Heinz Building.

There are other areas not defined as nodes that provide neighborhood serving commercial retail, such as the intersection at Bancroft Avenue and south of Delaware Street.

Storefronts on the southeast corner of Delaware Street.

Map Segment 1: Albany to University Avenue Node

Ground Floor Use*

- Residential: R-1/ R-2
- Multi-Family: 5 units or more
- Mixed-Use
- Retail
- Food & Beverage
- Vacant Commercial
- Institutional
- Personal Services/ Medical
- Manufacture/ Wholesale
- Trade Services (Auto)
- Entertainment
- Professional Services/ Office
- C-W Zoning Boundary Node Area
- University Ave Node Area
- Specific Plan Boundary

Map Segment 2: University Avenue Node to Emeryville

*Note: Ground Floor Use is based on the Land Use Codes, which have been summarized to reflect main use for the individual parcels. The current ground floor acivity on site might differ.

Figure 14. Ground Floor Use based on Land Use Codes. Source: City of Berkeley, 2023. Alameda County Assessor, 2023.

State Legislation and Regional Policies

Several state laws and regional policies have been approved since the adoption of the City's General Plan in 2002. Many of these laws have made changes to the development review process, timeline, and requirements, as well as defined limitations on the City's discretion regarding project approval, conformance with certain development standards, and the applicability of the California Environmental Quality Act (CEQA). The Berkeley Municipal Code continues to be updated to remain consistent with the laws and policies. The following provides an overview of relevant legislation and policy to the Specific Plan.

State Legislation

- **Senate Bill 375** (2009): This legislation requires California to reduce greenhouse gas emissions by setting reduction targets, preparating regional Sustainable Communities Strategies, and aligning land use, housing, and transportation planning processes. As a Priority Development Area, the Specific Plan Area is part of the Bay Region's Sustainable Communities Strategy, which could help qualify Specific Plan implementation projects for funding.
- **Housing Accountability Act** (HAA): This legislation limits cities' ability to deny, reduce the density of, or make infeasible housing development projects or emergency shelters that are consistent with the City's objective local development standards and contribute to meeting housing need. The HAA was first enacted in 1982 and is continually amended to expand and strengthen its provisions. This effects how the Specific Plan's standards can be written and enforced.
- **Senate Bill 330** (2019): This legislation limits cities' ability to impose restrictions on housing developments. SB 330 seeks to expedite the housing approval process, enhance housing supply, and ensure predictability for developers by reducing regulatory uncertainty and potential obstacles to new housing construction. This also effects how standards can be written and enforced.
- **Senate Bill 35** (2017): SB 35 streamlines the housing approval process for qualifying multifamily residential projects with certain minimum affordable housing. This allows such projects to move more quickly through the City's review process and restricts the City's ability to reject these proposals to encourage the development of affordable housing. See more at the Housing and Community Development SB 35 Guidelines.
- **Assembly Bill 1397** (2017): AB1397 requires that sites identified under the 5th RHNA cycle for development that were unused be incorporated into the 6th cycle, with by-right approval for developments that include at least 20% affordable units for lower incomes.
- **Density Bonus** (Gov Code 65915): State density bonus provisions have changed frequently and significantly in recent years to further incentivize certain types of housing, including but not limited to various levels of affordability, senior, transitional, veterans, and student. In exchange for a commitment to build the specified housing type or meet a specified level of affordability, the City must allow a density bonus — an increase over the maximum allowable residential density. In addition to increasing density under density bonus law, developers can use "waivers" and "concessions" to reduce, modify, or waive development standards. The City cannot deny a requested concession or incentive unless they can make a written finding, based upon substantial evidence, that the requested incentive or concessions: 1) does not result in identifiable and actual cost reductions, 2) would have a specific adverse impact on public health, safety or on property which is listed on the state Register of Historical Resources and there is no feasible method to satisfactorily mitigate the specific adverse impact without making the project unaffordable to the affordable households; or 3) would be contrary to state or federal law. The use of concessions can limit the applicability of development standards and other requirements for projects that quality for a density bonus.
- **Assembly Bill 2011** (2022): AB 2011 allows for by-right approval of one-hundred percent affordable and mixed-income housing projects in zones where office, retail, or parking are the principally permitted use. This allows for the development of housing along commercial corridors when projects meet specific development standards, with one-hundred percent affordable projects facing the fewest requirements.

- **Senate Bill 6** (2022): SB 6 passed alongside AB 2011 and also allows for the development of housing where office, retail, or parking are the principally permitted use. SB 6 does not contain any explicit affordability requirements, nor does it allow for by-right approval. Should project applicants choose to adhere to the affordability requirements of SB 35, they may receive a streamlined approval process.
- **Assembly Bill 2097** (2022): This legislation prohibits parking requirements on most residential, commercial, and industrial development projects located within one-half mile of a major transit stop, unless the local agency makes certain findings. Stops along San Pablo Avenue have AC Transit bus service that qualifies them as major transit stops. Findings that could necessitate minimum parking requirements include: the project advances the City towards meeting its lower-income Regional Housing Needs Allocation (RHNA), it fulfills specific housing needs, such as housing for people with disabilities, or it is within one-half mile of existing residential or commercial parking.
- **Assembly Bill 101** (2019): AB 101 requires that Low Barrier Navigation Centers (LBNC) receive by-right approval in areas zoned for mixed-use and nonresidential zones permitting multi-family uses. LBNCs are housing first, low barrier, service-oriented shelters that aim to help people experiencing homelessness find permanent housing.
- **Assembly Bill 2162** (2018): This legislation requires that supportive housing be considered an allowed use by-right in zones where multi-family and mixed-uses are permitted, provided that the proposed project meets specified criteria.

Regional Policies

- **Plan Bay Area and Priority Development Areas:** Plan Bay Area 2050 is a long-range regional plan developed by MTC and Association of Bay Area Governments (ABAG) that integrates strategies to improve housing, the economy, transportation, and the environment with a focus on the region as a whole. The plan utilizes a combination of regulatory measures, funding mechanisms, community engagement, and ongoing assessment to implement these strategies. Priority Development Areas (PDAs) are designated areas that align transit access with opportunities of increased density of development. The majority of the San Pablo Specific Plan Area is a PDA.
- **Transit Oriented Communities (TOC) Policy:** In 2022, MTC adopted a regional TOC Policy. The potential application of the TOC Policy to the San Pablo Specific Plan is discussed in the Reslience and Climate Adaptation section of the document below.

Existing Policy Capacity Assessment

As of 2020, there were 2,588 existing housing units in the Specific Plan Area. The majority of existing housing units, 2,018 homes, are in multi-family housing with 5 or more units. See **Figure 15**.

The Housing Element sites inventory analysis identifies 75 sites for potential housing development within the Specific Plan Area (representing 20% of all the sites identified citywide). Based on existing land use and zoning regulation, the Housing Element demonstrates capacity for approximately 3,700 units on the 75 sites (representing 28% of the total capacity of the Housing Element sites inventory citywide). See **Figure 16** and **Appendix B**.

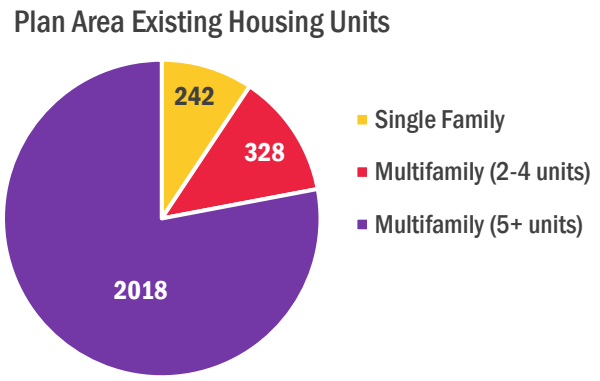

Figure 15. Distribution of Existing Housing Units in the Plan Area by Type. Source: City of Berkeley, 2023.

The Housing Element Update sites inventory identifies sites under three categories: likely sites, pipeline sites, and opportunities sites. Likely sites and pipeline sites include housing projects that have either already been approved or are actively engaging with the City in anticipation of submitting an application for review. The Housing

Element Update identifies 51 opportunity sites, 9 likely sites, and 15 pipeline sites within the Plan Area. Opportunity sites are vacant or underutilized sites with near-term potential for residential or mixed-use development. A range of land uses exist on opportunity sites. See **Table 3.** The majority of opportunity sites within the Plan Area are commercial uses at 35%, followed by vacant or parking lots at 27%.

Table 3: Existing Use of Specific Plan Area Housing Element Opportunity Sites

Existing Use	# of SPA Boundary Opportunity Sites	% of SPA Boundary Opportunity Sites
Auto-related uses (auto-body shops, car washes, smog shops, one gas station)	8	16%
Commercial uses (incl. storage facilities and one laundromat)	18	35%
Retail/restaurant uses	9	18%
Vacant/parking lot	14	27%
Single-family/parking lot	1	0.02 %
Public Lands	1	0.02%

Source: Street Level Advisors and Gordon Consulting, 2023.

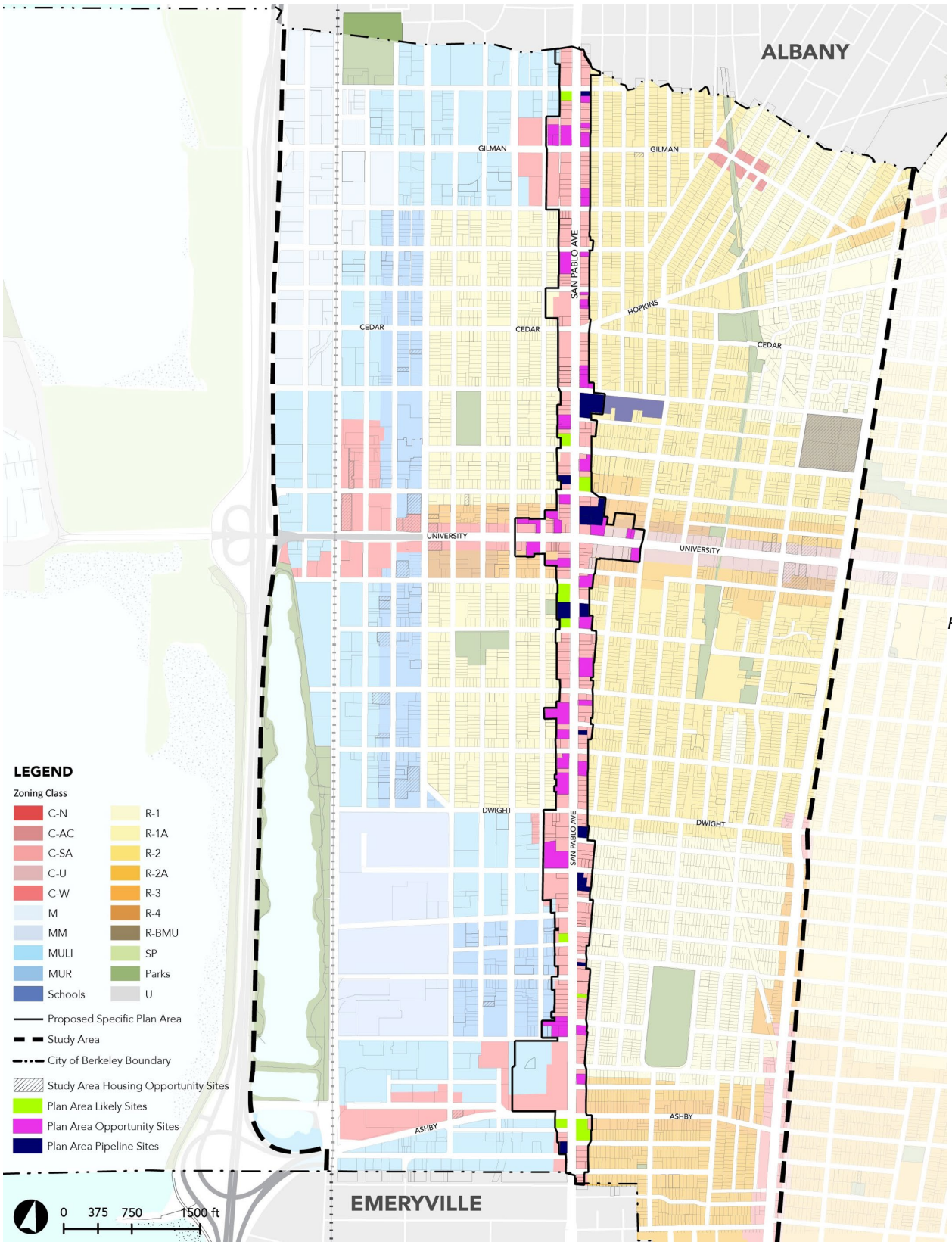

Figure 16. Plan Area Housing Element Update Housing Sites Inventory. Source: City of Berkeley. "Housing Element Update 2023-2031", 02.17.26

The Housing Element sites inventory shows **capacity** for an additional 3,700 units within the Specific Plan Area, based on existing zoning regulations. However, **actual** housing production relies on a number of factors including the housing development community (both private and non-profit) market conditions, construction costs, the decisions of individual property owners, and other factors that are not controlled by the City. In addition, and as outlined above, developers may use Density Bonus state law, which would allow for additional units. However, higher construction costs and increases in financing costs could reduce the anticipated housing production.

Affordable Housing Policies and Potential Production

Recent and Current Production

Citywide income restricted affordable units made up approximately 12.6% of housing units completed between 2015 and 2022.[32]

Potential Production

- As of 2022, there were 11 housing development projectsthat had been entitled along San Pablo Avenue but not yet issued Certificates of Occupancy. These buildings will provide 589 housing units, including an estimated 111 restricted affordable units (19.7%). An additional 2,029 units are under plan review.[33]
- The City's Housing Element identifies an additional 51 opportunity sites in the Study Area that could accommodate 2,023 housing units. If these projects use state density bonus at the rate that has been typical of recent projects in Berkeley, the City may see development of over 2,700 housing units.
- The approved and anticipated sites along San Pablo Avenue could accommodate approximately 5,349 housing units including 824 deed-restricted affordable units (15.4% of the total). See **Table 4**.
- If a regional housing bond is approved in November 2024, a higher share of Study Area sites are likely to be developed as 100% affordable housing projects.
- In addition to onsite affordable units, this level of development could generate roughly $20 million in in lieu fees which is sufficient to fund about one-third of the local subsidy needed to support the projected number of 100% affordable buildings in the Specific Plan Area.

Table 4: Potential Housing Production

	Total Units	100% Affordable	Onsite Affordable	% Affordable
Approved	589	63	52	19.7%
Permit Applications, etc	2,029	110	192	14.9%
Housing Element Opportunity Sites (including potential density bonus units)	2,731	148	258	14.9%
Total All Sites	5,349	321	503	15.4%

Source: City of Berkeley, Annual Progress Reports 2018-2022 and 6th Cycle Housing Element, Street Level Advisors calculations.

Berkeley Affordable Housing Preference Policy – In July 2023, Berkeley adopted a policy to provide a preference for current residents and descendants of residents of the city's historically redlined areas. Households with ties to redlined areas receive priority in leasing new City funded or regulated affordable units.

[32] CA Department of Housing and Community Development, 5th Cycle RHNA Progress Report.

[33] City of Berkeley Annual Progress Reports to the California Department of Housing and Community Development 2018-2022.

Commercial Displacement Risk

Existing Commercial Conditions

Local and Regional Commercial Tensions – Berkeley's Office of Economic Development's (OED's) 2016 Economic Development Work Session identified two primary commercial tensions on San Pablo Avenue.

- Local and regional interests for transportation and land use compete for space.
- Demand for housing development in the area threatens the existing concentration of auto businesses along San Pablo Avenue.

Local interests for the corridor emphasize better walkability, multi-modal transportation options, a broad range of businesses, and housing infill development. Regional interests support car access, street parking, and clusters of specialized businesses not widely available in other parts of Berkeley. This assessment suggests that those tensions continue in the Specific Plan Area.

Pandemic and Broader Economic Impacts – Nationally, small businesses closed at unprecedented rates from February to April of 2020**.** African-American, Latinx, Asian, immigrant, and women business owners were disproportionately affected, with African-American businesses owners most impacted.[34] Since then, many small businesses have re-opened or opened for the first time. During 2023, business owners cite inflation, supply chain effects, and filling open jobs as among their primary concerns.[35] Given this context, locally owned businesses on San Pablo Avenue are likely facing a baseline of vulnerability to displacement and/or closure given the pandemic, supply chain shifts, and inflation; businesses owned by people of color, immigrants, and women are likely feeling these pressures more acutely.[36]

Vacancy Rates – According to OED data, San Pablo Avenue's ground floor commercial vacancy rate (by square footage) doubled from 5.5% in 2017 to 10.8% in 2022. This rate increased most significantly, by three percentage points, from 2020 to 2021 and then again from 2021 to 2022, likely due to the impacts of the COVID-19 pandemic. This vacancy rate was notably higher than other commercial corridors such as Solano (3.7%), Elmwood (7.7%), and North Shattuck (4.4%), but similar to University (12.8%), Downtown (11.9%) and South Berkeley (11.8%) neighborhoods. By November 2024, the citywide ground floor commercial vacancy rate decreased from previous years, specifically San Pablo Avenue's vacancy rate dropped to 7.1%, which was lower compared to Downtown Berkeley (10.8%) and Telegraph Avenue (9.9%)[37]

Figure 17. High-profile commercial closures include, from left to right, Ohmega Salvage and Albatross Pub.

[34] Fairlie, Robert. "The Impact of Covid-19 on Small Business Owners: Evidence of Early-Stage Losses from the April 2020 Current Population Survey." 05, 2020.

[35] National Federation of Independent Business. Small Business Optimism Index, October 2023.

[36] Fairlie, Robert. "The Impact of Covid-19 on Small Business Owners: Evidence of Early-Stage Losses from the April 2020 Current Population Survey." 05, 2020.

[37] City of Berkeley. Berkeley Economic Dashboards Update. Special Meeting – City Council Work session, Feb 26, 2025, page 3. Accessed August 29, 2025

Locally Owned, Brick and Mortar Businesses and Associated Displacement Risks

The inventory of businesses on San Pablo Avenue was constructed based on the City of Berkeley's Business License database and a site visit conducted on August 3, 2023, along San Pablo Avenue. Because the scope of this analysis is limited to displacement risk and is not a broad market analysis, the inventory focuses on the narrower universe of businesses that are more likely to face consequential displacement pressures: locally owned businesses with brick-and-mortar storefronts on the corridor. These businesses were then classified according to type (see **Figure 20** for a map of these ground floor businesses) and according to displacement risk (dependence on car access and street parking; key business-owner demographics; historic and cultural significance; and accessibility to lower-income residents). A summary of key findings is below.

Locally Owned[38], Brick and Mortar Business Characteristics: Because the City does not collect demographic data about local business owners, this inventory used business-owner information from the active business license dataset, business websites, news articles, LinkedIn, Instagram, and Yelp to make exploratory conclusions about business-owner demographics; this assessment did not include a survey that asked business owners to share their demographic characteristics. Preliminary findings include:

- 90% of brick and mortar businesses on the corridor are likely locally owned businesses;
- 21% of those businesses are likely owned by women;
- 41% are likely owned by people of color; and,
- 28% likely hold some form of historic or cultural significance.

Given that a significant number of businesses on the corridor are likely owned by women and/or people of color and they may be facing baseline pressures coming out of the pandemic and due to inflation and additional structural barriers to capital, contracts, and market access, there is an opportunity during the Specific Plan process to direct additional time and attention to these businesses to understand how to best support their success and longevity on the corridor.

Commercial Parking Needs – Businesses along the street rely on customers being able to access the corridor via car and street parking. Several local businesses, such as Tokyo Fish Market, Emerald City Gowns, East Bay Nursery, and Cafe Leila, have small parking lots specific to those businesses, but most do not. Prior City assessments have identified auto and home improvement businesses as particularly dependent on street parking. Based on active business license data, auto businesses comprise 20% of brick and mortars and home improvement businesses make up 12% of brick and mortars. This assessment also estimates that businesses that A) are specialized and may need to attract customers from a broader geographic radius or that B) may be particularly difficult to shift to a customer base that relies on walking, biking and/or public transit (e.g., a customer base of families with children) are especially dependent on car access and street parking. All told, this category of businesses that are likely to be especially reliant on car access and street parking includes 35% of locally owned, brick and mortar businesses on the corridor.

[38] Whether businesses were locally owned was determined primarily according to owner information in the City's business license database and business websites and social media platforms. Local ownership means that the owner is based anywhere in the nine-county Bay Area.

Figure 18. Examples of businesses with small off-street parking lots, from left to right, Tokyo Fish Market and East Bay Nursery.

Auto Businesses – Auto businesses are prevalent and dispersed across the corridor. Many of these businesses opened in the 1970s and 1980s, although one appears to go back as far as 1946. There is an opportunity for the Specific Plan to evaluate the desire and needed policies for auto businesses to remain on the San Pablo corridor, particularly as auto technology continues to evolve.

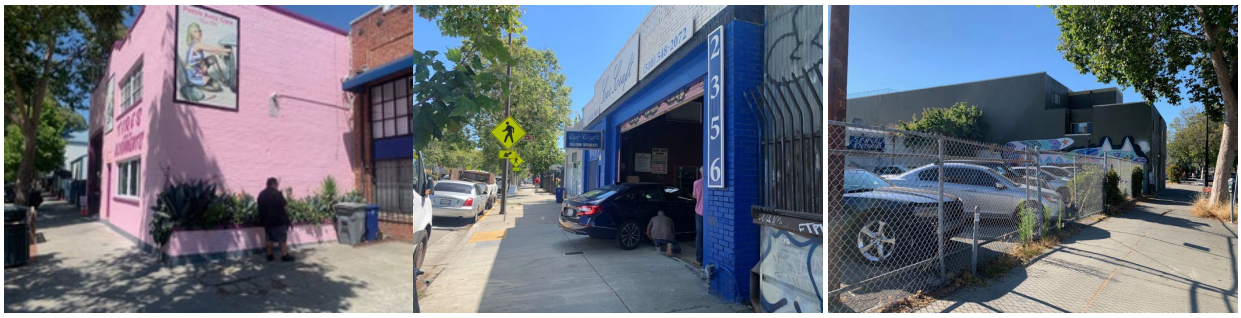

Figure 19. Example auto businesses include, from left to right, Patti's Auto Care, Car Craft Collision Specialists, and Used Car Sales.

Businesses potentially accessible to low-income residents – This inventory anecdotally identified businesses that meet the criterion of offering a lower relative price point for their goods or services and finds that approximately 10% of locally owned brick and mortar businesses may be particularly accessible to low-income residents in the area. These businesses were identified because they a) are a type of business that typically markets to lower-income residents (e.g., laundromat, corner store, to-go restaurant); b) they were described in online reviews as offering lower prices than their competitors; or c) they offer lower prices than similar businesses on the corridor (e.g., a vegetarian egg breakfast costs $10.95 vs. $19). The businesses identified include retail stores, a laundromat, restaurants, grocery stores, beauty salons, and several corner stores. As more market-rate housing is built on San Pablo Avenue, these businesses may face increased displacement pressures if the overall population becomes higher-income and rents and property taxes increase.

Potential Future Changes to Supply of Commercial Space

Current zoning does not require ground floor commercial space outside of commercial nodes. But the zoning code does allow extra height for mixed-use buildings along the corridor, and this appears to be encouraging developers to propose mixed-use projects along the corridor, with a few exceptions. The zoning code requires and encourages ground floor commercial space at the intersection of major transit corridors within commercial nodes. Discussions with developers, leasing agents, and real estate professionals indicate that a combination of rental costs, general retail and business conditions, and physical design of spaces (e.g., configuration and size of spaces, service and utility design) constrain the ability to lease these new commercial spaces.

Figure 20. Mix of ground floor locally owned, brick and mortar businesses. Source: Street Level Advisors and Gordon Consulting, 2023.

Public Realm Assessment

The public realm along San Pablo Avenue is defined by the qualities of streetscape - the sidewalk area within the public right of way and the improvements and activities that take place there. The context along the street affects the quality and experience of the public realm. The context includes the buildings, parking lots, and other frontages next to the street and the activities that occur there. Also, the conditions and quality of the roadway, median, and parking/loading lanes of San Pablo Avenue have an impact on the quality and experience of the public realm.

The public realm along San Pablo Avenue varies in quality and character See **Figure 21**. The Specific Plan process will explore options for common elements throughout the corridor, such as trees, and the potential for segment or district improvements. Places could have distinct decorative features like pedestrian lighting, artwork, and planting to create an inviting atmosphere. Currently, some uses and buildings provide distinct features that enhance the public realm, such as restaurants, cafes, and small businesses. These create a more engaging and active public realm.

Stretches with poor sidewalk conditions and landscaping that is not maintained, paired with vandalized or vacant building frontages or high fencing, contrast with the areas of activity. Those locations have less foot traffic and fewer parked cars.

Figure 21. The public realm along San Pablo Avenue varies in quality and character.

Streetscape Conditions

Landscape

The street trees along the sidewalks and landscaped medians are an asset for San Pablo Avenue's public realm. See **Figure 22**. However, there are gaps in the tree canopy and maintenance issues with trees and tree wells along the sidewalks.

Figure 22 Mature London Plain trees define the character of San Pablo Avenue.

In addition, there is limited landscaping along most of the sidewalks. See **Figure 23.** Some other major streets in Berkeley have business improvement districts that manage installation and maintenance of landscape, but San Pablo Avenue does not have any improvement districts.

Figure 23. The condition of tree wells varies throughout the corridor.

Lighting

Existing lighting along the street primarily illuminates the roadway and intersections. Nighttime sidewalk lighting levels tend to be low between intersections, unless storefront uses, buildings, or pedestrian lights at bus stops illuminate the sidewalk. See **Figure 24.** The 2004 Improvement Plan identified this issue and set new lighting standards. While there has been some implementation of the standards in front of new development, there have not been recent publicly funded pedestrian lighting improvements along San Pablo Avenue. The Alameda CTC Safety Enhancement Project will upgrade lighting at some improved bus stops and pedestrian crossings.

Figure 24. Existing roadway and pedestrian lighting.

Street Furnishings

Street furnishings such as benches and trash receptacles are almost exclusively at bus stops. There are some businesses that provide outdoor "café" seating for their patrons. See **Figure 25.**

Figure 25. Existing private outdoor "café" seating.

Sidewalk

Sidewalk conditions are variable. There are locations where adjacent parcels are vacant, underutilized, or for other reasons trash, leaf, and debris clutter the sidewalk. There are also places where the sidewalk needs repair. Typically, when development occurs adjacent sidewalks are reconstructed by the developer. See **Figures 26, 27, and 28**. There are several locations along the street where the sidewalks are new and are in good condition. The two Alameda CTC

projects will be making some sidewalk improvements, including widened sidewalks with bus bulbs into the parking lane at bus stops served by AC Transit Rapid service, see further discussion in the Mobility section.

Figure 26. Existing 13 ft. wide sidewalk.

Figure 27. Many existing sidewalks are in poor condition.

Figure 28. Some buildings provide additional sidewalk space.

Building and Site Frontages

There is a wide variety of frontage conditions along San Pablo Avenue today from tall fences or blank facades to active "storefront" restaurants and sidewalk tables.

There are older buildings that are vacant, several of which appear to not be actively on the market to be leased. Some, but not all, older buildings along the street have articulation, building form, and materials that are visually engaging and include murals. **Figure 29**.

Figure 29. Painted storefronts with murals provide visual interest when the building does not allow for windows and can represent the culture and values of the local community.

Some new developments have contributed to the landscape character of the street by setting back the ground level of the building to provide additional sidewalk and space of landscape, such as the landscape planters at The Jones north of Cedar Street. **Figure 30**. Others like Aquatic at Ashby have a small seating area and a bench and rain shelter built into the additional sidewalk level space. **Figure 31**.

Figure 30. Ground floor setback and planters at The Jones.

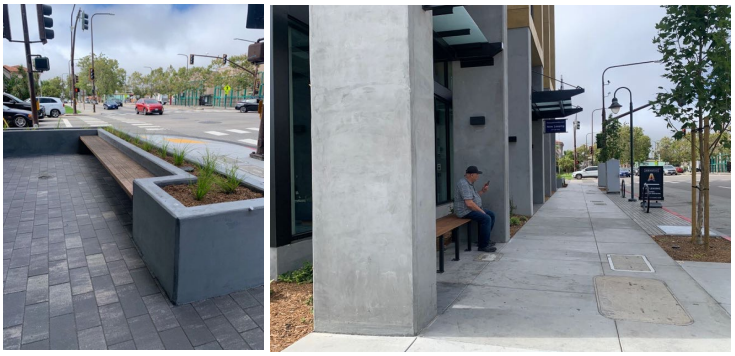

Figure 31. Semi-public space with seating and bus stop integrated in the Aquatic at Ashby frontage.

Parking Lots and Gas Stations

There are locations with larger parking lots or other auto circulation, such as the Solar Car Wash, the REI shopping center parking lot, and the McDonald's, which cater to vehicular movement, as opposed to pedestrians. The sidewalk frontages of these sites are typically not supportive of pedestrian activity along the street.

Activity and use of underused spaces. In some locations food trucks and trailers utilize former and current gas station locations as semi-permanent locations, which include makeshift outdoor seating. **Figure 32**. These illustrate the potential for active use of underutilized parking lots even if the parking is more heavily used on particular days or seasons.

Figure 32. Food trucks and trailers use underutilized parking and sites.

Safety

Conditions along the street can create an environment that feels unsafe. Assessment of crime data from the Berkeley Police Department from August 2022 to August 2023 shows a total of 578 incidents in the Specific Plan Area, which makes up 5 percent of the overall crime incidents in Berkeley during that time. Improved lighting at night, improvements to the general condition of the public realm, and development that supports activity along the street can change the impression that San Pablo Avenue is a particularly unsafe place.

Community Life along San Pablo Avenue

Community life describes the condition of people being in a public space and feeling part of and having the opportunity to interact with other community members who use the space. The physical constraints of the street and development patterns along San Pablo Avenue restrict public space to the typical 13-foot-wide sidewalks along the street.

Designated Nodes and Clusters of Activity

San Pablo Avenue features clusters of retail and other uses adjacent to five major intersections—Gilman Street, Cedar Street, University Avenue, Dwight Way, and Ashby Avenue—these are nodes of activity, each presenting a distinct mix of businesses and urban form that supports that activity. See **Figure 34** (Method of assessment, see **Table 5**). The 1993 West Berkeley Plan identified these locations as Commercial Nodes, and other public policies and regulations have been shaped to reinforce these nodes. The current zoning ordinance also provides some special standards, as discussed in the Land Use Planning policies section above. These have been successful to a greater or lesser extent in each node, and the extent of success has been affected by economic realities and property owner decisions.

Semi-Public Spaces

While there are no public parks along San Pablo Avenue, there are small enclaves of semi-public space, often as private outdoor spaces associated with restaurants and cafés. Also, some parking lots or other paved areas are used by adjacent businesses. Some new developments have included public benches or other elements in ground floor setbacks that are also semi-public.

Table 5: Methodology of assessing frontage activity along San Pablo.

	Sidewalk	Building Frontage	Other
Frontages that activate the sidewalk	Maintained and landscaped if any	Well maintained brick-and-mortar with pedestrian engaging features, such as storefront windows, murals, etc.	
Inactive Frontages that support some aspects of a comfortable walking environment	Maintained and landscaped if any	Landscape buffered setback, murals with minimal or no visible activity.	Maintained, landscaped buffered parking lots, or yards of auto-oriented uses.
Inactive Frontages	Poorly maintained and landscaped if any	Poor maintained, visibly damaged and/or looks unoccupied/ abandoned.	Parking lots and yards without landscape buffer. Fenced vacant land

Source: CD+A, 2023

Community Events and Social Engagement

There are existing organizations in the area that do provide community gathering venues, like Brasarte and Ashkenaz. Also, there are existing models for short term use of streets as public spaces – the SF Bay Brazilian Day & Lavagem festival, **Figure 33**, events during street closures in the Gilman District, and neighborhood street parties on blocks of streets that cross San Pablo Avenue.

Figure 33. 1901 San Pablo Avenue houses Brasarte and other Brazilian culturally oriented groups. The center and left photos show the 2023 Brazilian Day & Lavagem event on the block of Hearst St just east of San Pablo Avenue.

Study Area Community Spaces

The limited sidewalk or other public space within the San Pablo Avenue right of way make it make it difficult to create community gathering spaces within the Specific Plan Area. While opportunities may exist to create some smaller community spaces on side streets, residents and users of the Specific Plan Area are likely to rely on community space in the surrounding Study Area. The Specific Plan process can define ways to improve connections between the Specific Plan Area and surrounding parks, schools, and other community spaces can be improved.

Map Segment 1: Albany to University Avenue Node

Map Segment 2: University Avenue Node to Emeryville

Frontage Activity

- Frontages that Activate the Sidewalk and Support a Comfortable Walking Environment
- Inactive Frontages that Support Some Aspects of a Comfortable Walking Environment
- Inactive Frontages that do not Support a Comfortable Walking Environment

Commercial Nodes

- C-W Zoning Boundary
- University Ave Node Area
- Study Area
- Specific Plan Boundary

Figure 34. Observation of Frontage Activity *along the corridor. Source: City of Berkeley. CD+A. 2023.*

Resilience and Climate Adaptation Conditions and Plans

Existing Plans

Local-Hazard Mitigation Plan (LHMP), 2019 – The LHMP serves to assess current hazards and vulnerabilities, outlines a five-year Mitigation Strategy to reduce vulnerabilities through various actions, and ensures eligibility for pre-disaster mitigation grants and post-disaster federal and state recovery funding by meeting Federal Disaster Mitigation Act of 2000 requirements[39].

- **Risk of Liquifaction:** During a major earthquake event, much of the study area and westernmost parts of the city are at risk of liquefacation. Liquefaction can destroy pavements and dislodge foundations.
- **Potentially Seismically Vulnerable Buildings:** The LHMP discusses the Retrofit Grants Program and the updating of the city's inventory of Seismically Vulnerable Buildings in 2018. The update added 1,047 potentially vulnerable building that had not been previously identified. This increase was mainly due to the expansion of building construction types that were considered at risk. A number of the seismically vulnerable buildings are in the San Pablo Specific Plan Area, see **Figure 35**. This map reflects properties that are eligible for the Cal OES/FEMA Grant Program.
- **Floods:** Creek flooding in Berkeley has the potential to affect about 675 structures, mainly in the western, industrial area of the city. Storm drain overflow creates localized flooding in many intersections in Berkeley. FEMA flood risk maps illustrate the risks in the western industrial area. While this is within the Study Area, the flood risk maps indicate a very small area of flood risk potential on two properties in the Specific Plan area adjacent to Codornices Creek and the city of Albany. The LHMP also describes areas of the city that are at risk to localized flooding from storm drain overflow. San Pablo Avenue within the Potter Watershed between Ward and Murry Street has the potential to experience storm drain overflow.[40]
- **Hazardous Materials Transportation:** San Pablo Avenue is one of the streets in Berkeley that is a hazardous materials transportation route. Collisions with trucks carrying dangerous materials have occurred and can be expected to occur in the future.
- **Climate Change**: Like regions across the globe, the San Francisco Bay Area is experiencing negative impacts of climate change. Berkeley's Climate Action Plan identifies the City's plan for emissions reductions, known as climate change mitigation.
- **Hazardous Material Release:** The City has identified 15 facilities in Berkeley with sufficiently large quantities of toxic chemicals to pose a high risk to the community. Eleven of those 15 facilities are distributed in the most western parts of the Study Area, with 10 located south of University Avenue. Natural hazards identified in the plan could trigger the release of hazardous materials and put nearby residents at risk of exposure.

Climate Action Plan (CAP) – The plan, adopted in 2009, represents key strategies for achieving a sustainable future in Berkeley. Within transit corridors such as the San Pablo Avenue corridor, the City's CAP advocates for smart growth and increased 'walkability', 'bikeability', and public transit ridership.

- General Plan Open Space and Recreation:
    - As part of the City of Berkeley's General Plan, the City adopted the Open Space and Recreation Element in 2002. The Open Space and Recreation Element applies the following policies to the various parks and other natural areas in the Study Area, which include Strawberry Creek Park, George Florence Park, and San Pablo Park.

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[39] See Federal Emergency Management Agency (FEMA) Regulations and Guidance for further information.

[40] City of Berkeley. "2019 Local Hazard Mitigation Plan", 12.10.2019, p.9. https://berkeleyca.gov/sites/default/files/2022-01/Local-Hazard-Mitigation-Plan-2019.pdf

- Policy OS-4 Working with Other Agencies: Work with the Berkeley Unified School District, the University of California, the East Bay Municipal Utility District, and the East Bay Regional Park District to improve, preserve, maintain, and renovate their open space and recreation facilities.

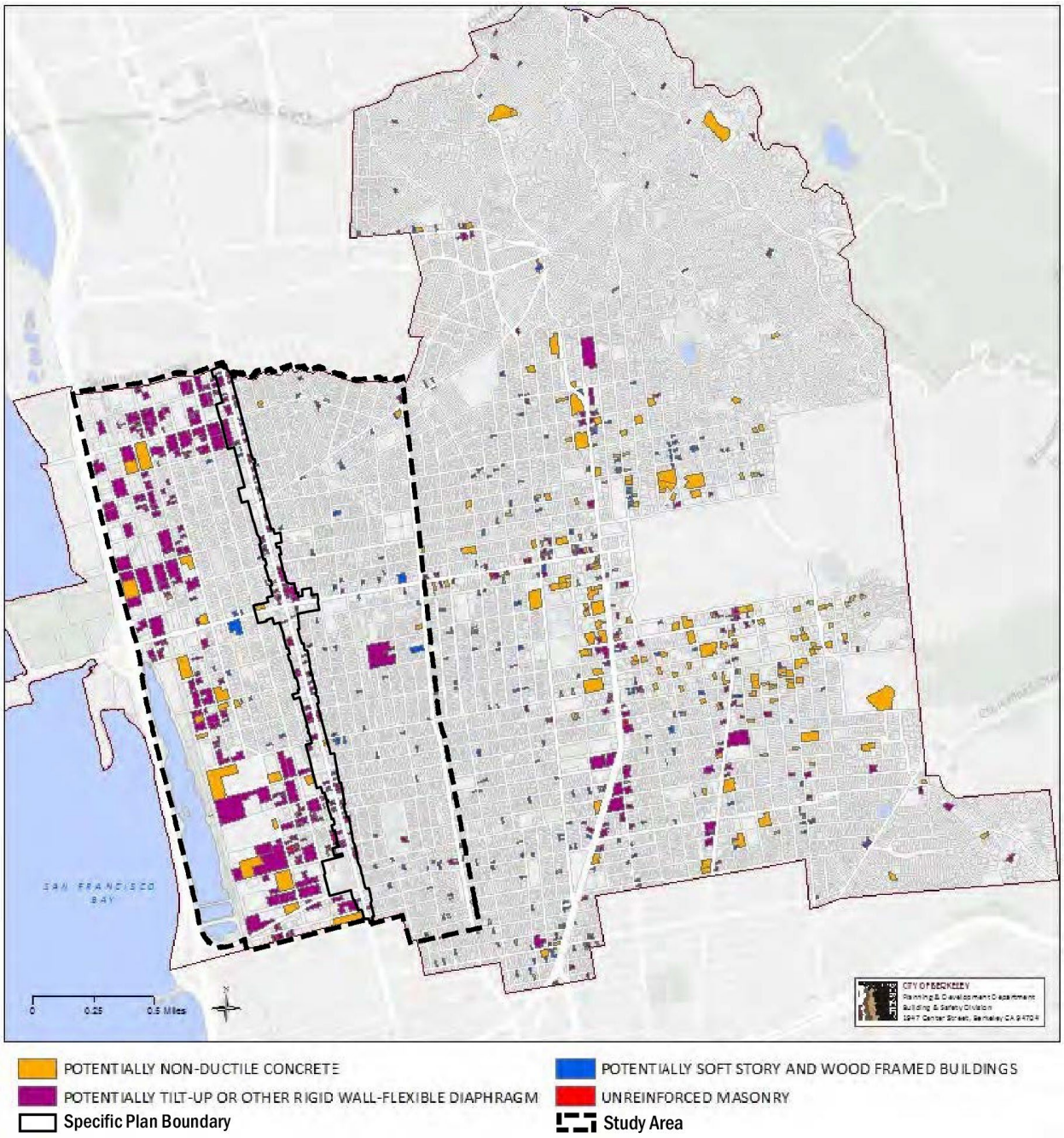

Figure 35. Updated Inventory of Seismically Vulnerable Buildings (2018). Source: 2019 Local Hazard Mitigation Plan.

- Policy OS-7 Serving Disadvantaged Populations: Within the context of open space resource allocations for new or expanded facilities, give high priority to providing additional facilities for populations that are disadvantaged or underserved.
- Policy OS-10 Access Improvements: Improve transit, bicycle, disabled, and pedestrian access to and between open space and recreation facilities.

Urban Tree Canopy – Berkeley's tree canopy encompasses approximately 38,000 trees. The Climate Action Plan recognizes an inequitable distribution of urban tree canopy in Berkeley, with fewer trees located in the West and South Berkeley neighborhoods, which includes the Study Area. This disparity in the tree canopy is graphically represented in **Figure 36**. The 2023 Climate Action Plan Update report recognizes this existing condition and states that the city will plant 1,000 new street trees along streets in West and South Berkeley neighborhoods over the next two years.

In contrast to the overall distribution throughout the city, San Pablo Avenue displays a relatively even distribution and dense tree coverage when compared to other corridors like University Avenue. This is due to three rows of trees (along both sidewalks and in the median of San Pablo Avenue) that are relatively consistent throughout the corridor. This is the result of efforts over the past 10 or so years to fill in gaps in the tree canopy along San Pablo Avenue.

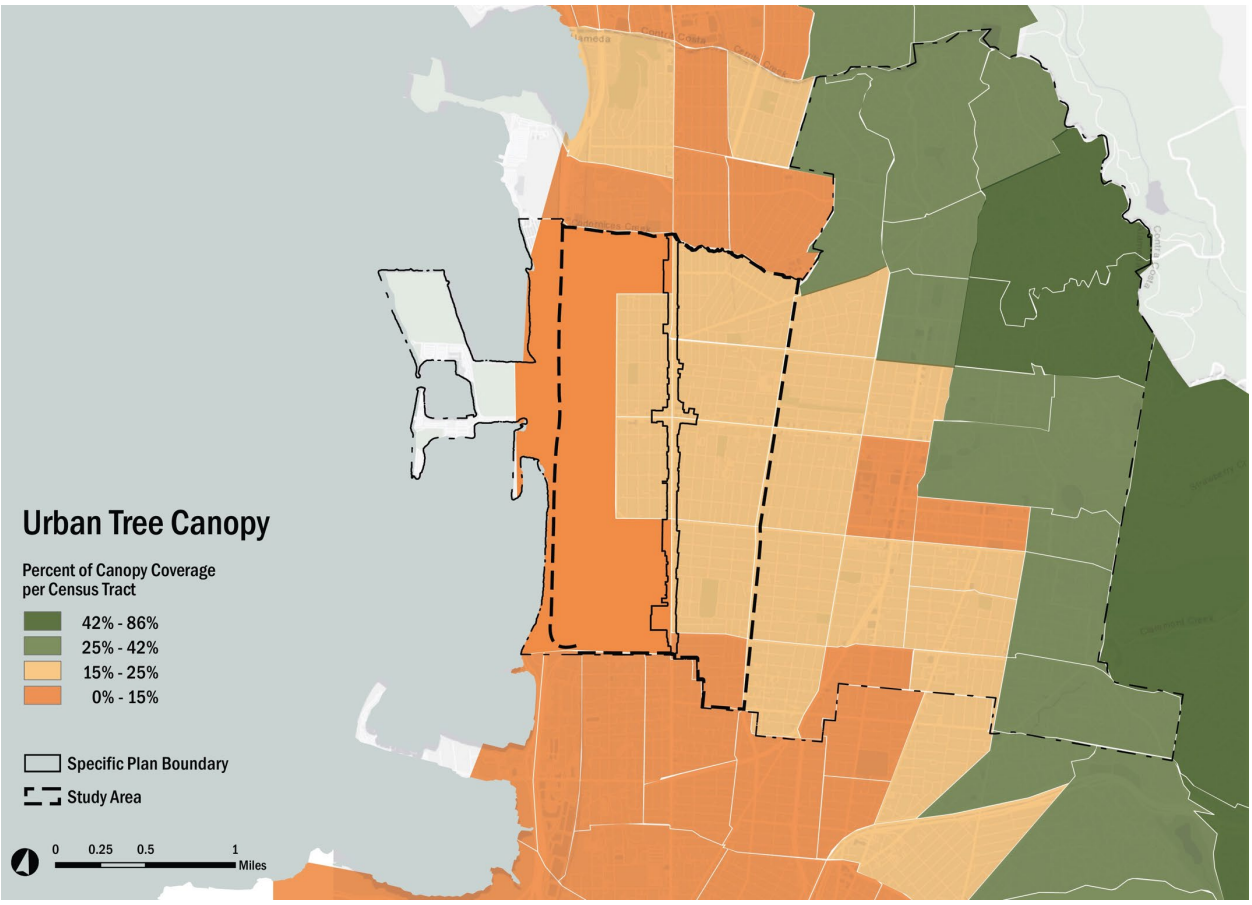

Figure 36. Urban Tree Canopy - percent coverage per Census Tract. Source: EarthDefine, USDA Forest Service, California Department of Forestry and Fire Protection, 2018.

Potential Future Opportunities

Transit-Oriented Community (TOC) Designation – In 2022, the Metropolitan Transportation Commission (MTC) adopted a TOC Policy to boost the overall housing supply and increase residential densities in transit-rich areas of the Bay Area; spur commercial development near transit hubs; promote bus transit, walking, biking and shared mobility; and foster partnerships to create transit-oriented communities where people of all income levels, racial and ethnic backgrounds, ages and ability levels can live, work and thrive. Future MTC One Bay Area Grant (OBAG) funding cycles will consider funding revisions to prioritize investments in TOCs.

Although not currently designated, the San Pablo Specific Plan Area is a potential future TOC given its mix of land uses including housing, jobs, services, and shopping with close proximity to transit. While only a small portion of the

Specific Plan area is within proximity to the types of existing transit that meet the requirements for TOC designation, see **Figure 37**, the City could choose to "opt in" the area as a TOC. The intersection of University and San Pablo Avenues is within ½ mile of the Berkeley Capitol Corridor Station (Tier 4 TOC designation). Should AC Transit implement bus rapid transit (BRT) service on San Pablo Avenue, the Specific Plan Area would qualify as a Tier 3 TOC. This designation could provide opportunities for the City to receive targeted funding for public improvements in the Specific Plan Area. To be eligible for OBAG 4 and other discretionary MTC funds that may be linked to TOC Policy compliance, the City would need to demonstrate compliance with TOC requirements prior to the adoption of OBAG 4 funding requirements which is expected to occur in 2026. [41]

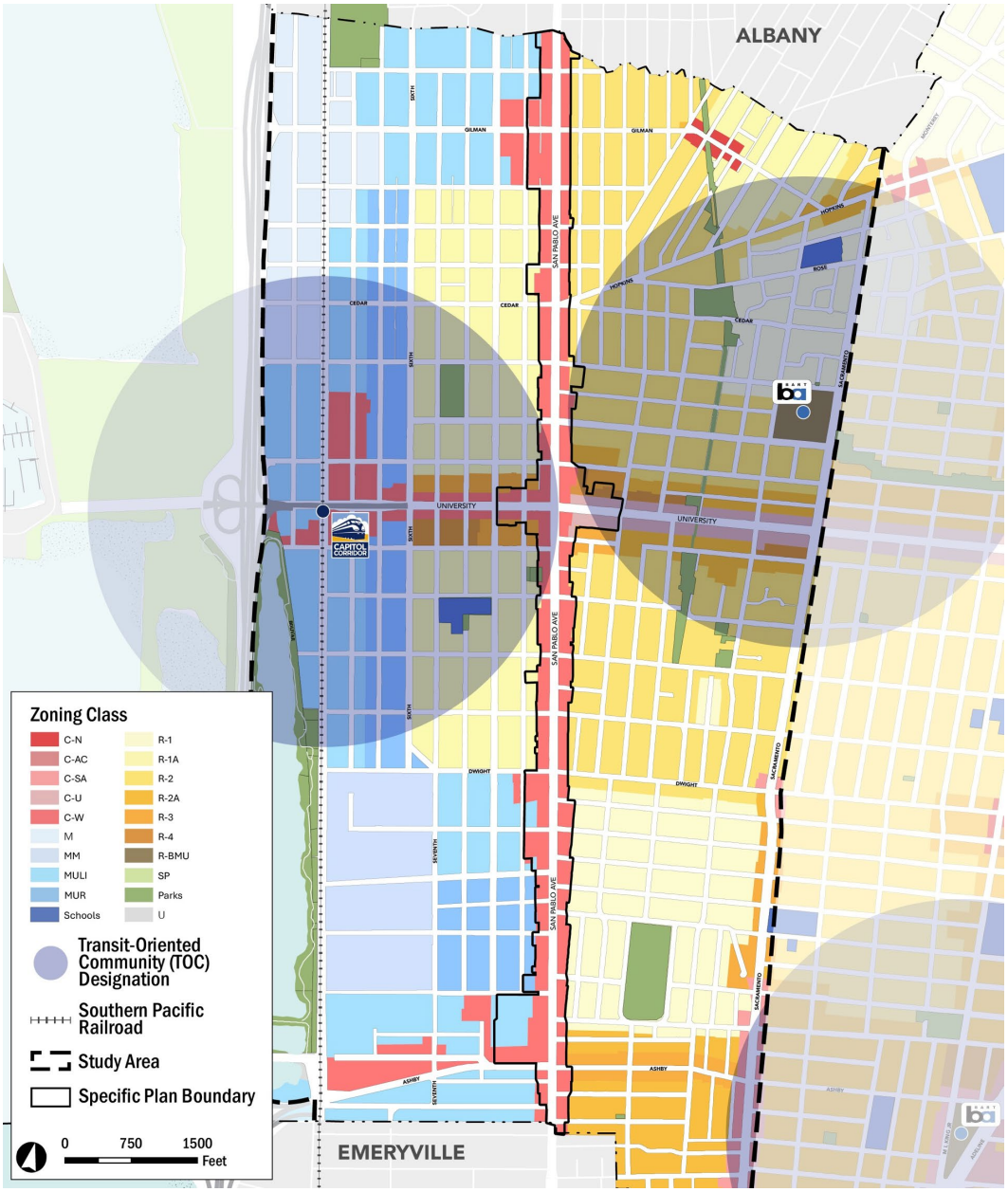

Figure 37. Transit Oriented Community (TOC) Designation. Source: City of Berkeley, MTC, 2023.

[41] *More information about MTC's TOC policy can be found at https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy.*

Appendix A.1

Table 1: Residential District Development Standards

Zoning District	Min Lot Area (sq. ft.)	Density (sq. ft.) Min Lot Area Per Unit	Height Limit			Yard[3]						Maximum Lot Coverage			Usable Open Space Per Unit (sq. ft.)	Density Assumption for Housing Element Update (du/acre) [7]
			Avg. Height	Max. Height (height overlay)	Stories (#)	Story	Front	Rear	Side	Street Side	Building Separation	Main Building Height (stories)	Interior and Through Lots (%)	Corner Lots (%)		
R-1 Single Family	5,000	__	28' [1]	35'	3	All	20'	20'	4'	4'	__	1 to 3	40	40	400	6
R-1A Limited Two Family	5,000	__	28' [1]	35'	3	1	20'	20'	4'	4'	8' [6]	1	40	45	400	15
						2	20'	20'	4'	4'	12' [6]	2	40	45		
						3	20'	20'	4'	4'	16' [6]	3	40	45		
R-2 Restricted Two Family	5,000	2,500	28' [1]	35' [2]	3	1	20'	20'	4'	10'	8'	1	45	50	400	20
						2	20'	20'	4'	10'	12'	2	40	45		
						3	20'	20'	6'	10'	16'	3	35	40		
R-2A Restricted Multiple Family	5,000	1,650	28' [1]	35' [2]	3	1	15'	15'	4'	6'	8'	1	45	50	300	25
						2	15'	15'	4'	8'	12'	2	40	45		
						3	15'	15'	6'	10'	16'	3	35	40		
R-3 Multiple Family	5,000	__[3]	35'	35' [10]	3	1	15'	15'	4'	6'	8'	1	45	50	200 [5]	40
						2	15'	15'	4'	8'	12'	2	45	50		
						3	15'	15'	6'	10'	16'	3	30	45		
R-4 Multi Family	5,000	__[3]	35' [8]	35' [9]	3 [4]	1	15'	15'	4'	6'	8'	1	45	50	200 [5]	75
						2	15'	15'	4'	8'	12'	2	45	50		
						3	15'	15'	6'	10'	16'	3	40	45		
						4	15'	17'	8'	12'	20'	4	35	40		
						5	15'	19'	10'	14'	24'	5	35	40		
						6	15'	21'	12'	15'	28'	6	35	40		

[1] Up to 35' allowed with an AUP.

[2] May exceed with an AUP.

[3] No minimum lot area per unit except for Group Living Accommodations (GLA). 1 GLA room for every 350 sq. ft; additional room allowed for any remaining lot area of more than 200 sq. ft.

[4] Main Buildings may exceed 35 ft. and three stories in height, to a height of, but not exceeding, 65 ft. and six stories subject to obtaining a Use Permit.

[5] 200 sq. ft. for each dwelling unit, 90 sq. ft. for each person in a Group Accommodation Room.

[7] As noted on page C-17 of the housing element. These Average Densities are conservative estimates of the number of units that could be developed. Table C-7 in the HEU demonstrates the Average and Maximum Density.

[8] Main Buildings may exceed 35 ft. and three stories in height, to a height of, but not exceeding, 65 ft. and six stories subject to obtaining a Use Permit.

[9] Up to 35' allowed with an AUP, 65' and six stories allowed with Use Permit.

[10] Residential Additions max. 16' or 35' with an AUP.

Table 2: Commercial and Mixed-Use and Residential Development Standards

Zoning District	Max. FAR (Non-Res/MU only)	Max. Height (Com-Res-Only/MU)	Max. Stories (Com-Res-only/MU)	Open Space (SF/unit) (MU/Res. only)	Max. Coverage (Com-Res-Only/MU)	Setbacks[3]		Main Building Separation	Min. Lot Area (SF)	Density (DU/acre)	Density Assumption for Housing Element Update (du/acre)[7]
C-U University Avenue	2.2-3.0/None	36-48'[1]/36'	3-4[1]	200	100%/40-50%	Res/Non. Res. Uses	**Front/street (non-res. fronting on University Avenue)**: • Avg 2' • 2' at all sidewalk pedestrian entries. **Front/street (res. fronting on University Avenue):** • Avg 2' • Max 10'[5] **Front/street (not fronting University Avenue and confronting a non-res. district):** No minimum. **Rear (south side of University Avenue; abutting res. district):** Min 10' or 10% of lot depth, whichever is greater, and average of 20'[6] **Rear (south side of University Avenue not abutting res. district):** No minimum. **Rear (north side of University Avenue)**: per section 23.204.060.D.5, must not cast a shadow at noon more than 20' onto any lot in a residential district as calculated when the sun is at a 29-degree angle above the horizon (winter solstice). **Interior side:** No Minimum **Street side:** 2' average	Res. only projects: • 1st story: 8' • 2nd story: 12' • 3rd story: 16'	None/5,000[2]	None	150
						Res. Only Uses[8]	**Front[9]:** • Avg 2' • Max 10' **Rear:** 15' **Interior:** • 1st story: 4' • 2nd story: 4' • 3rd story: 6' **Street side:** • 1st story: 6' • 2nd story: 8' • 3rd story: 10'				
C-W West Berkeley	3.0	40-50'	3-4[4]	40	100%	None[3]		None	None	150	

[1] 3rd floor and above residential only.

[2] Standards included are for residential or mixed use. Standards differ slightly for live/work project.

[3] Lots abutting/confront a residential district: same as required front and street side setback in adjacent residential district, 5 ft interior side, and 10 ft or 10% of the lot depth, whichever is less, rear setback. See Section 23.304.030.C.2.

[4] 50 ft. and 4 stories allowed for mixed-use projects. The 4th floor must be residential or live/work.

[5] A maximum setback of 10 ft is only permitted for landscaping that enhances the streetscape and provides privacy for residential units on the first floor.

[6] See 23.304.030(C)(2)(b) (Modifications in Commercial Districts) for allowed reductions.

[7] As noted on page C-17 of the housing element. These Average Densities are conservative estimates of the number of units that could be developed. Table C-7 in the HEU demonstrates the Average and Maximum Density.

[8] May be modified with a UP(PH).

[9] Setback area must be used to accommodate landscaping that enhances the streetscape and provides a sense of privacy for residential units on the first floor.

Table 3: Manufacturing Districts Development Standards

Zoning District	Min Lot Area (sq. ft.)		Min. Lot Width	Height Limit		Lot Line Setbacks				Building Separation	Maximum Lot Coverage	FAR	Usable Open Space Per Unit (sq. ft.)		Density Assumption for Housing Element Updates (du/acre)[7]
						Front	Rear	Side	Street Side						
M Manufacturing	20,000		N/a	45'		No Minimum	No Minimum	No Minimum	No Minimum	No Minimum	100%	2.0	N/A		N/A
MM Mixed Manufacturing	20,000		N/a	45'		No Minimum	No Minimum	No Minimum	No Minimum	No Minimum	100%	2.0	N/A		N/A
MU-LI Mixed Use-Light Industrial	No Minimum		N/a	45'		No Minimum	No Minimum	No Minimum	No Minimum	No Minimum	100%	2.0	N/A		N/A
MU-R Mixed Use-Residential District[8]	New Lot	No Minimum	40'	Live/work	28' and 3 stories[3]	5'	No Minimum[5]	No Minimum	5'	No Minimum	100%	1.0/1.5[6]	Per Dwelling Unit	150	24.5
				Residential or mixed-use[2]	35' and 3 stories										
	Per Dwelling Unit or Live/Work Unit	1,250[1]		All other uses	35' and 2 stories[4]								Per Live/Work Unit	40	

[1] One additional dwelling unit allowed for remaining lot areas between 750 and 1,250 square feet.

[2] Mixed use is defined here as a building with 50 percent or more of gross floor area used for residential (including live/work) purposes.

[3] Maximum 35 ft. with a Use Permit.

[4] Maximum 3 stories for arts/craft studios and light manufacturing (with no other non-residential uses) on a block without dwelling units.

[5] Minimum 5 ft. if rear of lot abuts a street.

[6] Maximum 1.5 for buildings with 50 percent or more residential or live/work floor area.

[7] As noted on page C-17 of the housing element. These Average Densities are conservative estimates of the number of units that could be developed. Table C-7 in the HEU demonstrates the Average and Maximum Density.

[8] Standards included are for residential or mixed use. Standards differ slightly for live/work project.

Table 4: Ground Floor Uses along San Pablo Avenue

	Allowed Ground Floor Uses	Allowed Ground Floor Uses with Use Permit	Minimum Floor to Ceiling Height	Minimum Floor Area[2]	Minimum Street Frontage[3]	Minimum Area for Retail Sales, Personal and Household Services, or Food Service[4]	Maximum Area for Office Use[4]
C-W	See Table 23.204-1.[1]	N/A	N/A	N/A	N/A	N/A	N/A
C-W Designated Nodes	Retail Sales, personal and household services, retail financial services (banks), food and alcohol service, lodging, entertainment and assembly uses, gasoline/vehicle fuel stations, vehicle repair, new car sales, used vehicle sales, required access to and lobbies serving upper-story uses. Prohibited Uses: Vehicle rentals, used vehicle sales when not principally in buildings, vehicle washes, tire sales and service, open air markets, circus/carnivals. Public utility substation buildings or tanks.	N/A	N/A	N/A	N/A	N/A	N/A
C-U	See Table 23.204-1 and BMC 23.204.060.B.	Residential Only Uses, Ground floor residential uses (incl. leasing and management offices and other similar resident-serving uses).	12 ft.	15% 10% with Use Permit	50%	No minimum	No maximum
C-U Designated Node	Residential uses must be integrated with non-residential uses in a mixed-use development.	N/A	12 ft.	30% 20% with Use Permit	75%	75% 50% with Use Permit	25%

[1] Mixed-use projects in C-W are subject to permit requirements in Table 23.204-41.

[2] Calculated as percent of project land area.

[3] Calculated as percent of project's University Avenue frontage.

[4] Calculated as percentage of minimum required ground floor commercial floor area.

Appendix A.2

Table 1: Housing Sites Inventory for the Plan Area and City of Berkeley

				Affordability												Total		
				Extremely Low / Very Low			Low			Moderate			Above Moderate					
	City	SPA SP		City	SPA SP		City	SPA SP		City	SPA SP		City	SPA SP		City	SPA SP	
	(sites)	(sites)	(% of City)	(units)	(units)	(% of City)	(units)	(units)	(% of City)	(units)	(units)	(% of City)	(units)	(units)	(% of City)	(units)	(units)	(% of City)
Pipeline Sites - Applications Under Review or Anticipated	69	15	22%	437	134	31%	142	54	38%	41	30	73%	3,991	921	23%	4,611	1,139	25%
Likely Sites - Entitled Projects since 2018	48	9	19%	133	34	26%	166	0	0%	9	0	0%	1,793	486	27%	2,101	520	25%
Opportunity Sites: Underutilized	158	46	29%	1,571	560	36%	1,557	555	36%	1,831	473	26%	1,205	337	28%	6,164	1,925	31%
Opportunity Sites: Vacant	101	5	5%	37	0	0%	36	0	0%	36	36	100%	216	62	29%	325	98	30%
Total	**376**	**75**	**20%**	**2,178**	**728**	**33%**	**1,901**	**609**	**32%**	**1,917**	**539**	**28%**	**7,205**	**1,806**	**25%**	**13,201**	**3,682**	**28%**

Source: City of Berkeley, 2023. 2023-2031 Housing Element Update. Tables C-3, C-6, and C-10.

Appendix B: Opportunity Sites

San Pablo Avenue Specific Plan

- Final Draft –

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Opportunity Sites Tables

Table 1: List of 2023-2031 Housing Element Update Opportunity Sites Within the Specific Plan Area

HE Site Number	APN	Address	Vacant Lot	Existing Land Use	Acres
12a	060 235401100	1041 GILMAN ST	No	Parking lot	0.19
12b	060 235401302	1233 10TH ST	No	Parking lot	0.32
12c	060 235401200	1031 Gilman St	No	Parking lot	0.15
13a	057 208801100	1071 UNIVERSITY AVE	No	Parking lot	0.3
13b	057 208801500	1917 10TH ST	No	Parking lot	0.25
15a	059 228702500	1629 SAN PABLO AVE	No	1-story retail (party store)	0.11
15b	059 228702400	1633 SAN PABLO AVE	No	1-story retail (party store)	0.11
15c	059 228702102	1639 SAN PABLO AVE	No	1-2 story commercial	0.3
16	060 235401001	1049 GILMAN ST	No	1-story retail (liquor, Dollar Tree)	0.61
17	059 233100200	1440 SAN PABLO AVE	No	2-story freestanding furniture strip retail and parking lot (West Berkeley Commercial Center)	0.67
18	056 198303103	2235 SAN PABLO AVE	No	2-story storage facility and parking lot (Berkeley Self Storage)	0.7
19	056 193200803	2424 SAN PABLO AVE	No	Self-service car wash	0.73
22	056 193300602	2332 SAN PABLO AVE	No	1-story commercial building and open lot dedicated to plants - East Bay Nursery	1.03
32	054 178000801	2546 SAN PABLO AVE	No	1-story Bank of America (temporarily closed) and large parking lot	1.43
38	057 208502600	1111 UNIVERSITY AVE	No	1-story commercial (Halmar Work Clothes Center)	0.47
46	056 198304001	2197 SAN PABLO AVE	No	1-story standalone restaurant (Jack in the Box) and parking lot	0.4
47a	060 240502100	1275 SAN PABLO AVE	No	1-story garage or storage facility	0.06
47b	060 240502000	871 HILLSIDE AVE	No	1-story auto-related office and parking lot (smog shop)	0.29
48a	058 212701200	1730 SAN PABLO AVE	No	1-story commercial (building materials store); adjacent to parking lot	0.07
48b	058 212701101	1726 SAN PABLO AVE	No	Parking lot for building materials store	0.14
48c	058 212700901	1724 SAN PABLO AVE	No	1-story retail (Cafe Leila, accessories shop) and parking lot	0.26
49a	053 166101900	1043 HEINZ AVE	No	Large parking lot and single family house	0.2
49b	053 166101801	2840 SAN PABLO AVE	No	Parking lot	0.26
50a	060 240401801	1399 SAN PABLO AVE	No	Chevron Gas Station	0.21

50b	060 240402000	1337 SAN PABLO AVE	No	Autobody shop and parking lot	0.22
51a	053 166101400	2830 SAN PABLO AVE	No	1- story commercial	0.15
51b	053 166101501	2832 SAN PABLO AVE	No	1- story commercial	0.31
52a	057 208901201	1011 UNIVERSITY AVE	No	2-story standalone vacant commercial building (former Premier Cru wine store).	0.24
52b	057 208901500	1925 9TH ST	No	Public land, parking lot behind Bauman College	0.15
53	056 192802701	2407 SAN PABLO AVE	No	Cement lot with storage sheds	0.36
54	056 198200201	2111 SAN PABLO AVE	No	Parking lot	0.42
55	057 208602903	1819 SAN PABLO AVE	No	1-story autobody shop and parking lot, (Nate's Green Garage, auto detailing)	0.42
56	056 193200401	2400 SAN PABLO AVE	No	2-story retail and cement lot (Nu Gu Na restaurant + Ohmega Salvage)	0.44
58	056 197300601	1010 UNIVERSITY AVE	No	UA Homes parking lot	0.46
59	056 197800802	2040 SAN PABLO AVE	No	Vacant 1-story commercial building	0.46
107a	057 208500702	1187 UNIVERSITY AVE	No	1-story laundromat, last sold in Oct 2016, 10 surface parking spaces, no lease or tenant data available on CoStar, Walker's Paradise (97), Good Transit (65); lot owned by same owner as adjacent lot (057 208500801)	0.08
107b	057 208500801	1181 UNIVERSITY AVE	No	1-story restaurant (Eat @ Thai – tenant since Jul 2016), no sale data available on CoStar; Walker's Paradise (97), Good Transit (65); lot owned by same owner as adjacent lot (057 208500702)	0.11
109	056 197900100	1198 UNIVERSITY AVE	No	Auto car wash	0.28
111	060 239501700	1501 SAN PABLO AVE	No	Vacant 1-story commercial building	0.07
112	053 166202100	2835 SAN PABLO AVE	No	Vacant 1-story commercial building (former BPOE Lodge - permanently closed)	0.08
113a	060 239503100	1513 SAN PABLO AVE	No	1-story autobody shop	0.06
113b	060 239503301	1507 SAN PABLO AVE	No	Vacant 1-story storefront for sale	0.15
114	060 239500100	1100 PAGE ST	No	Parking lot	0.11
115	060 240502401	1229 SAN PABLO AVE	Yes	Vacant 1-story commercial building, for sale sign	0.12
116	053 166200101	2825 SAN PABLO AVE	Yes	Vacant lot	0.17
117	060 240503101	1205 SAN PABLO AVE	Yes	Vacant lot	0.17
118	056 192602000	2309 SAN PABLO AVE	No	1-story commercial + parking lot (Afghan Burrito)	0.19
121	053 162901901	2959 SAN PABLO AVE	No	1-story commercial/auto-related use (Berkeley Star Smog)	0.25
122	057 208800400	1900 SAN PABLO AVE	Yes	Vacant lot	0.27

124	056 193302403	2366 SAN PABLO AVE	No	1-story commercial building + parking lot (Berkeley Patients Group)	0.33
195	059 228702000	1117 VIRGINIA ST	Yes	Vacant lot, same owner as 1639 San Pablo	0.06

Table 2: San Pablo Avenue Specific Plan Proposed Opportunity Sites

SP Add. Sites #	APN	Address	Vacant Lot	Existing Land Use	Acres	Site Criteria / Rationale
A	053 165200105 and 053 165200101	1099 ASHBY AVE	No	1 and up to 3 story commercial with large surface parking	6.32	Large property with significant surface parking, overall low FAR. Could infill parking lot with structured parking and new development. Historic buildings likely a combination of preserving some full buildings and some only preserving street facing facades. Have factored down site area to assume 60% of total site being developed.
B	053 166102000	1035 HEINZ AVE	No	1 story light industrial	0.14	Same ownership as adjacent HE Opportunity site parcels.
C	053 166102100	1033 HEINZ AVE	No	1 story light industrial	0.12	Small property surrounded by other properties under one ownership.
D	053 162802601	2995 SAN PABLO AVE	No	1 story commercial and surface parking lot	0.60	Large parcel with vacant building (former Walgreens) and relatively low FAR
E	054 178601600 and 054 178601401	2625 AND 2641 SAN PABLO AVE BERKELEY	No	1 story commercial and surface parking lot	0.44	Two parcels with one owner, low FAR current development
F	054 178401900	2551 SAN PABLO AVE BERKELEY	No	1 story commercial with side service and parking area	0.32	Currently a towing service, low FAR
G	056 193300500	2300 SAN PABLO AVE BERKELEY	No	Surface Parking Lot	0.23	Different owner address from adjacent East Bay Nursery (a HE Opp Site) but both in Moraga; suspect could be one development project
H	57-2085-7-1	1199 UNIVERSITY AVE	No	1-story commercial building (Foster's Freeze)	0.21	Same ownership as adjacent HE Opportunity site parcels.
I	57-2085-14-1	1101 UNIVERSITY AVE	No	1 story 2-3 tenant commercial building with some parking	0.30	Has been vacant for several years, appeared to have last sold in 2023

J	057 208901401	1001 UNIVERSITY AVE	No	1-2 story community building	0.48	This is the city-owned parcel at northeast corner of 9th and University.
K	057 208800500 and 057-2088-6	1920 and 19xx SAN PABLO AVE	Yes	1 parcel w/ 1 story commercial building and some open space other parcel vacant	0.32	Same ownership two parcels
L	060 235401403	1235 10TH ST	No	1-story commercial building and parking	0.26	C-W zoned property about 0.6 FAR recommending to add to Gilman Node
M	060 235400300 and 060 235400402	1212 and 1214 SAN PABLO AVE	No	1- story vacant commercial building and 1-story light industrial/auto serving bldg	0.29	Same owner as approved project to the north
N	060 239501600	1443 SAN PABLO AVE	No	1-story commercial building	0.17	HE Opp Site #114 is a parking lot that serves adjacent building and has same property owner.
O		1095 University Ave	No	2-story vacant commercial	0.11	Former Wells Fargo Bank building

Opportunity Sites Key Map

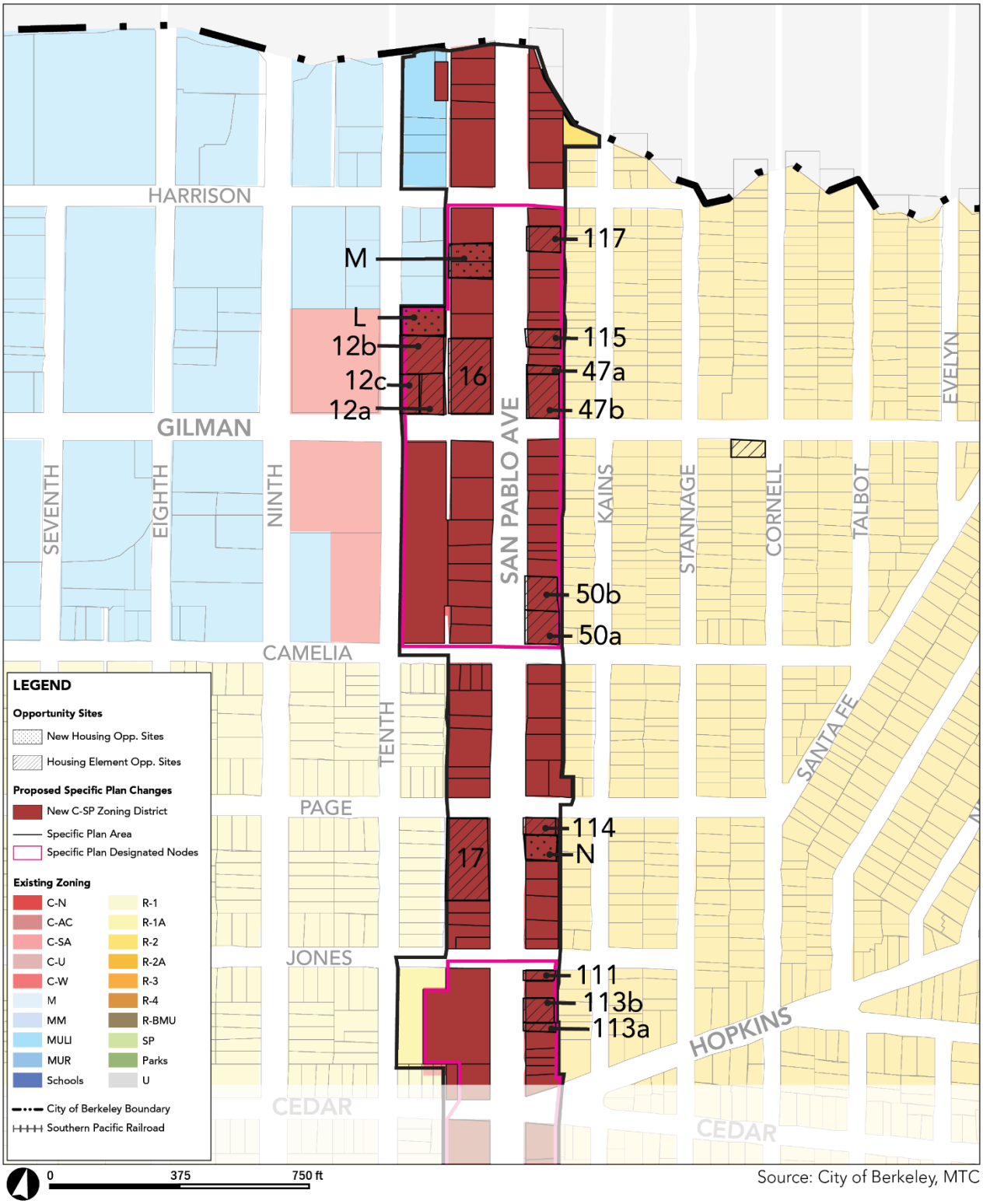


Figure B.1 Opportunity Sites Map – Part 1

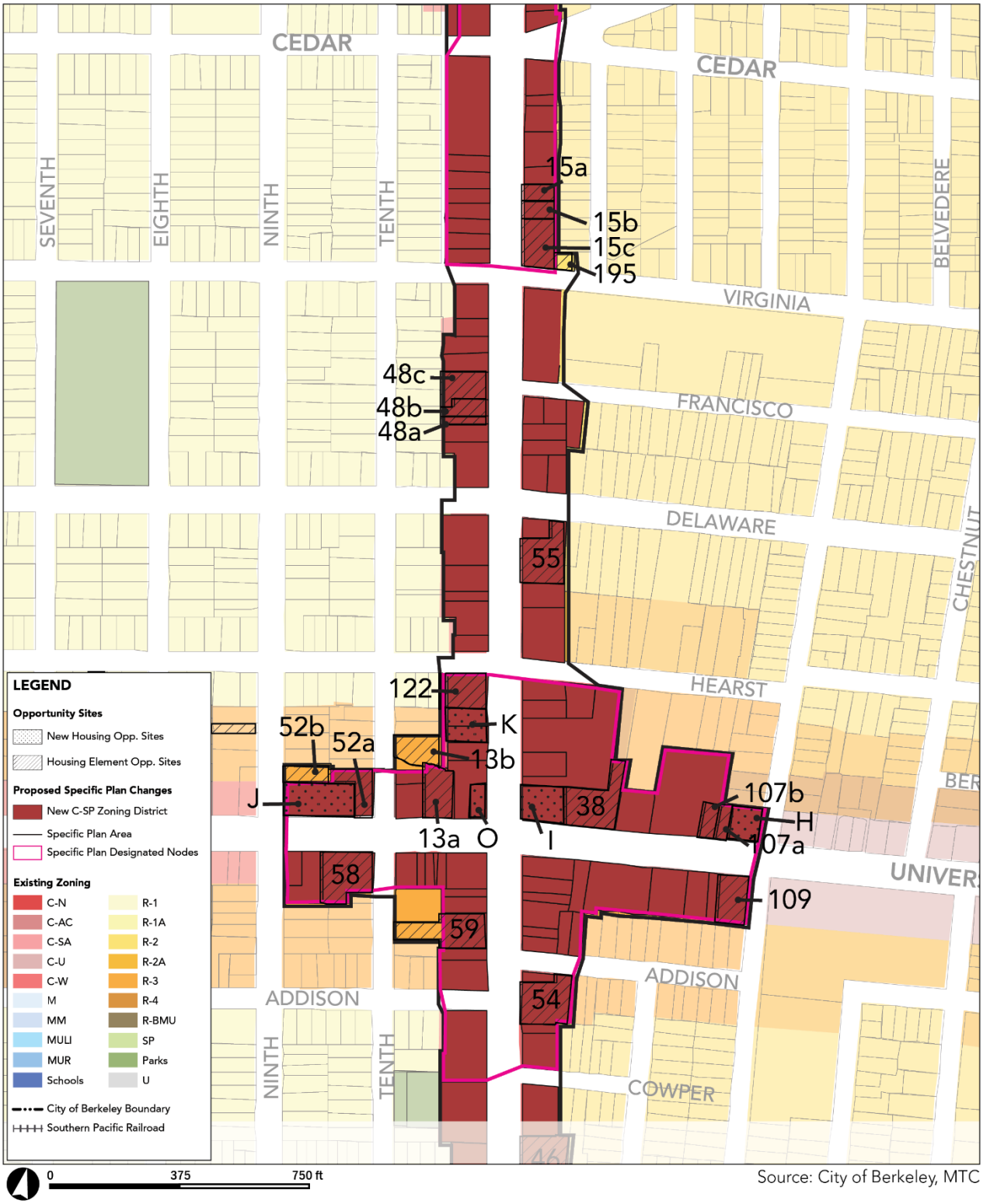


Figure B.2 Opportunity Sites Map – Part 2

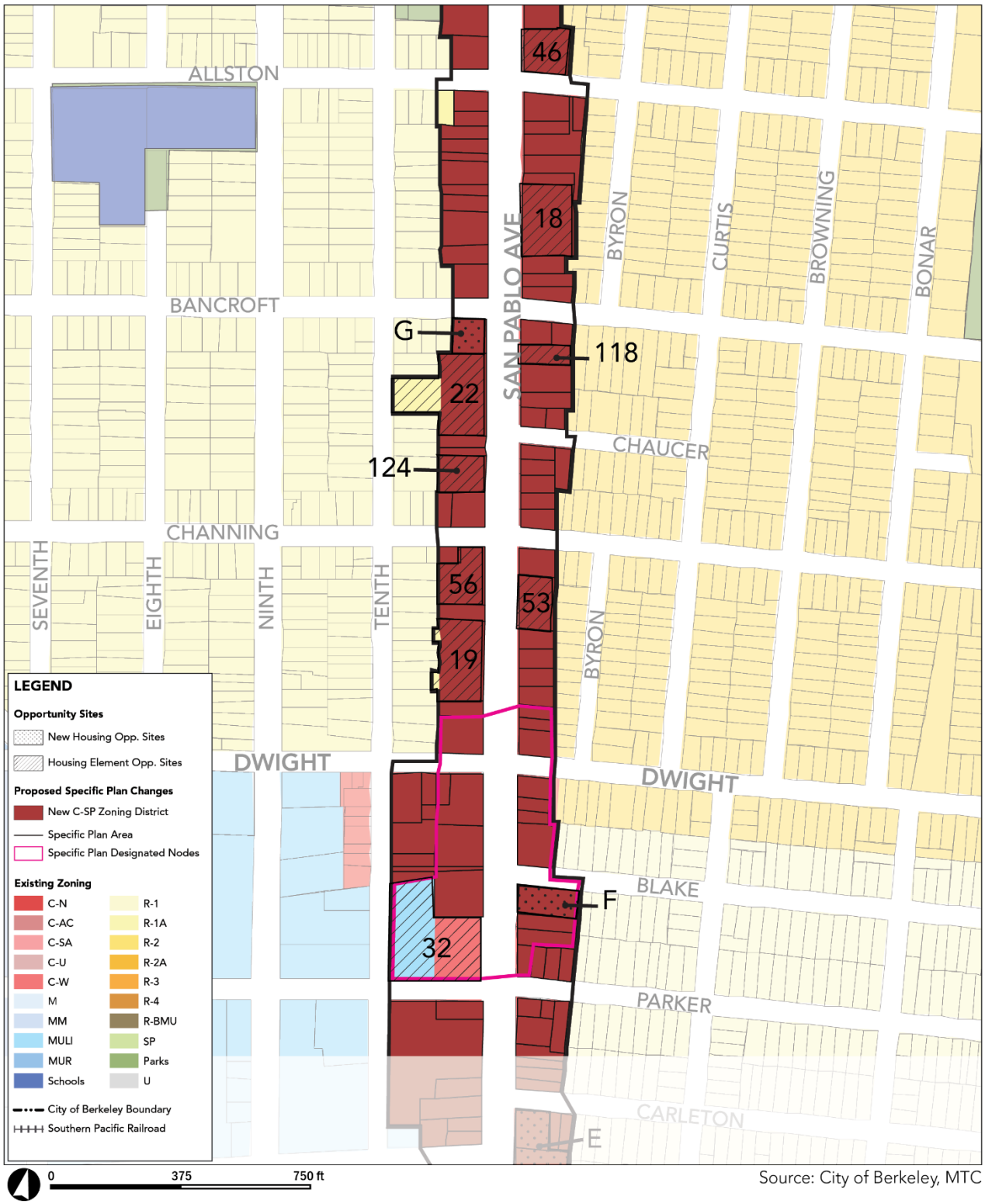


Figure B.3 Opportunity Sites Map – Part 3

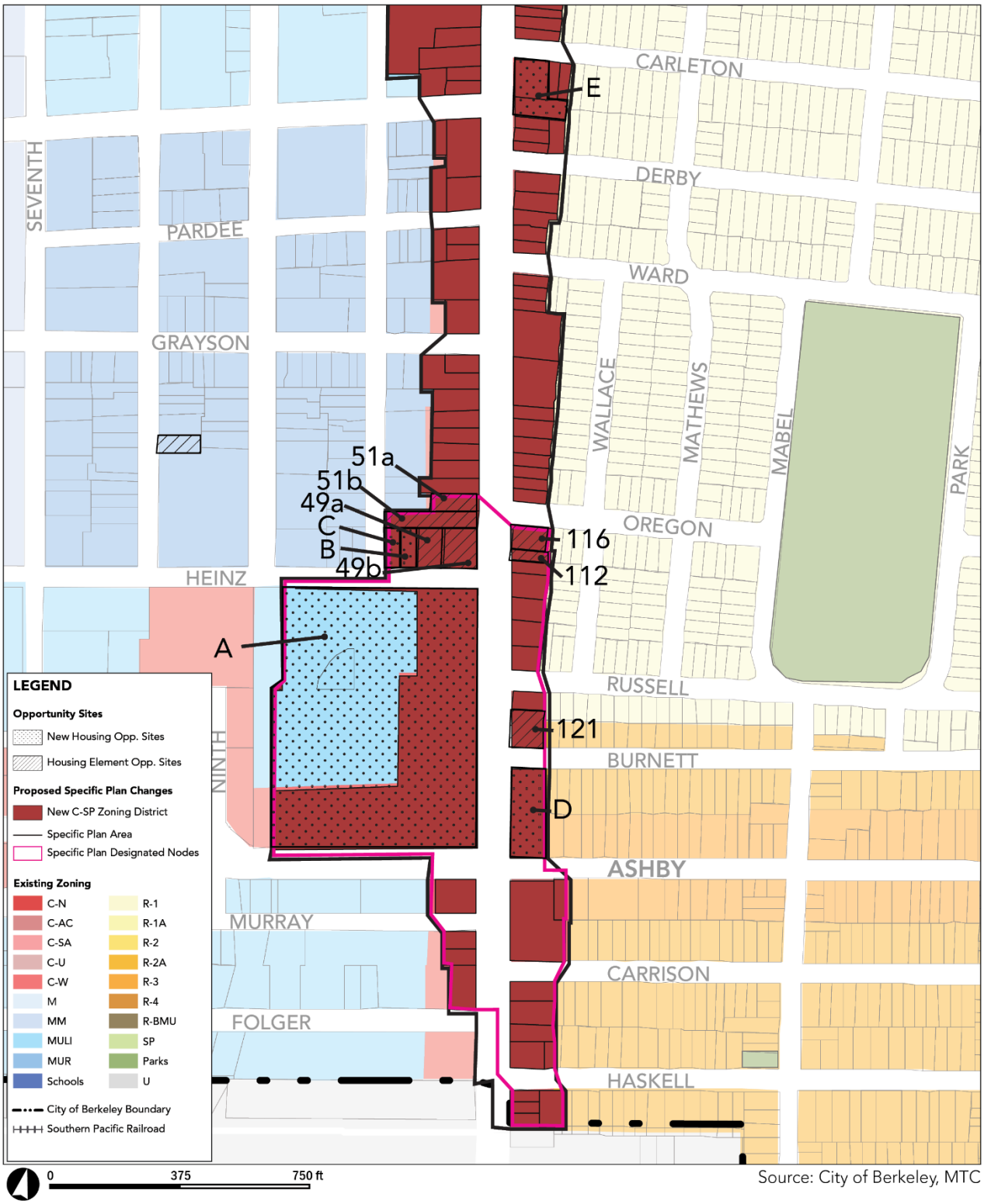


Figure B.4 Opportunity Sites Map – Part 4

Appendix C: Buildout Summary Memorandum

San Pablo Avenue Specific Plan

- Final Draft –

Date: April 28, 2026

To: City of Berkeley

From: Community Design + Architecture
Urban Planning Partners

Re: San Pablo Avenue Specific Plan (SPA SP) – Task 5.3 Build-out Summary Staff Memorandum

The planning process considered, with feedback from the Planning Commission and City Council in November 2025 and March 2026, alternative standards for allowable height and density for the Commercial San Pablo (C-SP) Zoning District based on land-use and location, and impacts on potential residential and commercial buildout, affordable housing production, and economic development policy. This appendix outlines the finalized building height and density standards within the Plan Area and the anticipated development buildout with these standards.

Height Standard

Comparison between C-W to C-SP for maximum height, across uses, and node and outside of node areas[1]:

- Nonresidential-only: remains 3 stories
- Residential-only: increase from 3 to 7 stories
- Mixed-use: increase from 5 to 7 stories

Policy Implications

Developers often treat **8 stories** as a practical feasibility threshold because it often represents the upper end of **cost-efficient mid-rise construction** (5 floors of wood-frame over three stories of concrete). Previous development proposals and approved, but yet unbuilt, projects along San Pablo Avenue have included a mix of six to eight story buildings, as going above six stories adds floor that must be concrete and the increase in construction cost can be difficult for market rents to support. As buildings push beyond a mid-rise envelope—exceeding the 85-foot mid-rise threshold—projects typically face more stringent life-safety and structural requirements (concrete and steel with no wood structure). This transition can significantly increase both hard and soft costs, and, as a result, many developers will choose to cap project heights between **6 to 8 stories** even when zoning allows eight or more and will not use the State Density Bonus Law (SDBL) to exceed eight stories. Still, future market conditions are unpredictable, especially in the longer-term life of the Plan, and it is possible that buildings up to 12 stories could be viable in the future. If condominium construction liability issues are addressed through state legislation, the value of condominiums could make taller buildings more feasible.

Summary of Implications

Use of State Density Bonus Law: It is likely that the percentage of development projects using the SDBL will not significantly vary across the policy options outlined above. Currently developers use the SDBL for both increasing density and to remove

[1] The C-SP zoning increase the floor area ratio (FAR) for uses that have increases in height.

standards and regulations to improve project feasibility. So, in the future it is likely that developers will still use the SDBL to remove these standards and regulations, while not using it to increase height **beyond 8 stories** and/or density.

Affordable Units: Increased heights and FARs have the potential to generate more affordable housing, because the Berkeley Inclusionary Affordable Housing requirements are calculated using the number of units in the base condition for a project using the State Density Bonus project.

Implications and Rationale

State Density Bonus Law and Berkeley Affordable Inclusionary Housing Requirement: Permitting 7 stories by-right reduces the incentive to use SDBL to increase density, because many projects can reach their target unit yield within the base envelope. Developers may still elect to use SDBL, but more likely to obtain concessions and waivers that help project feasibility (e.g., relief from specific development standards, parking, setbacks, open space, design constraints) rather than to add units given anticipated market demand.

This dynamic matters because SDBL benefits (density and concessions) are tied to the level and depth of affordability provided. If a project can achieve its target unit count by-right, the developer may choose to provide only the minimum affordable set-aside necessary to unlock the number of concessions they want—rather than the larger or deeper affordability unit mix that might have been offered when SDBL was the primary pathway to unlock additional height and FAR. Berkeley's Affordable Inclusionary Housing Requirement applies to all development projects, including those that use SDBL. The city requires that 20% of a project's units be affordable and provides the option to pay a fee rather than providing the units within the project. For a project using SDBL, the city requirement applies to the number of units in the "base" project (the project based on existing zoning densities) and does not apply to any additional units resulting from use of SDBL waivers.

Most recent development proposals in Berkeley use SDBL to waive both height and FAR maximums in order to unlock the optimum density for development feasibility, and to concession out of requirements that would increase the cost of development. Typically, the number of affordable units needed for the number of concessions the developer wants is a lower percentage than the 20% required by the city's affordable housing requirements. The affordable units used for SDBL are required to be in the project and typically developers choose to pay an in-lieu fee for the additional affordable units required by the City's requirements.

As mentioned above, the increased height standards will reduce or eliminate the use of the SDBL for increasing density. Developers will provide SDBL inclusionary affordable units to gain the concessions for removing City requirements that increase their development cost. The increase of maximum allowed height and FAR potentially grows the number of units in the "base" project, and, therefore, increases the total number of affordable units required in the project, because the City's affordable housing requirement applies to this higher number of base units. It is possible that the increase in affordable units could make a project that maximizes height and number of units less feasible compared to development under an option with a lower maximum zoning height that uses SDBL to increase height. This is difficult to predict, and typically the cost over the life of a project is less for the in-lieu fee compared to providing inclusionary units with the lower rents they provide.

Buildout Assumptions

Residential Density: The starting point for the residential density assumptions and methodology used in this buildout analysis are the density assumptions and methodology used for the 2023 Berkeley Housing Element. The Housing Element states, "*The City estimated development potential for the sites by calculating the average baseline density (without density bonus) achieved for recently approved, under construction, or completed mixed-use and residential projects per zoning district*."[2] For determining the buildout for the Plan Area, adjustments are made to the Baseline density assumptions in the Housing Element based the modifications to proposed zoning and development standards.

[2] City of Berkeley Housing Element 2023-2031; as amended on February 17, 2023; page C-17.

Commercial Density: Commercial intensity refers to the net amount of commercial space anticipated in future mixed-use developments, calculated similar to how average residential density is assessed in the Housing Element.

The analysis calculates net commercial square footage by comparing existing commercial space as defined through the Assessor's Use Codes with the average new commercial area that recent development projects have proposed. The existing commercial space area (square feet) on the opportunity sites was estimated using data from the County Assessor's office with some adjustments made from review of aerial photographs and data included in staff reports for proposed development projects. The commercial space within new mixed-use developments was estimated based on recently constructed and proposed mixed-use projects in the Plan Area, applying an average FAR of 0.12 to the total site acreage of mixed-use projects in each development scenario. The net reduction in commercial space is derived by adding the estimate of new commercial space in mixed use developments to the estimated loss of existing commercial space due to the demolition of existing buildings on the opportunity sites.

Development Buildout: The development buildout (see Table C.1) applies the C-SP Zoning to the sites identified in the Baseline, the 15 additional housing opportunity sites identified through the Plan community assessment work (see Figure C.1), and expanded C-SP nodes compared to the existing C-W nodes. The buildout also includes the following assumptions:

- **Re-zonings:**
  - Rezone existing C-W zoned parcels within the Plan Area to C-SP.
  - Rezone existing C-U parcels within the Plan Area to C-SP.
  - Rezoning some parcels to eliminate existing split-zoned properties. These changes are limited to parcels fronting on either San Pablo Avenue or University Avenue. In cases where the split zoned portion of a parcel fronts on a side street, the split zone is maintained.
- **Housing Overlay:**
  - Assumes C-SP development standards for 100% affordable or family housing on MU-LI sites.

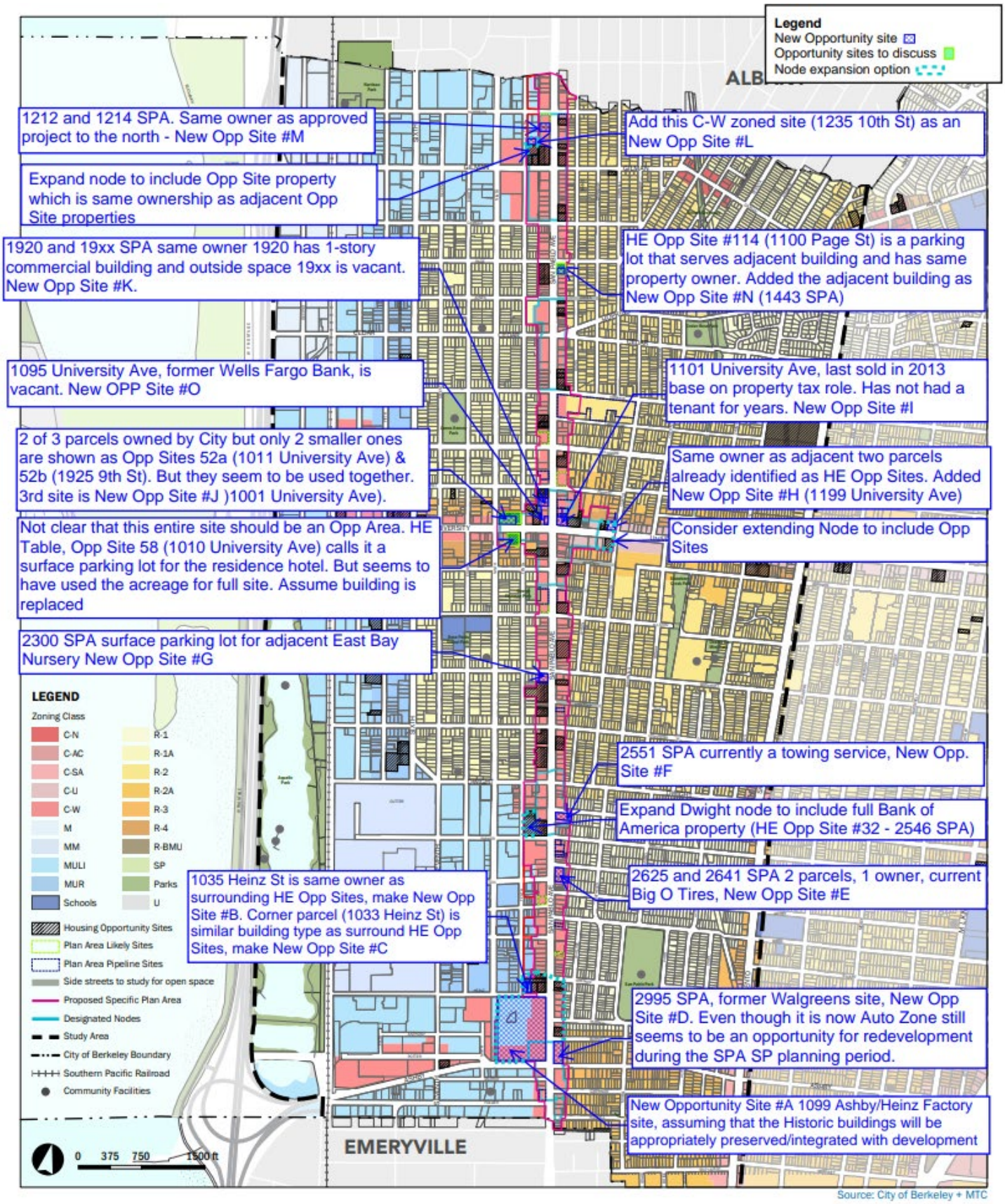
- **Density Outside the Nodes:** The Plan increases density for residential only and mixed-use buildings by adjusting the allowable heights from 50-feet to 75-feet, and allowable FAR from 3.0 to 4.25, which permits up to 7 stories while accounting for a taller ground floor and a roof parapet. The Plan adjusts the density assumption used for the HEU opportunity sites of 135 du/ac to 215 du/ac based on the assumption that 70% of development outside of the nodes will be residential only use developments.
- **Density in Nodes:** The Plan increases density for residential and mixed-use buildings by adjusting the allowable height from 50-feet to 75-feet and allowable FAR from 3.0 to 4.25, which permits up to 7 stories while accounting for a taller ground floor and a sloping roof parapet. The Plan increases the density assumptions from the HEU opportunity sites of 135 du/ac to 210 du/ac based on an assumption that accounts for commercial space on the ground floor which is required within nodes by the C-SP zoning.

Table C.1. Height and Density in the C-SP Zoning District

	Existing C-W	Proposed C-SP
Non Res-only	3 stories 40' max. height 3.0 max FAR	3 stories 40' max. height 3.0 max FAR
Res-only	3 stories 40' max. height 3.0 max FAR	7 stories 75' max height 4.25 max FAR 150 du/ac
Mixed-use	4 stories 50' max. height 3.0 max FAR	7 stories 75' max height 4.25 max FAR 145 du/ac
Estimated Residential Buildout without SDBL (units)	**4,900[3]**	**6,900**
Estimated Residential Buildout with SDBL (units)	**7,000-8,000**	**7,000-8,000**
Estimated Plan Area Commercial Space (sq. ft.)	**1,202,400**	**1,171,000**
Estimated Change in Plan Area Commercial Space (sq. ft.)	**-288,200**	**-319,600**

[3] New Residential Buildout without SDBL for the opportunity sites identified in the 2023 Housing Element Update is 3,500 units.

Figure C.1. Addition Housing Opportunity Sites in the Plan Area



Source: City of Berkeley + MTC

Appendix D: Street Improvements

San Pablo Avenue Specific Plan

- Final Draft –

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Alameda CTC Projects 4
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Overview

This appendix provides an overview of transportation projects that are already underway at the time of the Specific Plan's publication, along with recommended improvements at key locations identified through the planning and community engagement process. Many of these projects are expected to be implemented in the coming years and will significantly reshape travel conditions in the area. The Specific Plan's proposed improvements are designed to build upon this ongoing work, treating these near-term changes as the new baseline for future transportation planning and investment.

Comprehensive List of Existing Projects

City of Berkeley Projects

Current Projects (2025)

Parker-Addison Mobility and Safety Improvements Project[1]

This project will provide a bike boulevard and associated improvements to connect the West Street multiuse pathway to San Pablo Park via Bonar and Mabel Streets. The project also includes a new bike boulevard on Parker Street from San Pablo Avenue to Mabel Street.

Addison Street Bike Boulevard Connector Project[2]

The Addison Bike Boulevard will provide an east-west connection between Milvia Street and Sacramento Street to connect West Berkeley to Downtown Berkeley. The Project proposes a Class III bike boulevard on Addison Street from the Aquatic Park eastward to Sacramento Street and from Martin Luther King Jr. Way through downtown to Oxford Street. It would connect to the previously-constructed (phase 1) portion of this project between Sacramento Street and Martin Luther King Jr. Way, thereby creating a continuous bike boulevard from the Aquatic Park to the western edge of the UC Berkeley campus. The project also includes construction of a Class IV separated bikeway connector across San Pablo Avenue to reduce future collision risk for vulnerable users crossing the street and will address a key barrier to east-west bicycle connectivity; this connector on San Pablo Avenue will be implemented as part of the Alameda CTC Safety Enhancements Project, described below.

Street Rehabilitation - Hopkins Corridor Improvements[3]

This project includes Hopkins Street from San Pablo Avenue to Sutter Street. The project began in 2020 and was put on hold in 2023. As of the fall of 2025 there is no definitive timeline has been established for restarting the effort.

Other Currently Planned Projects

Ashby/San Pablo Traffic Improvements – Design is currently underway for this intersection improvement project, which includes a dedicated left-turn lane with a signal phase and upgraded curbs to enhance safety and traffic flow. Construction is anticipated in Fiscal Year 2027.

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[1] City of Berkeley. Parker-Addison Mobility and Safety Improvements Project. City of Berkeley. Accessed 6 May 2025.

[2] City of Berkeley. Addison Street Bike Boulevard Connector Project. City of Berkeley. Accessed 6 May 2025.

[3] City of Berkeley. Street Rehabilitation – Hopkins Corridor Improvements. City of Berkeley. Accessed 6 May 2025.

Alameda CTC Projects

The Specific Plan will not focus on making transportation improvements to San Pablo Avenue, because the Alameda Transportation Commission (Alameda CTC) has completed a multimodal planning study for San Pablo Avenue throughout Alameda County. The study has led to three improvement projects that will result in construction of safety improvements for all users, bus stop improvements, and parallel bicycle facility improvements, as well as a short segment of bicycle and bus lanes on the southern end of San Pablo Avenue in Berkeley:

The Parallel Bike Improvement Project

This will construct bike safety and connectivity improvements and pedestrian, ADA upgrades along streets parallel to San Pablo Avenue, as well as creates safer bicycle crossings for existing or proposed bicycle routes as designated in the Berkeley Bike Plan (2017). Improvements on parallel streets will create or enhance bike boulevards consist of diverters, traffic circles, modifications to existing stop controls, speed humps, and wayfinding improvements for bicycles. This project is expected to start construction in 2026 and be completed in 2027. See **Chapter 5 – Streets**, Figure 5.8 *Connections Map*.

The Safety Enhancements Project

This will construct improvements for pedestrians and cyclists to cross San Pablo Avenue more easily and improve transit speed and reliability along San Pablo Avenue. Pedestrian and bicycle crossing improvements on San Pablo Avenue include median islands, and crossing beacons; and the Class IV separated bikeway on San Pablo Avenue between the off-set intersections with Addison Street. This project will also include ADA upgrades to curb ramps. Transit improvements include bus stop bulb-outs for high-use stops, intersection lighting upgrades, and some bus stop relocations to improve safety and bus operations. Within Berkeley, improvements will extend between Heinz Avenue and the northern city limit. This project is expected to start construction in 2026 and be completed in 2027.

The Bus and Bike Lanes Project

This project is located primarily within the Cities of Oakland and Emeryville, and will convert one travel lane in each direction on San Pablo Avenue to a bus-only lane and convert on-street parking lanes to separated bike lanes. In Berkeley, the Project's bicycle improvements will extend along San Pablo Avenue from the southern city limit to Heinz Avenue, approximately 0.25 miles, and the bus improvements will end at the Ashby Avenue intersection. This project will start the Project Approval and Environmental Document phase in summer or fall of 2026 and 2035 is estimated date for completion of construction.

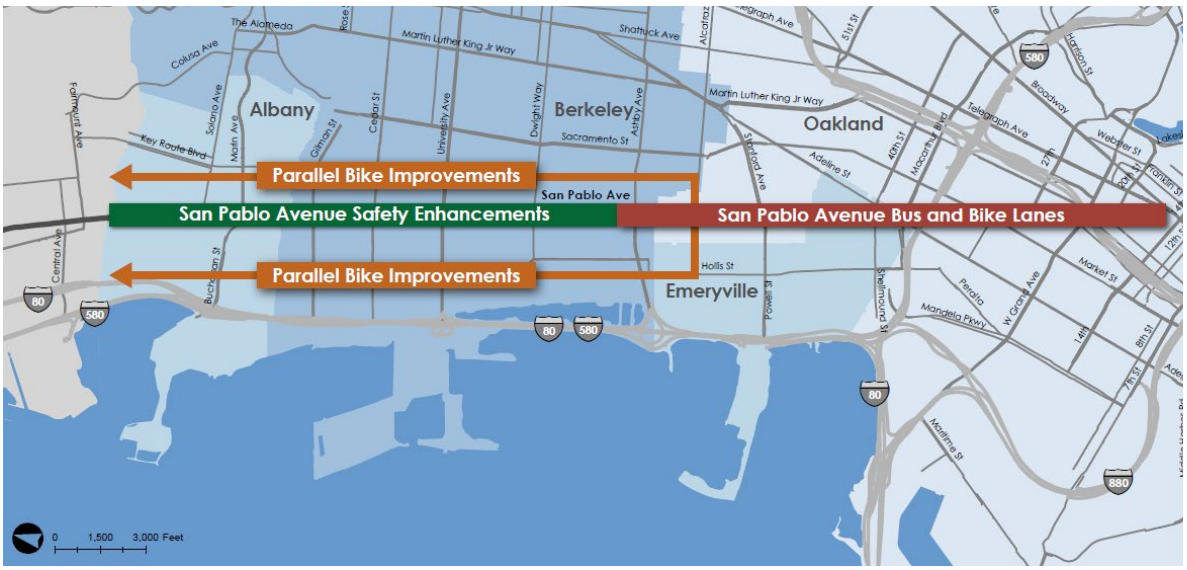


Figure D. 1 Alameda CTC. San Pablo Avenue Multimodal Corridor Overview Map

Alameda Countywide Bikeways Network

In December 2022, the Commission adopted a resolution establishing an All Ages and Abilities (AAA) bikeways policy and standard. The policy directs that Countywide Bikeway Facilities incorporate AAA design principles, as defined by the National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages and Abilities Bikeways. This policy aligns with the Metropolitan Transportation Commission's existing standards for the regional Active Transportation Network, of which the Countywide Bikeways Network is a subset. As San Pablo Avenue is designated as a major bus and bikeway corridor within the Countywide Network, it is subject to these design expectations.

Proposed Improvements

The Specific Plan summarizes a set of recommended improvements that are not currently addressed by existing or planned projects from the City of Berkeley and Alameda CTC. The methodology for summarizing these recommendations integrates proposals from the Pedestrian Plan (2020) and the Berkeley Bike Plan Update (2026), and was further refined through input from City of Berkeley staff and accident history. The **Table D.1 List of Intersection Improvements** providing an overview of these proposed improvements, listing strategies to address existing mobility gaps and plan for enhancements beyond currently planned projects. This list is intended to be a living document and updated periodically as conditions change, evolving safety needs, community input, and coordination with future planning and capital improvement efforts. For example, the city will likely be updating the Pedestrian Plan in the next couple of years. Many of intersection improvements listed below align with Policies and Standards presented in **Chapter 5 – Streets**, *Continue to improve Intersections* section of the Specific Plan.

Figure D.2: Connections & D3 Mid-Block and Side-Street Plaza Options presents a consolidated overview of potential pedestrian crossing locations based on *T-P.9 Pedestrian Crossing Frequen*cy. It also provides an overview of potential side-street plaza sites, policy *PR-P.15 Create Side-Street Plazas*.

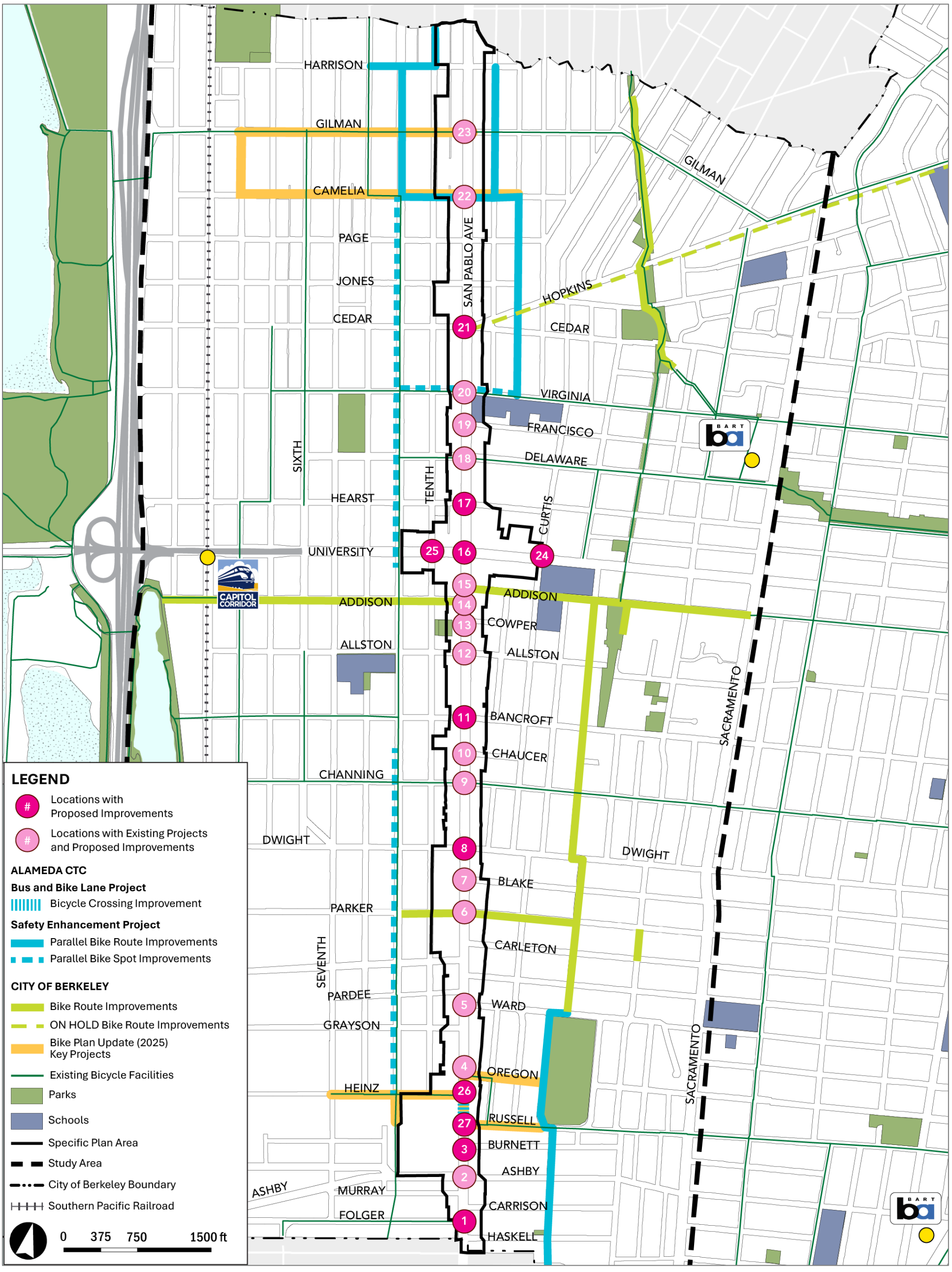
Table D.1 List of Intersection Improvements

No.	Existing Project not considered in Prop. Improvements	Proposed Improvement	Nearest Intersection	Source
0		Potential Improvement to study during update to the Pedestrian Plan: North bound bus stop is not proximate to a crosswalk and John Muir Car Center and a large sports club are on the east side of the street. Existing cross walks at the far north and south sides of intersections. Resulting in an over 380 foot distance between protected crossings of San Pablo Avenue.	67th Street and Folger Avenue intersections with San Pablo Ave	Public comment during SPA SP process
0		Potential Improvement to study during update to the Vision Zero Action Plan and/or Pedestrian Plan: Public comment was made regarding bicycle and pedestrian collisions and safety concern with vehicles making turns at this signalized intersection.	Grayson Street and San Pablo Ave	Public comment during SPA SP process
1		RRFB and Ped Refuge Island	Folger Ave and San Pablo Ave	City Staff
2	Others	Restrict Right Turn on Red, Median Refuge Island, Curb Extension, Widen Sidewalk at Bus Stop Pedestrian Plan (2020): High-Visibility Crosswalk, Hardened Centerline	Ashby Ave and San Pablo Ave	City Staff
3		RRFB and Ped Refuge Island	Burnett St and San Pablo Ave	City Staff
4	Alameda CTC And City of Berkeley	RRFB at South Leg (where Safety Enhancement Project is implementing a Pedestrian Refuge Island) Potential Protected Intersection improvements connecting with Separated Bike Lanes on San Pablo Ave. to Heinz St. (see Intersection 26)	Oregon St and San Pablo Ave	City Staff Bike Plan Update (2026)
5	Alameda CTC	RRFB at North Leg	Ward St and San Pablo Ave	City Staff
6	City of Berkeley	Bike Crossing	Parker St and San Pablo Ave	City Staff
7	Alameda CTC	RRFB at South Leg	Blake St and San Pablo Ave	City Staff

No.	Existing Project not considered in Prop. Improvements	Proposed Improvement	Nearest Intersection	Source
8		Median Refuge Island	Dwight Way and San Pablo Ave	City Staff Bike Plan Update (2026)
9	Alameda CTC	Raised Crosswalk Diverter (with PHB)	Channing Way and San Pablo Ave	City Staff Bike Plan Update (2026)
10	Alameda CTC	RRFB	Chaucer St and San Pablo Ave	City Staff
11		Widen Sidewalk at Bus Stop, High-Visibility Crosswalk, Curb Extension, Median Refuge Island	Bancroft Way and San Pablo Ave	City Staff Pedestrian Plan (2020)
12	Alameda CTC	High-Visibility Crosswalk, Consolidate Driveways, Curb Extension, Median Refuge Island, Widen Sidewalk at Bus Stop	Allston Way and San Pablo Ave	Pedestrian Plan (2020)
13	Alameda CTC	RRFB, Curb Extension	Cowper St and San Pablo Ave	City Staff Pedestrian Plan (2020)
14	City of Berkeley	Median Refuge Island on Southern Addison 2-Way Cycle track Connector	Southern Addison St and San Pablo Ave	City Staff Bike Plan Update (2026)
15	City of Berkeley	Bike Box for left-turning North bikes turning onto San Pablo. Bike signal detection and RRFB/PHB for peds and bikes coming from the northern Addison who will then turn left going SB on San Pablo and then turning right to head WB on Addison. Raised Crossing for ped/ bikes 2-Way Cycle track Connector	Northern Addison St and San Pablo Ave	City Staff Bike Plan Update (2026)
16		Restrict Right Turn on Red, Median Refuge Island, Curb Extensions	University Ave and San Pablo Ave	City Staff Pedestrian Plan (2020)
17		Ped Refuge Islands	Hearst Ave and San Pablo Ave	City Staff
18	Alameda CTC	Ped Refuge Islands. Tighten Intersection	Delaware St and San Pablo Ave	City Staff
19	Alameda CTC	RRFB	Francisco St and San Pablo Ave	City Staff
20	Alameda CTC	Raised Intersection	Virginia St and San Pablo Ave	City Staff
21		Median Refuge Island, Widen Sidewalk at Bus Stop	Cedar St and San Pablo Ave	Bike Plan Update (2026)

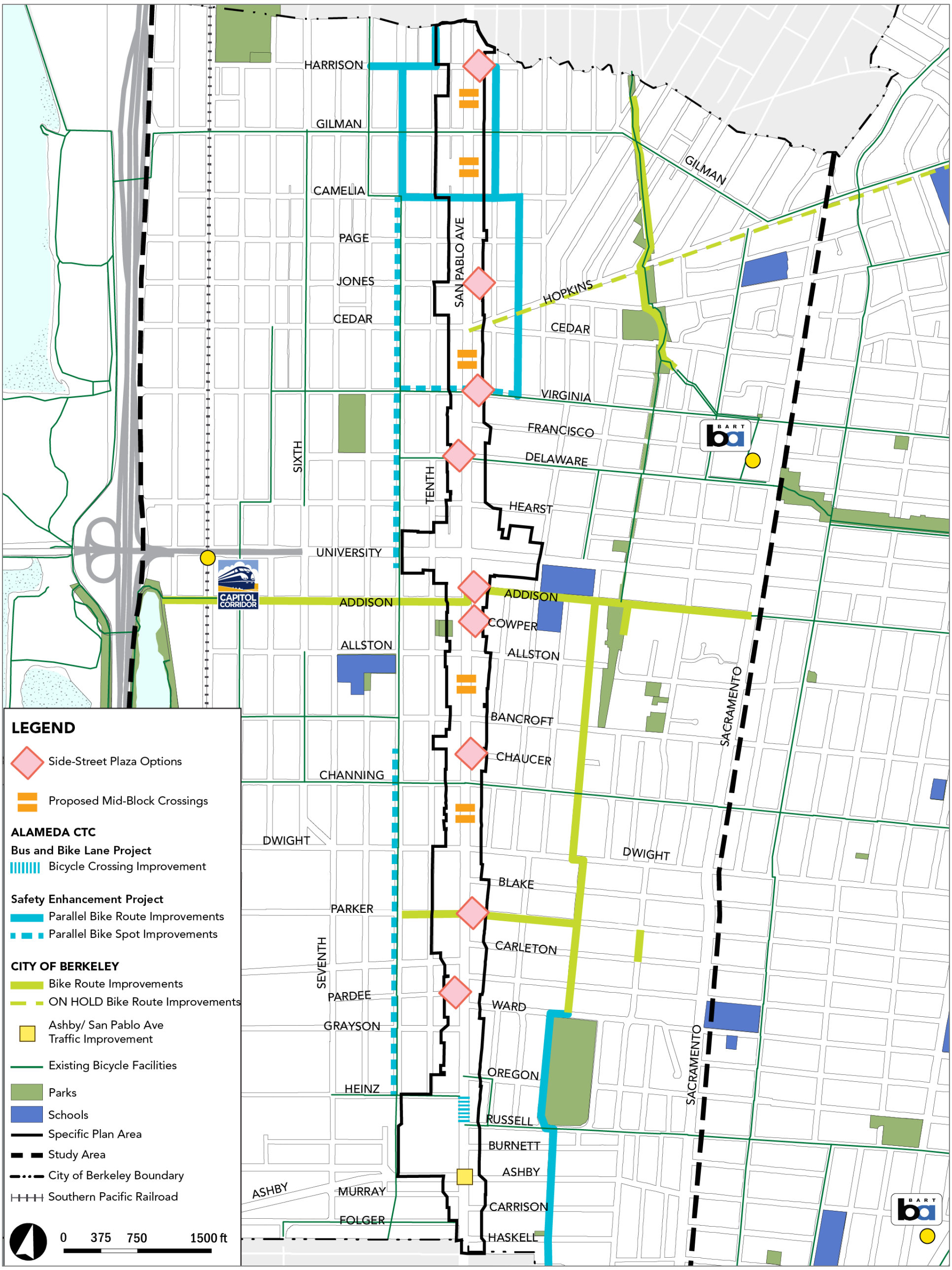
No.	Existing Project not considered in Prop. Improvements	Proposed Improvement	Nearest Intersection	Source
22	Alameda CTC	Raised Intersection PHB	Camelia St and San Pablo Ave	City Staff Bike Plan Update (2026)
23	Alameda CTC and City of Berkeley	Ped Refuge Islands Potential Protected Intersection Treatments on west side and shortening of pedestrian crossing of Gilman St	Gilman St and San Pablo Ave	City Staff Bike Plan Update (2026)
24		Curb Extension, Consolidate driveways, Median Refuge	Curtis St and University Ave	City Staff
25		Curb Extension, Median Refuge	10th St and University Ave	City Staff
26	Alameda CTC or City of Berkeley	2-Way Cycle track Connector either to Oregon St (Intersection 4) or Russell St (Intersection 27), Protected Intersection on west side, and Shortened Pedestrian Crossing.	Heinz St and San Pablo Ave	Bike Plan Update (2026)
27	Alameda CTC or City of Berkeley	2-Way Cycle track Connector to Heinz St (Intersection 26), Protected Intersection on east and west sides, and Shortened Pedestrian Crossing of Russel St, Median Refuge	Russell St and San Pablo Ave	Bus and Bike Lanes Project Bike Plan Update (2026)
Ped = Pedestrian; RRFB = Rectangular Flashing Beacons; PHB = Pedestrian Hybrid Beacons				

Figure D.2: Connections & Intersection Improvements



Source: City of Berkeley, Alameda CTC, CD+A. 2025.

Figure D.3: Connections & Mid-Block and Side Street Plaza Options



Source: City of Berkeley, Alameda CTC, CD+A. 2025.

San Pablo Avenue Specific Plan Design Standards Document

- Final Draft -

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Marcel Pardo Ariza, Artist-in-Residence

Please note: Photographs of buildings in this document do not imply full compliance with the standards herein.

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Introduction

Purpose and Applicability

The vision of the San Pablo Avenue Specific Plan (Specific Plan) is to support diverse housing options, strengthen new and existing businesses, enhance public amenities, and improve connections between the Specific Plan Area and surrounding neighborhoods and destinations.

To work towards that vision, the Specific Plan establishes community-based, context-sensitive regulations and policies.

The intent of the San Pablo Avenue Design Standards (Design Standards Document) is to work in coordination with the policies of the Specific Plan to implement its vision. The Design Standards Document provides a clear set of objective standards while allowing flexibility and creativity in design. In addition to the standards contained in the *Zoning Ordinance*, projects must comply with the Design Standards Document.

The Design Standards Document apply within the Specific Plan Area shown in Figure 1. The area is generally comprised of parcels fronting San Pablo Avenue within the city limits, as well as some adjacent parcels in areas that have the potential to support new mixed-use development.

The Design Standards Document applies to new construction and alterations to existing buildings, with the exception of automotive uses on automotive sites.

Projects subject to the Design Standards Document are exempt from Design Review.

Revisions

The Planning Director may make minor clarification, corrections or technical changes to the text, figures and photos of the Design Standards Document.

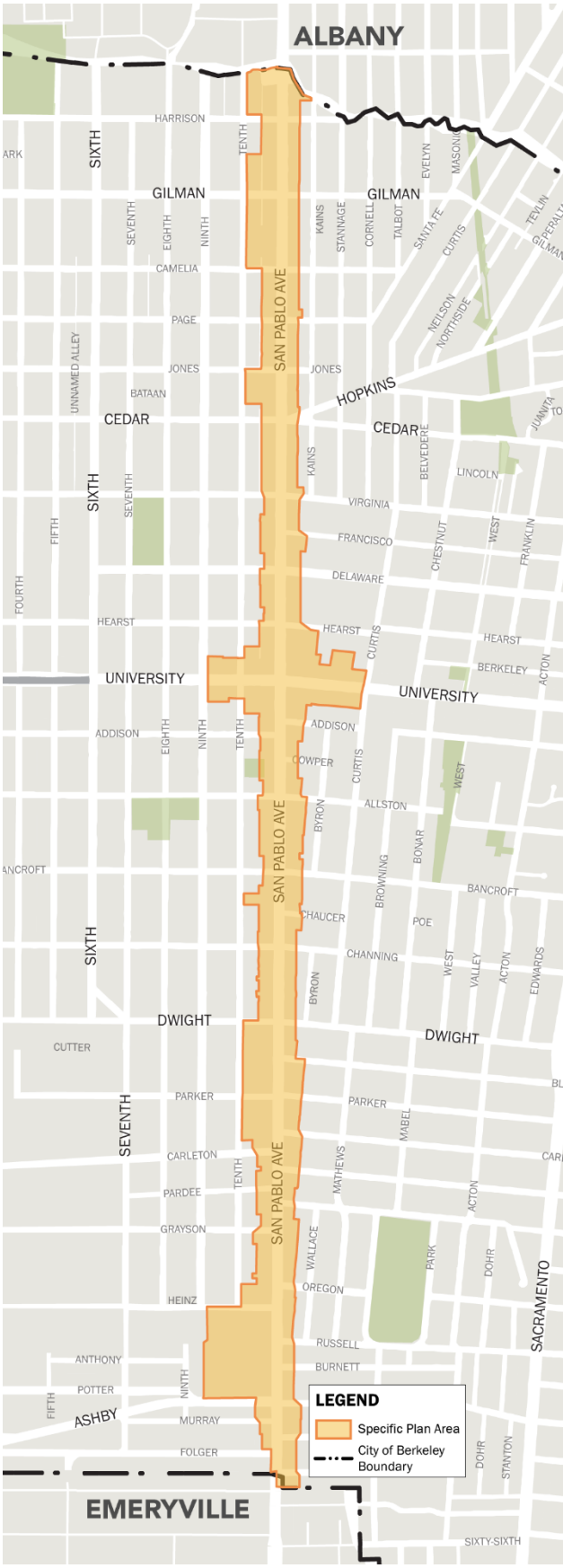


Figure 1. Map of Specific Plan Area
Data from City of Berkeley, Alameda CTC, 2025

Guiding Principles

The design standards were developed based on the Specific Plan's vision of San Pablo Avenue as a mixed-use district that is integrated with the neighborhoods and employment areas that surround it, and that continues to serve Berkeley's broad range of community members and support citywide and regional needs. To achieve that vision, the Specific Plan provides several guiding principles that underpin the design standards in this document:

Increase the Diversity and Supply of Housing

- ★ Revise Housing Development Regulations
- ★ Encourage Engaging Buildings and Site Frontages

Increase Business Activity to Support a Thriving Community

- ★ Reduce Vacancy of Ground Floor Space
- ★ Create Identifiable Commercial Areas with Stronger Business Presence

Enhance Interaction Between Public and Private Spaces

- ★ Increase Public Open Space and Community Gathering Spaces

Enhance Local and Citywide Access

- ★ Enhance Pedestrian and Bicycle Safety and Access

How to Use the Standards

The standards in this document are regulatory and compliance is mandatory. These standards are required in addition to the development standards in the *Zoning Ordinance* (BMC Title 23). This document refers to any related regulations in the *Zoning Ordinance,* such as development standards.

Document Structure

The Design Standards Document are organized into five sections:

1. **Introduction.** Describes the purpose and applicability of the Design Standards Document, the guiding principles, and the administrative process to revise them.
2. **Site Design.** Provides standards for the arrangement of activities on the site, primarily in relation to the adjacent public space.
3. **Building Design.** Provides architectural standards, including façade modulation and articulation, windows, colors and materials, roofs, and parking garages.
4. **Pedestrian-Level Design.** Provides standards primarily at the ground-floor that relate to the building's interaction with sidewalks, adjacent buildings, and open space.
5. **Glossary.** Defines technical terms not otherwise included in the *Zoning Ordinance* (BMC Title 23).

Standard Structure

Each standard is assigned a specific number and is organized into the following format:

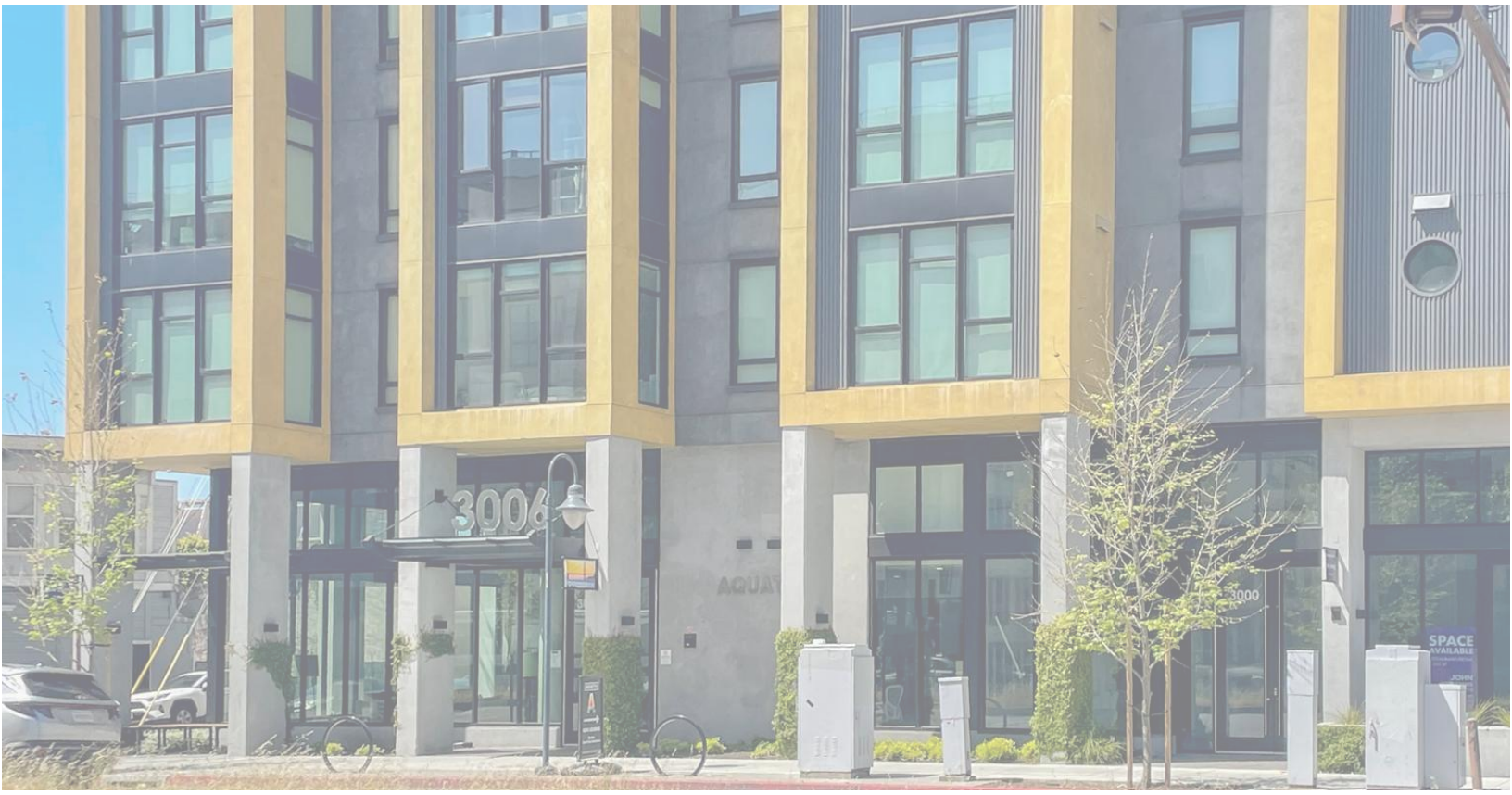
- **Number and Title.** Topic area
- **Purpose Statement.** Ties standard to the guiding principles of the Specific Plan.
- **Applicability.** Describes project types that must comply with the standard.
- **Standard.** Describes the design requirement.
- **Specific Plan Policy Reference.** Connects the standard to the overall Specific Plan policy direction.
- **Recommendations.** Some standards include optional design recommendations.

Exceptions to the Standards

A project applicant may request an exception to any design standard. The request must be made in writing as part of a Zoning Project Application for a proposed project. The application for an exception must contain a detailed description of the design standard that is requested to be waived; how the physical constraints or other unique situations of the project site make it infeasible to comply with the design standard; how the proposed project meets the design standard at issue to the extent feasible; and how the request meets each exception requirement.

The Design Review Committee shall consider the request and information submitted by the applicant and make a recommendation to the decision-maker (Zoning Adjustments Board or City Council) regarding certain findings to approve or deny the request. The decision-maker may only grant an exception if **all** the following findings are made:

1. There is a physical constraint or unique situation that:
    a. Is not created by the project applicant or property owner; and
    b. Is not caused by financial or economic constraints.
2. Approving the exception will not create a safety hazard in which the subject property is located.
3. The proposed project meets the intent of the design standard to the extent physically feasible.



Design Standards

There are three types of Design Standards described below: Site Design, Building Design, and Pedestrian-Level Design.

1. Site Design

1.1 Pedestrian Access

1.1.1 Pedestrian Access: Through-Lots

Purpose Statement: To ensure pedestrian comfort, security, and safety within new development.

Applicability: This standard applies to any new development located on a site with street frontages on opposite sides of a block.

Standard: Building entries shall be located on both frontages of the site.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Recommendations:

Projects that contain multiple buildings should provide a mid-block passage (see Standard 3.3.4 Mid-Block Passage) to serve as a form of pedestrian access between multiple buildings on the same site.

1.1.2 Pedestrian Access: Multiple Buildings

Purpose Statement: To ensure pedestrian comfort, security, and safety.

Applicability: These standards are applicable to any new development site that contains multiple buildings.

Standards:

A. **Internal Connections.** Provide a system of pedestrian walkways that connects all buildings on a site to all of the following: (1) each building on the site; (2) on-site bicycle parking areas; (3) on-site automobile parking areas; (4) on-site open space areas; (5) pedestrian amenities; and (6) the publicly accessible pedestrian circulation network outside of the development site. See example Figure 2.

B. **Illumination.** Provide pedestrian-oriented lighting along onsite pathways at minimum intervals of every 40 feet.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 2. Pedestrian Access Paths *Between Buildings within the Lot . Photo by AWP*

1.1.3 On-Site Walkways

Purpose Statement: To ensure pedestrian comfort, security, and safety within new development.

Applicability: Any walkway that crosses private publicly accessible streets, parking areas, loading areas, or other vehicular routes within a development site. See example Figure 3.

Standard: Walkways shall be clearly identifiable through the use of at least one or more of the following:

1. Grade change (raised); or
2. Change in at least one of the following: paving material, color, striping, or bollards.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 3. Elevated Walkway Crossing
Photo by AWP

1.2 Parking and Vehicular Access

Purpose Statement: To support walking and sustain a diverse, active and safe public realm.

Applicability: These standards are applicable to any new development.

Standards:

A. **Parking Access Hierarchy.** Parking and service area access shall be located from the following list, in order of preference:

1. From an alley;
2. In the absence of an existing or proposed alley, access shall be from a driveway shared with a property abutting the development site;
3. In the absence of a shared driveway, access shall be from a side-street; or
4. In the absence of a side-street, access shall be from a curb cut/driveway along the primary street frontage.

B. **Parking Location.**

1. Parking areas shall be located behind, within, or underneath buildings, with the exception of curb-side pickup/drop-off areas and ADA-compliant spaces.
2. On sites with more than one street frontage, parking areas located along the primary street frontage are prohibited.
3. No more than 30 feet of the linear primary street frontage along San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, or Ashby Avenue shall be devoted to parking garages (see Figure 4) and openings, service, and loading entries.

C. **Service Entries.** Service entries shall be located on the non-primary street frontage (unless all frontages are primary).

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 4. Parking Garage Entry
Photo by AWP

2. Building Design

2.1 Façade Modulation and Articulation

2.1.1 All Buildings

Purpose Statement: Create cohesive and well-crafted building façades with human-scaled details and variations on façades that support a comfortable, engaging pedestrian experience. Balance predictability with creative flexibility to support high-quality and context-sensitive architecture within the Specific Plan Area.

Applicability: These standards are applicable to any new development.

Standards:

A. **Blank Walls.** Along publicly accessible streets, sidewalks, pedestrian pathways, and open space areas, blank walls exceeding the following lengths are prohibited:

1. **Storefront Ground Floor Frontage Type.** 20 feet in length.
2. **Active, Residential, and Live-Work Ground Floor Frontage Types.** 30 feet in length.

B. **Façade Treatments.**

1. **All Façades.** All façades of a building on each block face shall be designed and detailed in a similar manner, except for interior courtyards and interior side façades of interior lots at the zero-lot line.
2. **Interior Side Façades.** Interior side façades located at the zero-lot line shall be enhanced with either public art or landscaping.
3. **Juliet Balconies.** If provided, Juliet balconies shall have a minimum depth of 12 inches and length of 3 feet. See Figure 6.

C. **Façade Articulation.** All façades shall include at least ***two*** of the following façade articulation strategies:

1. **Recesses.** Vertical and horizontal recesses, such as: (1) a pattern of recessed grouping of windows; (2) recessed panels; or (3) entryways. See example Figure 5.
2. **Projections.** Vertical and horizontal projections, such as: (1) projecting entries; (2) bay windows; (3) shading and weather protection devices (for windows); or (4) decorative architectural details. If provided, shading and weather protection projections shall be a minimum of 2 feet in depth. Unless otherwise noted, architectural projections shall be a minimum of 4 inches in depth.
3. **Datum Lines.** Horizontal lines that continue the full length of the building, such as cornices, with minimum height of 8 inches and minimum projection depth of 6 inches.
4. **Screening Devices.** Screening devices such as lattices, louvers, shading devices, perforated metal screens, or similar strategies.
5. **Ornamentation.** Ornamentation shall either vary and contrast in color or material from the wall surface or be constructed of high-quality materials (e.g., brick, stone, ceramic, metal, wood, tile, or fiber-cement board). Ornamentation may include the following: (1) cornices; (2) inlays; (3) reliefs; (4) decorative tile; or (5) window trim. Built-up stucco trim or molding ("plant-ons") are prohibited.

Figure 5. Building Façade with Modulation
Photo by AWP

Figure 6. Building Façade with Balconies and Ornamentation
Photo by AWP

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

2.1.2 Tall Buildings

Purpose Statement: Create cohesive and well-proportioned building façades with human-scaled details and variations on tall façades to reduce perceived building mass and potential wall-effect of a tall and wide façade, given the increased area and height of the façades. This supports a comfortable, engaging pedestrian experience.

Figure 7. Building Façade with Articulation and Vertical Rhythm
Photo by CD+A

Applicability: In addition to the standards in Section 2.1.1- All Buildings, these standards are applicable to any new development that is a minimum 4 stories in height.

Standards:

A. **Vertical Rhythm.** Building façades facing publicly accessible streets, pathways, and/or private open space shall:

   1. Express a vertical rhythm and pattern that reflects the size and scale of a residential unit and/or individual rooms (see Figure 7); or
   2. Provide a change in plane through a combination of recesses and projections.

B. **Façade Articulation.** Tall building façades shall include at least ***three*** of the following façade articulation strategies:

   1. **Recesses.** Vertical and horizontal recesses, such as: (1) a pattern of recessed grouping of windows; (2) recessed panels; or (3) entryways.
   2. **Projections.** Vertical and horizontal projections, such as: (1) projecting entries; (2) bay windows; (3) shading and weather protection devices (for windows); or (4) decorative architectural details. If provided, shading and weather protection projections shall be a minimum of 2 feet in depth. Unless otherwise noted, architectural projections shall be a minimum of 4 inches in depth.
   3. **Datum Lines.** Horizontal lines that continue the full length of the building, such as cornices, with minimum height of 8 inches and minimum projection depth of 6 inches.
   4. **Screening Devices.** Screening devices that serve to create a barrier or partition within the building façade design (e.g., lattices, louvers, shading devices, or perforated metal screens).
   5. **Ornamentation.** Ornamentation shall either vary and contrast in color or material from the wall surface or be constructed of high-quality materials (e.g., brick, stone, ceramic, metal, wood, tile, or fiber-cement board). Ornamentation may include the following: (1) cornices; (2) inlays; (3) reliefs; (4) decorative tile; or (5) window trim. Built-up stucco trim or molding ("plant-ons") are prohibited.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

2.1.3 Corner Buildings

Purpose Statement: Emphasize corner locations as prominent building elements, which require enhanced articulation to strengthen intersection identity and visibility.

Applicability: These standards are applicable to any new development that is both: (1) a minimum 4 stories in height; and (2) located at the corner of any of the following public streets: San Pablo Avenue and Dwight Way, Cedar Street, Ashby Avenue, University Avenue, or Gilman Street.

Standard: The corner of the building shall include at least one of the following features:

1. A different material application and/or fenestration pattern from the rest of the façade (see Figure 8); or
2. Height variation of at least 4 feet greater or less than the abutting primary façade; or
3. A rounded corner, chamfered corner, tower or cupola.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 8. Building Corner with Façade Articulation
Photo by AWP

2.1.4 Through-Lot Buildings

Purpose Statement: To ensure that new development supports walking and sustains a diverse, active and safe public realm.

Applicability: These standards are applicable to any new development that is all of the following: (1) 4 stories in height or taller; (2) located on a lot that exceeds 170 linear feet of site frontage along either San Pablo Avenue or University Avenue; and (3) has a frontage on opposite sides of a block.

Standard: Buildings exceeding 350 feet in length or width are prohibited.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

2.2 Windows

Purpose Statement: Encourage high-quality design that provides visual interest.

Applicability: These standards are applicable to any new development.

Standard: Windows shall meet at least ***one*** of the following requirements:

1. Recessed at least 3 inches from the plane of the surrounding exterior wall; or
2. Framed with a minimum projection of 4 inches from the façade (see Figure 9); or
3. Provide a combination of trim (at least 2 inches) and recess (at least 1 inch).
4. Built-up stucco trim or molding ("plant-ons") are prohibited.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 9. Framed Windows
Photo by AWP

2.3 Colors and Materials

Purpose Statement: Encourage high-quality materials that provide visual interest.

Applicability: These standards are applicable to any new development.

Standards:

A. **Variation in Materials and Colors.** Buildings shall include at least 3 variations in material type, material size, texture and pattern, and/or color (See Figure 10). Any one material must comprise at least 20 percent of the building frontage, excluding windows, railings, base bulkheads, and trim.

B. **Material Changes at Corners.** A change in material shall be offset by a minimum of 2 inches in depth. Materials shall continue around corners for a minimum distance of 4 feet. The same material shall continue to the next change in the wall plane.

C. **Building Component Colors.** All vents, flashing, electrical conduits, gutters and downspouts shall be painted the same color as the adjacent surface.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 10. Building Frontage along San Pablo Avenue
Photo by CD+A

Recommendation:

Colors should be used to bring out contrast between walls, windows, and trim. Use of color is encouraged to make the area vibrant.

2.4 Rooftop Design Treatments

Purpose Statement: To minimize visual impact of rooftop elements needed for the function of the building such that they are not visible from any point at or below the roof level of the subject building.

Applicability: These standards are applicable to all new buildings.

Standards:

A. **Roof Edge Treatment.** Buildings shall have at least ***one*** of the following roofline edge treatments:

   1. A decorative cornice treatment (other than just colored "stripes" or "bands"). Cornices shall project a minimum of 6 inches from the façade (see example Figure 11); or
   2. A sloped roof with overhangs and brackets; or
   3. A parapet, which shall include a cap and corner detail to create a shadow line to enhance the building.

B. **Rooftop Elements.** Rooftop elements that are at least 2 feet in height, such as roof access and mechanical equipment, shall either be:

   a. Set back minimum 10 feet from the roof edge; or
   b. Screened with parapet walls, towers, or other architectural features.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 11. Building Frontage Upper Stories and Roof Transition
Photo by AWP

Recommendation:

Rooftop equipment should be grouped together where practical.

2.5 Parking Garages

Purpose Statement: To minimize the visual impact of parking.

Applicability: These standards are applicable to new stand-alone parking structures and structured parking incorporated into a building.

Standards:

A. **All Entries.** All entries to a structured parking garage shall be similar to the building façade. Architectural techniques can include matching façades, material treatments, or recessed garage entries.

B. **Pedestrian Entries.** Pedestrian entrances shall be located at-grade, connecting directly to the public pedestrian circulation network, on each street-facing frontage.

C. **Ground Level Design**. Except for vehicular entrances, the ground floor level, including any partially subgrade parking visible above grade, that faces a public right-of-way or publicly accessible open space or path, shall be concealed from public street view by:

   1. Lining with residential or non-residential use with a minimum depth of 20 feet on the ground floor, measured from the building façade; and
   2. Designing and treating the façade with the same level of detail, material quality, and façade articulation as other building façade areas; and/or
   3. Incorporating any of the following screening devices:

      a. Landscaping (e.g., shrubs, landscaped trellises); or
      b. Crafted ornamental metal screens (see Figure 12).

D. **Upper-Level Design.** All parking levels above the ground level shall be designed and treated with the same level of detail, material quality, and façade articulation as other façade areas (e.g., façade articulation and modulation, use of real windows with glazing or false windows defined by frames, lintels, or sills); and/or

E. **Light Screening.** Lighting shall be screened such that automobile headlamps are not visible from adjacent buildings, parcels, streets, public parks, or publicly accessible open spaces.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 12. Ornamental Screening
Photo by AWP

3. Pedestrian-Level Design

3.1 Ground-Floor Design

As established in *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*, all ground-floor frontages of new buildings constructed within the Specific Plan Area shall construct a ground-floor frontage that complies with the requirements and standards of this section. There are 4 allowable ground floor frontage types, each having distinct design standards for the interface of the building and the street. The BMC includes the figure *Ground-Floor Frontage Types in Nodes* showing the locations where certain frontage types are required within Designated Nodes. Outside of Designated Nodes, any ground floor frontage type is allowed. A single development project may combine any number of ground-floor frontage types that are allowed on the development site.

3.1.1 Storefront

Purpose Statement: To provide a building form that is functional for mixed-use buildings, primarily to encourage a strong retail-oriented commercial frontage that allows for other active uses, such as residential lobbies or exercise facilities, and where residential units and other less active uses are allowed on the ground floor behind commercial frontages. The design of the building should provide visibility between the public realm of the sidewalk and the activities of the use inside the building.

Figure 13. Storefront Frontage Design *Building fronting San Pablo Avenue. Photo by CD+A*

Applicability: Storefront Ground Floor Design is required for all new buildings located within a Designated Node, generally along San Pablo Avenue and University Avenue, except where shown in the BMC Figure: *Ground-Floor Frontage Types in Nodes*.

Standards:

A. **Frontage Zone and Landscaping.** Projects shall be consistent with the frontage zone dimension and landscaping standards in *PR-S.1 Sidewalk Zone Standards*.

B. **Ground Floor Dimensions and Interior Requirements:**

   1. **Ground Floor Height.** Ground floors shall have a minimum floor to floor height of 15 feet.
   2. **Tenant Space Depth.** Ground floor tenant spaces shall be a minimum:

      a. *Within Designated Nodes*. 40 feet in depth for a minimum of 50 percent of primary street building façades.
      b. *Outside Designated Nodes*. 30 feet in depth. Sidewalk easements/outdoor dining may count towards the minimum depth.

C. **Transparency.** Ground floor frontages shall be 60 percent transparent between 2.5 and 8 feet above finished grade. The following are prohibited: permanent covering of windows with frosted/opaque film, curtains, blinds, or tinted or reflective glass. See example Figure 13.

D. **Entries.** Entries shall be weather protected to a minimum depth of 3 feet, by recessing the entry and/or constructing either an awning or canopy.

Specific Plan Policy Reference: *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*.

3.1.2 Active

Purpose Statement: To provide a building form that is functional for a range of non-residential uses allowed in the Specific Plan Area, as well as residential amenity spaces.

Applicability: Active Ground Floor Design is a frontage type that is allowed in addition to Storefront Ground Floor Design for all new buildings located within the Designated Nodes, generally along streets intersecting San Pablo Avenue or University Avenue, as shown in the BMC Figure: *Ground-Floor Frontage Types in Nodes*.

Standards:

A. **Frontage Zone and Landscaping.** Projects shall be consistent with the frontage zone dimension and landscaping standards in *PR-S.1 Sidewalk Zone Standards*.

B. **Ground Floor Dimensions + Interior Requirements:**

   1. **Ground Floor Height.** Ground floors shall have a minimum floor to floor height of 15 feet.
   2. **Tenant Space Depth.** Ground floor tenant spaces shall be a minimum 30 feet in depth.

C. **Transparency.** Ground floor frontages shall be 50 percent transparent between 2.5 and 8 feet above finished grade. The following are prohibited: permanent covering of windows with frosted/opaque film, curtains, blinds, or tinted or reflective glass.

D. **Entries.** Entries shall be weather protected to a minimum depth of 3 feet, by recessing the entry and/or constructing either an awning or canopy. See example Figure 14.

Specific Plan Policy Reference: *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*.

Figure 14. Example of Active Frontage Design
Building fronting San Pablo Avenue. Photo by CD+A

3.1.3 Residential

Purpose Statement: To provide a building form that fosters social interaction and street activation while providing appropriate transitions between public and private space**.**

Applicability: Residential Ground Floor Design is a frontage type that is allowed for all new buildings in locations within the Specific Plan Area where either Storefront or Active Ground Floor Design are not required. See the BMC Figure: *Ground-Floor Frontage Types in Nodes*.

Standards:

A. **Frontage Zone and Landscaping.** Projects shall be consistent with the frontage zone dimension and landscaping standards in *PR-S.1 Sidewalk Zone Standards*.

B. **Transparency.** Ground floor frontages shall be 30 percent transparent between 4 and 7 feet above finished grade.

C. **Entries:**

1. **Primary Shared Entries.** Primary entries shared by multiple residential units shall be:
   a. Located at least once for each 200 feet of building frontage; and
   b. Recessed by a minimum of 3 feet.
2. **Primary Individual Entries.** Primary entries to an individual residential unit (see Figure 15) shall be:
   a. Located facing the street; and
   b. Weather protected to a minimum depth of 3 feet, by recessing the entry and/or constructing either an awning or canopy.

Figure 15. Elevated Individual Residential Entries
Photo by AWP

Specific Plan Policy Reference: *LU-P.19 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*.

Recommendations:

To create a semi-private transition between the sidewalk and residential units, raising the finished floor a minimum of 2 feet above finished grade and providing raised entries in form of either individual stoops or shared entry terraces is strongly encouraged.

3.1.4 Live/Work

Purpose Statement: To support the unique needs of spaces that combine living and working on the ground floor and provide a storefront character to enhance the pedestrian environment within the Specific Plan Area.

Applicability: Live/Work Ground Floor Design is allowed outside of Designated Nodes.

Standards:

A. **Frontage Zone and Landscaping.** Projects shall be consistent with the frontage zone dimension and landscaping standards in *PR-S.1 Sidewalk Zone Standards*.

B. **Ground Floor Dimensions and Interior Requirements:**

1. **Ground Floor Height.** Ground floors shall have a minimum floor to floor height of 15 feet.
2. **Storefront Character.** A minimum of 50 percent of the live/work unit façade shall be designed as a storefront (see Figure 16), as follows:
   a. Storefront areas shall be 60 percent transparent between 2.5 feet and 8 feet from finished grade.
   b. Storefront areas shall be designed to include signage and lighting when being used for commercial use.
   c. The following are prohibited within the commercial portion of a live/work unit: permanent covering of windows with frosted/opaque film, curtains, blinds, or tinted or reflective glass.

C. **Entries:**

1. Access to the non-residential portion of the unit shall be located on the street-facing façade.
2. Access to the residential portion of the unit is not permitted on the street-facing façade.
3. Primary ground floor entrances shall be weather protected to a minimum depth of 3 feet, by recessing the entry and/or constructing either an awning or canopy.

Specific Plan Policy Reference: *LU-P.9 Establish Ground Floor Form Types to Promote Pedestrian-Scaled and Flexible Ground Floors*.

Figure 16. Street Facing Frontage of Live/Work Unit
Photo by AWP

Recommendations:

The following design strategies are encouraged to support a storefront character that enhances the pedestrian environment within the Specific Plan Area:

- Window display cases at least 4 feet in depth for a retail-oriented character.
- Roll-up doors compatible with the storefront design for artist studios or maker spaces.

3.2 Private Open Space Design

3.2.1 Common Private Open Space

Purpose Statement: To ensure that common private open space provided in new development supports social interaction while providing a suitable level of privacy for residents. See example Figure 17.

Figure 17. Enclosed Courtyard with Common Amenities
Photo by AWP

Applicability: These standards apply to all new development projects in the Specific Plan Area.

Standards:

A. **Dimensions, Placement and Access:**

1. Common private open spaces are shared and accessible only to the occupants of the building and their visitors.
2. Required common private open spaces may be located on the ground floor, parking or commercial podiums, or rooftops.
3. All common private open space must have a minimum width and length of 10 feet.

B. **Shading.** A maximum of 25 percent of the total common private open space area may be covered by an architectural element that provides shade. If provided, such elements shall be at least 8 feet above the grade of the open space.

C. **Seating.** Seating shall be provided that meets all of the following standards:

1. Seating may only be provided by at least one of the following: Moveable seating, fixed individual seats, fixed benches with and without backs, and design-feature seating such as seat walls, planter ledges, or seating steps.
2. Devices or forms affixed or incorporated into planter ledges, steps, sills or other horizontal surfaces that would otherwise be suitable for seating that are intended to prevent or inhibit seating (such as spikes, metal bars, or pointed, excessively rough, or deliberately uncomfortable materials or forms) shall be prohibited.
3. Seats that face building walls must be located a minimum of 6 feet from such wall.

D. **Landscaping:**

1. A minimum of 40 percent of the open space area shall be planted with trees, ground cover, shrubs, or be located within either movable or permanent planters, except for open space located on a rooftop.
2. A minimum of one tree per 600 square feet of the portion of the total common private open space in a development that is located outdoors shall be planted, except for podium-level courtyards.

E. **Screening:**

1. Residential units located on the same floor as a common private open space must be screened with a barrier to sufficiently screen the unit from view, such as landscaping, fencing, or decorative walls.
2. Bedroom windows located within 5 feet of an internal pathway or common private open space must be screened with a landscape barrier to screen the window from view.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

3.2.2 Personal Private Open Space

Purpose Statement: To ensure that personal private open space provided in new development supports livable outdoor areas while maintaining a suitable level of privacy for residents.

Applicability: These standards apply to all new development projects in the Specific Plan Area.

Standard: Personal private open space shall meet all the following requirements:

1. All personal private open space must have a minimum clear height of 8 feet, measured from the ground floor or decking (see Figure 18);
2. Ground-floor personal private open space located outdoors must have a minimum dimension of 8 feet in at least one direction and 5 feet in all other directions; and
3. Balconies must have a minimum width and length of 5 feet.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 18. Balconies
Photo by AWP

3.3 Public Open Space Design

3.3.1 Sidewalk Expansion

Purpose Statement: To serve the range of uses and infrastructure located within each sidewalk zone along San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, and Ashby Avenue, consistent with the Pedestrian Plan (2020)[1] preferred widths for a Mixed-Use Residential Boulevard.

Applicability: These standards apply to all eligible projects seeking to provide a sidewalk expansion as a public open space incentive.

Standards: Sidewalk design and use shall comply with the objective design standards in *PR-S.1 Sidewalk Zone Standards*.

Specific Plan Policy Reference: *LU-P.7 Public Open Space Enhancements, LU-S.1 Sidewalk Expansion Incentive,* and *PR-P.1 Sidewalk Zones*.

3.3.2 Privately-Owned Public Open Space (POPOS)

Purpose Statement: To ensure the creation of high-quality POPOS within Designated Nodes to enhance placemaking and provide community open space within the Specific Plan Area. See example Figure 19.

Applicability: These standards apply to all eligible projects seeking to provide POPOS as a public open space enhancement consistent with *LU-P.7 Public Open Space Enhancements*.

Standards:

A. **Dimensions, Placement and Access:**

1. POPOS must have a minimum size of 5 percent of the site area, or 400 square feet, whichever is greater.
2. POPOS must have a minimum dimension of 20 feet in at least one direction.
3. POPOS must be clearly visible from the public right-of-way and have a direct publicly accessible connection to a sidewalk on one of the following public streets: San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, or Ashby Avenue and within a Designated Node. POPOS are prohibited on roofs.
4. Public access must be permitted daily at least during all hours that City parks are open pursuant to Section 6.32.020 of the Berkeley Municipal Code.
5. POPOS shall include signage that is located in a publicly conspicuous place stating that the open space is available for public use, hours of use, and identifies the party responsible for maintenance.

B. **Shading:**

1. Where provided, a maximum of 40 percent of the total area may be covered by permanent shade structures, such as awnings and trellises.

Figure 19. POPOS Plaza in Front of Mixed-Use Development
Photo by CD+A

[1] Berkeley Pedestrian Plan. Appendix B: Engineering & Design Guidance, Sidewalks – Preferred Widths for Sidewalk Zones, page B-8. https://berkeleyca.gov/sites/default/files/documents/2020%20Pedestrian%20Plan%20Appendix%20B%20%28adopted%29.pdf

2. POPOS with a clear vertical volume of at least 2 stories in height may be entirely covered by the floor area of the third story of the building and above.

C. **Landscaping:**

1. A minimum of one tree per 400 square feet of POPOS is required and trees may be located within a freestanding fixed planter.
2. A minimum of 20 percent of the POPOS must be landscaped. Landscaping shall include at least one of the following elements: (1) in-ground planting areas; (2) raised freestanding fixed or ballasted planters; or (3) integrated green infrastructure that treats stormwater.

D. **Screening.** Where provided to define the edge of a POPOS, screening material shall meet the following requirements:

1. Materials shall provide at least 75 percent transparency and be decorative, transparent and/or perforated; and
2. Materials may not exceed 36 inches in height from finished grade.

E. **Lighting.** Pedestrian-scale lighting that meets the standards in Table 5.2: Recommended Light Levels, *PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users*, shall be provided.

F. **Seating:**

1. A minimum of one linear foot of seating for each 30 square feet of POPOS shall be provided.
2. Seating may only be provided by at least one of the following: Moveable seating, fixed individual seats, fixed benches with and without backs, and design-feature seating such as seat walls, planter ledges, or seating steps. See example Figure 20.
3. Devices or forms affixed or incorporated into planter ledges, steps, sills or other horizontal surfaces that would otherwise be suitable for seating that are intended to prevent or inhibit seating (such as spikes, metal bars, or pointed, excessively rough, or deliberately uncomfortable materials or forms) shall be prohibited.
4. Seating for the purpose of a sidewalk cafe shall not count towards meeting the seating requirement.
5. Seats that face building walls must be located a minimum of 6 feet from such wall.

Figure 20. Quick-build POPOS plaza
Photo by CD+A

Specific Plan Policy Reference: *LU-P.7 Public Open Space Enhancements*.

3.3.3 Side Street Plaza

Purpose Statement: To encourage the enhancement of the pedestrian environment and support placemaking along San Pablo Avenue.

Applicability: These standards apply to all eligible projects seeking to provide a side street plaza as a public open space incentive.

Standard: Contribute to designing and building of a Side-Street Plaza, meeting the design and access standards described in *PR-P.15 Create Side-Street Plazas*.

Specific Plan Policy Reference: *LU-P.7 Public Open Space Enhancements* and *PR-P.15 Create Side-Street Plazas*.

3.3.4 Mid-Block Passage

Purpose Statement: To incentivize publicly accessible mid-block pathways in new through-lot developments. See example Figure 21.

Applicability: These standards apply to all eligible projects seeking to provide a side street plaza as a public open space incentive.

Standards:

A. **Dimensions, Placement and Access:**

1. Located at the ground level and be accessible from San Pablo Avenue and/or University Avenue.
2. A minimum 16-foot width and 16-foot height, allowing for built space above and/or below the surface of the passage.
3. Provide unobstructed visibility from one public space to another.
4. Provide signage that is located in a publicly conspicuous place stating that the open space is available for public use, hours of use, and identifies the party responsible for maintenance.

B. **Lighting.** Provide nighttime illumination pursuant to Ordinance N.S.-7424 and *PR-P.3 Improve Street Lighting for the Safety and Comfort of All Users*.

C. **Wayfinding.** Provide at least one wayfinding sign on each side of the passage.

Specific Plan Policy Reference: *LU-S.3 Mid-Block Passage Incentive and PR-P.7 Public Open Space Enhancements*.

Figure 21. Mid-block Crossing
"The Dogpatch Artwalk" in San Francisco. Photo by Fletcher Studio

3.4 Service and Utility Design

Purpose Statement: To minimize visual impact on the pedestrian experience and neighboring properties to the extent feasible.

Applicability: These standards apply to all projects that provide any of the following service and utility elements within the Specific Plan Area, unless otherwise prohibited by the utility provider, building and/or fire codes:

- Utility Equipment (e.g., electric and gas meters, fire sprinkler valves).
- Service, storage areas and loading areas.
- Communal refuse, recycling, and compost collection

Standards:

A. **Design.** All above-ground utility equipment, service, storage, and communal refuse, recycling, and compost/green waste collection areas shall be similar to the project building and landscape design.

B. **Screening.** All above-ground utilities and equipment, service, storage, and outdoor loading areas or enclosures located outside shall be screened (see Figure 22).

C. **Backflow Preventors.** Backflow preventors shall be located within landscaped setback areas and painted black or green. If no landscaped setback areas exist on the site, then they shall be incorporated into the front of the building and concealed from public street view.

D. **Transformers.** All transformers should be undergrounded.

Specific Plan Policy Reference: *LU-S.6 Design Standards*.

Figure 22. Utility Equipment Location
Photo by AWP

3.5 Private Parklets

Purpose Statement: To increase flexibility for temporary uses that support an active, pedestrian-oriented and economically resilient Specific Plan Area. See example Figure 23.

Applicability: These standards apply to any parklet constructed on private property within an existing off-street parking space(s).

Standards:

A. **Design:**

1. Any fixtures or temporary materials constructed for the purpose of creating a Private Parklet shall be removable.
2. A visible edge to the Private Parklet must be provided. Any railing, fencing, or landscaping material installed for the purpose of providing a visible edge shall be a maximum of 36 inches in height and decorative, transparent, and/or perforated with a minimum of 75 percent transparency.

B. **Access:**

1. The Private Parklet shall be accessible to customers during business hours.
2. Access and circulation from, to and within the remaining area of the off-street parking lot, driveway, and loading areas shall be maintained during operating hours as approved by the Public Works Department.

Specific Plan Policy Reference: *LU-P.8 Expand Allowed Primary and Temporary Uses* and *PR-P.16 Support Use and Creation of Parklets*.

Figure 23. Parking Lot with Restaurant Seating
Photo from Vik's Chaat,vikschaatcafe.com, accessed April 2025.

3.6 Public Art

Purpose Statement:

- Create a sense of place along San Pablo Avenue and celebrate the neighborhood's identity through integrated, high-quality public art.
- Activate Designated Nodes, open spaces, and building frontages with artwork that enhances the visual experience of the Avenue.
- Encourage collaboration with local artists and inclusion of art that reflects community.

Applicability: These standards apply to all projects subject to the Percent for Art Ordinance (BMC Chapter 23.316, Percentage for Public Art on Private Projects).

Standards:

A. **Guidelines and Procedures.** All public art provided within the Specific Plan Area shall comply with the guidelines and procedures in BMC Chapter 23.316, Percentage for Public Art on Private Projects.

B. **Location.**

1. Public art shall be located in publicly visible areas (e.g., building entries, courtyards, plazas, side street plazas, POPOS, and pedestrian walkways).
2. Public art shall be either freestanding or incorporated into building elements (e.g., façades, paving, railings, columns). See example Figure 24.

C. **Visibility.** Public art shall be visible from at least one of the following public vantage points:

1. Public right-of-way (preferably from San Pablo Avenue or University Avenue);
2. Publicly accessible plaza; or
3. Designated pedestrian pathway.

D. **Access.** Public art shall be accessible without barriers or restricted access during daylight hours. Examples include building murals, fencing murals, art installations in parking lots, landscaped areas, or inside businesses with visibility from the public realm within the Specific Plan Area.

Specific Plan Policy Reference: *LU-S.6 Design Standards* and *PR-P.13 Facilitate Installation of Public Art that Benefits the Public Realm*.

Recommendations:

Projects within the following Designated Nodes are strongly encouraged to provide on-site public art: Gilman Street, University Avenue, and Ashby Avenue.

Privately funded art installations located on buildings and other private properties that are visible from the public right-of-way are encouraged.

Figure 24. Public Art on Walls and as Surface Treatment
Top: Public art Wall Mosaic - 2352 Shattuck Avenue. Bottom: Painting on pavement in reuse of former parking lot - Broadway and 21st Street in Oakland. Photos by CD+A

4. Glossary

1. **Ballasted Planter.** A planter that is secured with heavy material to ensure that it is stable against wind or other factors.
2. **Blank Wall.** A building façade without doors, windows, landscaping treatments, or public art.
3. **Chamfer.** A transitional edge between two building façades, typically created by a 45-degree angle.
4. **Datum Lines.** Continuous horizontal architectural elements along a building façade that establish a consistent line of alignment.
5. **Freestanding Fixed Planter.** A planter that is self-supporting – it does not rely on another external structure for support.
6. **Through-lot.** A lot that has frontage on two opposite sides onto two or more public rights-of-way.
7. **Wall Plane.** Continuous wall surface.

ATTACHMENT 1, EXHIBIT D
DRAFT
UNIVERSITY AVENUE STRATEGIC PLAN AMENDMENTS

Land Use Framework

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The seven Avenue Nodes recommended by this plan are as follows: 1) Fourth Street in West Berkeley, 2) West University Avenue, ~~3) San Pablo Avenue,~~ 34) University Avenue at the Adult School, 45) University at Acton Street, 56) University at California Street and 67) Downtown.

~~San Pablo Avenue – This street has recently experienced something of a renaissance. There is a wide variety of stores and businesses along San Pablo, including local-serving convenience shops, small restaurants and cafes, a bank, post office, discount households supplies, a drug store, liquor store, car repair, and other auto-related services. This tree-lined avenue is both pedestrian-oriented in its fine-grained scale and a major auto/transit thoroughfare. Most older buildings come to the street edge and create a strong pedestrian environment. New uses and buildings should protect and enhance the positive aspects of this area.~~

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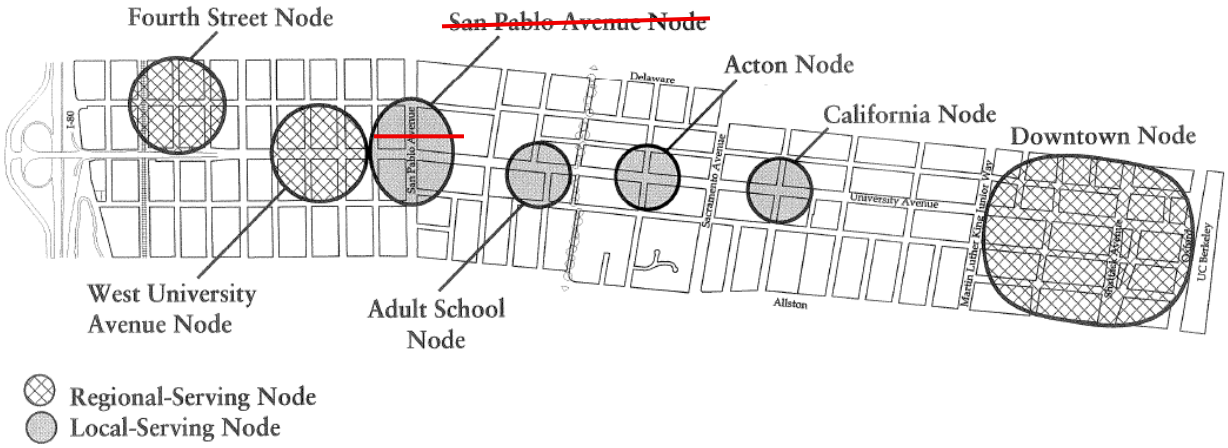
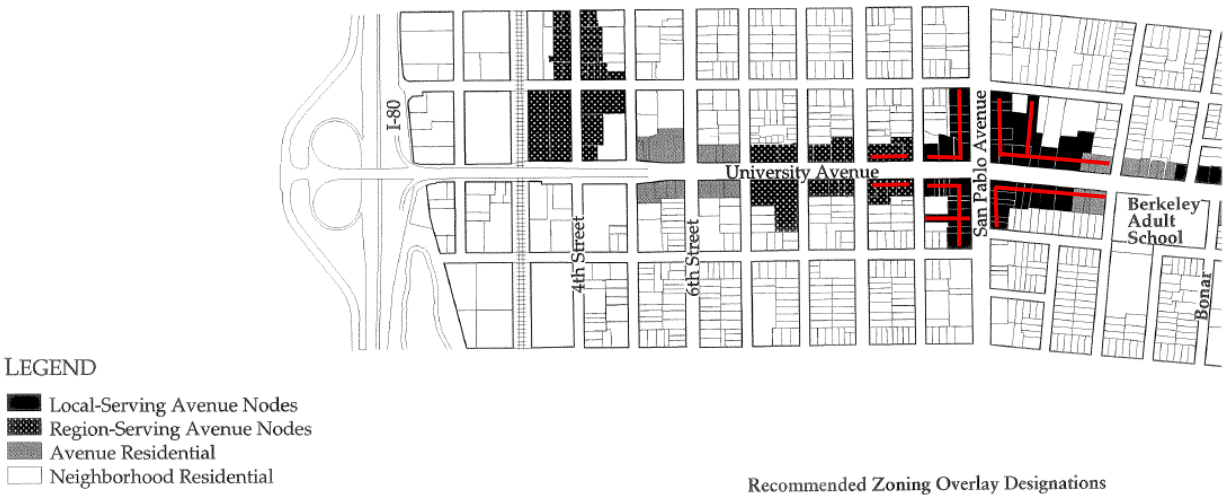
Strategy 6A: Create a special Zoning Overlay Designation for University Avenue between ~~San Pablo Avenue~~ Curtis Street and Martin Luther King Jr. Way that:



Recommended Avenue Nodes



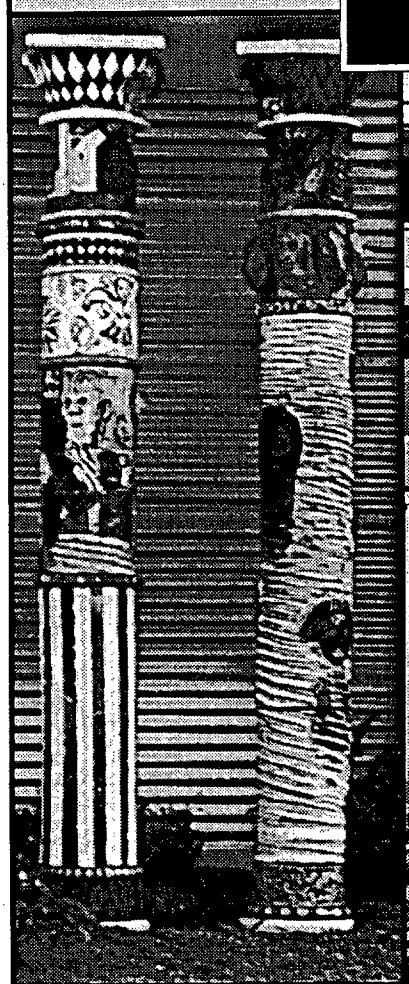
Recommended Zoning Overlay Designations

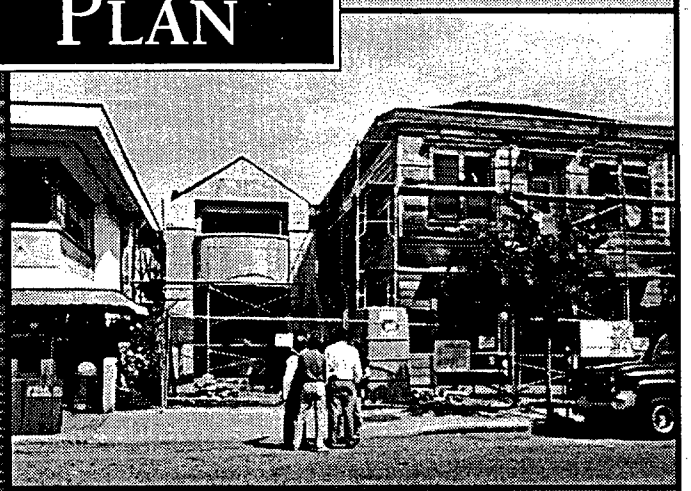
ATTACHMENT 1, EXHIBIT E
WEST BERKELEY PLAN AMENDMENTS

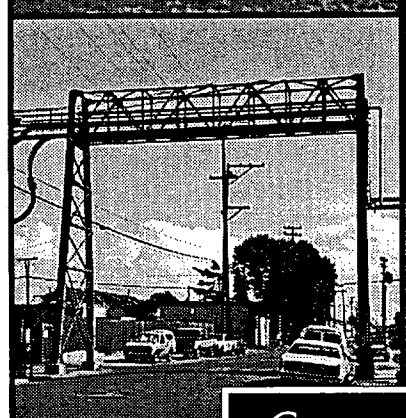
The proposed amendment to the West Berkeley Plan would retire the Plan in its entirety. In legislative terms, this would involve deleting all text and images contained in the West Berkeley Plan.

WEST BERKELEY

PLAN







CITY OF BERKELEY • FALL 1993

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Photo Credits: Nathan Landau, Norma Hennessey, Carol Kamlarz, Jane Scheer, Planning Analysis and Development

The West Berkeley Plan Committee wishes to give special thanks to Luis Reyna, Waterfront Commissioner, who was an active participant in the West Berkeley Plan until his untimely death in 1988.

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Introduction

The *West Berkeley Plan* is an amendment to Berkeley's *General Plan* (often referred to as the Master Plan, its former title). It is a long range plan for West Berkeley—here defined as the area between San Pablo Avenue (incorporating both sides of the street) and the Eastshore Freeway. It is intended to guide the development of West Berkeley until at least the year 2005. It sets forth the City's key land use, environmental, economic development, transportation, housing and social services, and physical form (urban design, historic preservation, open space) policies for West Berkeley.

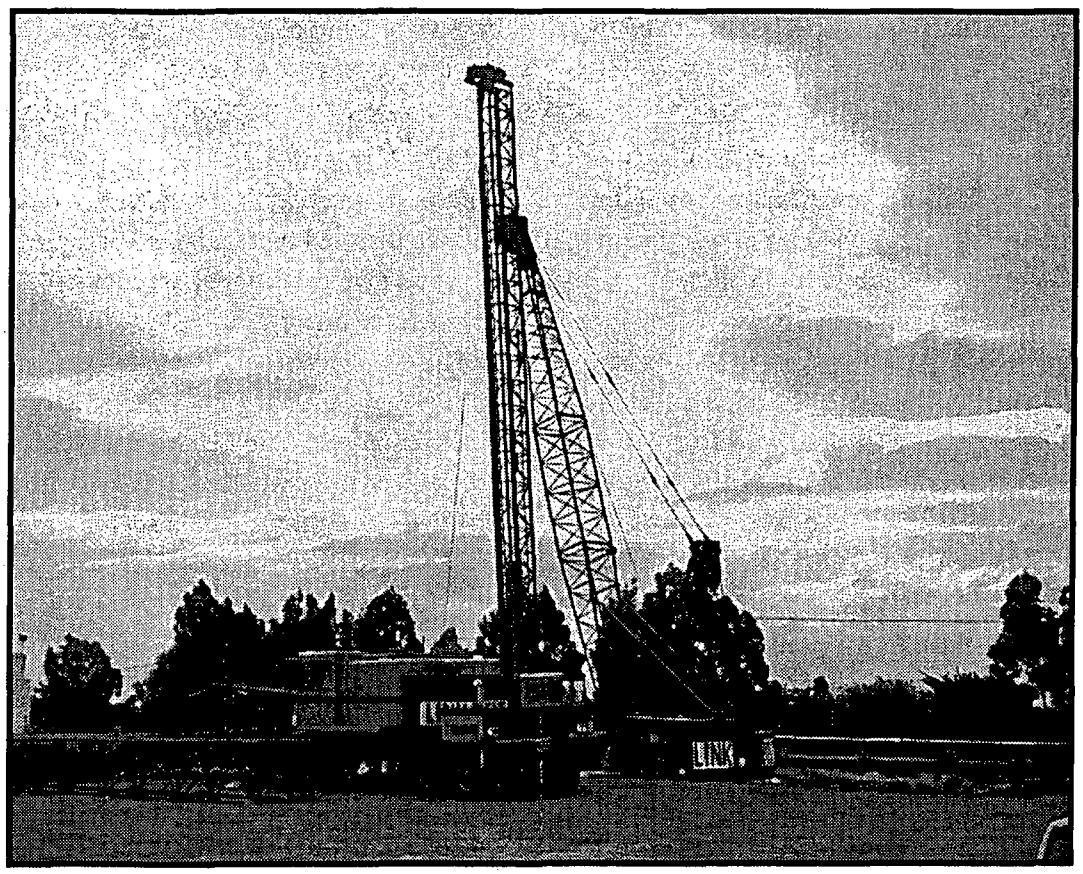
This document is proposed for final adoption as an area plan and *Master Plan* amendment. The Plan process began in 1985. Council directed that a Plan be prepared, as part of a program of area planning. This direction was given additional urgency by the controversy surrounding the reuse of the formerly manufacturing Durkee/Aquatic Park Center site primarily for offices and laboratories. This controversy extended to occupation of a historic smokestack to block its demolition. After wide-ranging discussion of a great variety of issues a working document, the Preliminary Working Draft, was issued by the Planning & Community Development Department in 1989. In April, 1991, the City Council unanimously approved the *Preferred Land Use Concept*, which set forth the basic land use and environmental direction of the Plan. Further discussions refined that Concept into the Draft Plan, which was issued in November, 1992.

Since issuance of the Draft Plan, an Environmental Impact Report, assessing the probable environmental impacts of development under the *Plan*, has been prepared. That EIR must be certified by the City Council before the *Plan* can be adopted. After Plan adoption, rezoning—the Zoning Ordinance amendments that will bring West Berkeley's zoning into conformity with the Plan will be proposed. The West Berkeley Redevelopment Plan (for the Redevelopment Area bounded by University and Cedar, 6th St. and the Freeway) will also be brought into conformity with the *West Berkeley Plan*. An Implementation and Mitigation Monitoring Program will also be prepared—this document will serve as a more detailed outline of and timeline for the proposed and projected implementation of *West Berkeley Plan* concepts.

The *West Berkeley Plan* is the latest in a series of area plans—all formally incorporated into the City's General Plan—that the City and the community have developed. There is the Waterfront Plan, which guides and controls development on the Waterfront immediately west of the *West Berkeley Plan* Area. The Downtown Plan and the South Berkeley Area Plan have been adopted as guides to the preservation and revitalization of those areas. Another important plan affecting the city's future is the University of California's Long Range Development Plan, although that is not a City document and the City does not endorse all aspects of it. The City has also rewritten the zoning regulations controlling many of its most important neighborhood commercial districts—Elmwood, North Shattuck, Shattuck/Adeline, Solano Ave., and Telegraph Ave., although full area plans were not developed for these areas. A planning process is

~~currently beginning for the University Avenue area. Together these Plans and commercial district rezonings provide guidance for most of the economically active areas of the city; the General Plan revision which is now underway while tie them together into a cohesive citywide whole.~~

~~The extraordinary participatory process which created the *West Berkeley Plan* is discussed in the **Process** section.~~



Summary

Plan Concept & Vision

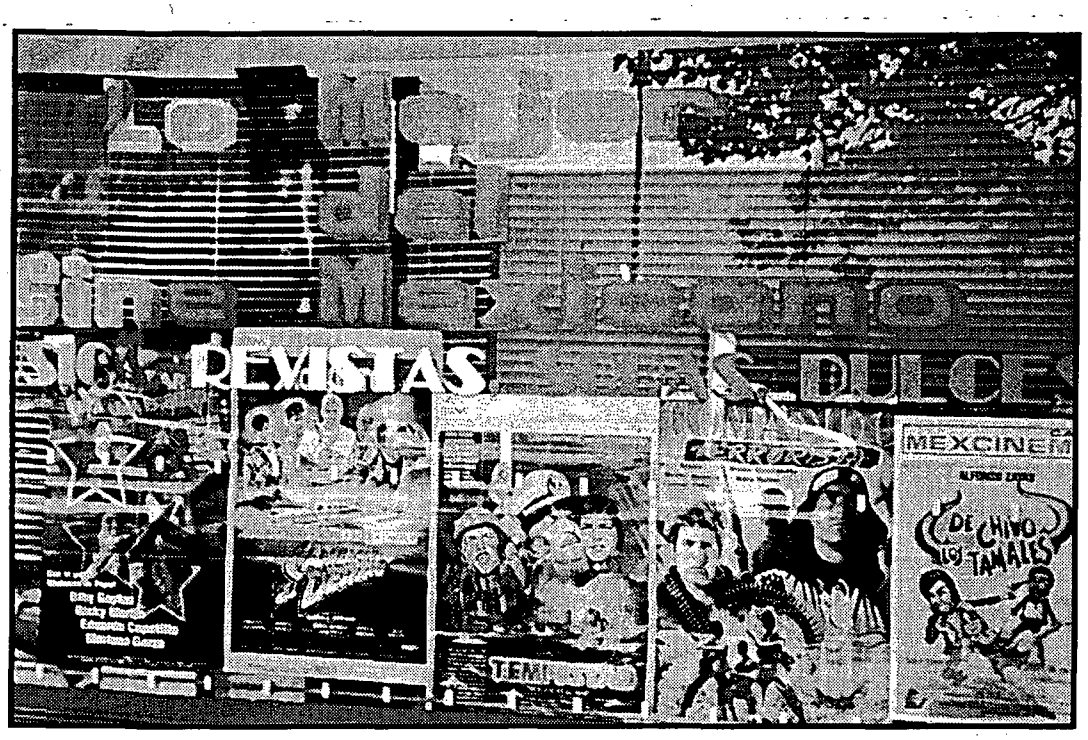
West Berkeley in 1993 is a successful part of the city. It is home to (among other things) many growing manufacturers, a booming retail trade, important laboratories, and the most ethnically diverse residential community in Berkeley. The mix of uses, building ages, and building styles gives West Berkeley a unique character within Berkeley and the East Bay. The *West Berkeley Plan* seeks to build on that success, maintain that character, and help extend them to the year 2005.

Because West Berkeley is a successful area, the *Plan* seeks to guide its evolution, rather than radically reshape it. The *Plan* envisions a West Berkeley in 2005 which remains a mixed use area, although with relatively more retail and office uses along with a vital manufacturing sector. It envisions a West Berkeley which maintains similar building forms to those which exist currently, with some major development on minimally used sites.

In one sense, the *Plan* seeks to save West Berkeley from the possible negative consequences of its own success. Successful mixed use areas such as West Berkeley can become so expensive and intensely developed that manufacturing and other uses which cannot pay maximum rents and land costs are forced out. These areas thus lose the very characteristics which initially made them attractive to many people. The SoHo district of New York City represents an advanced case of this process. The *West Berkeley Plan*—by designating relatively small areas where certain use categories (e.g. light manufacturing, retail) are emphasized—seeks to preserve the mix in West Berkeley as a whole. The *Plan* aims to guide and manage West Berkeley growth, so that growth does not overwhelm West Berkeley's character.

The *Plan* does recognize that there are conditions in West Berkeley which need improvement. The *Plan* calls for continuous improvement of environmental quality, so that industrial and other development does not mean environmental degradation. The *Plan* calls for strengthening the ties between Berkeley/West Berkeley residents and West Berkeley employers, so that the benefits of economic expansion can be enjoyed by those most in need. The *Plan* calls for improved sidewalks and bikeways, so that it is easier and more pleasant to move around in West Berkeley without driving.

The *Plan* envisions some major physical improvements. These improvements are those which would reinforce and strengthen important West Berkeley features. In the 4th and University/Hearst area, a new long distance rail station would help anchor the retail district. New stores along Addison Street would help entice people to a revitalized Aquatic Park, now shielded from freeway noise by a soundwall. A new bicycle/pedestrian bridge would cross the Freeway to the Waterfront from the University/Addison Street area. The 7th & Ashby area could gain new streets leading to Ashby Ave., making it easier to come into and out of the area. San Pablo Avenue should have a more urban(e) look and feel,



with new mixed-use buildings anchoring key commercial corners, while the cleaned and repaired facades of older buildings emerge more sharply. Other possible improvements, such as a light rail line along San Pablo Ave., are more uncertain, and more dependent on the decisions of other agencies.

Although many of the *Plan's* Elements concern themselves with physical and economic development, the ultimate goal of the *Plan* is to improve the quality of life for West Berkeley residents and Berkeley residents generally. For example, the *Plan's* emphasis on maintaining manufacturing jobs is based on the recognition that these jobs generally provide the best combination of good pay and accessibility to the modestly skilled and educated (a combination which last year's events in Los Angeles have reinforced the importance of). A different example of the human importance of physical improvements is air quality—improvements in air quality deriving from implementation of *Plan* goals will benefit all West Berkeleyans and Berkeleyans generally. In yet a different way, new facilities in Aquatic Park will make it a more useful resource for area residents and workers.

The Plan's Elements and policies taken together form an integrated whole—a framework for steady, "incremental" improvement based on the physical, economic, and social foundation which is in West Berkeley today. Thus the *Plan* seeks to supplement, rather than supplant manufacturing, to build additional housing generally without demolition of existing housing. Yet the *Plan* also recognizes that there will be the need for constant balancing of interests and for occasional trade-offs between different interests and goals. Many *Plan* policies speak to the need for such balancing. The process of developing the *Plan* itself represented a major exercise in reconciling different interests and issues. The *Plan* takes a "both-and" approach, rather than an "either-or" approach wherever possible.

In particular, a central premise of this *Plan* is that West Berkeley can maintain and expand its manufacturing base, while maintaining and improving its environmental quality. These goals need not be inconsistent, although there may be tensions at times. In some cases, environmental quality can be improved through expansion of manufacturing, such as when manufacturers who use recycled materials expand. The Recycling Market Development Zone (RMDZ) which West Berkeley is a part of encourages this type of manufacturing. Similarly, there is no reason that an industrial environment cannot be an aesthetically pleasing one, although its appearance will be different from other types of areas.

Plan Purposes

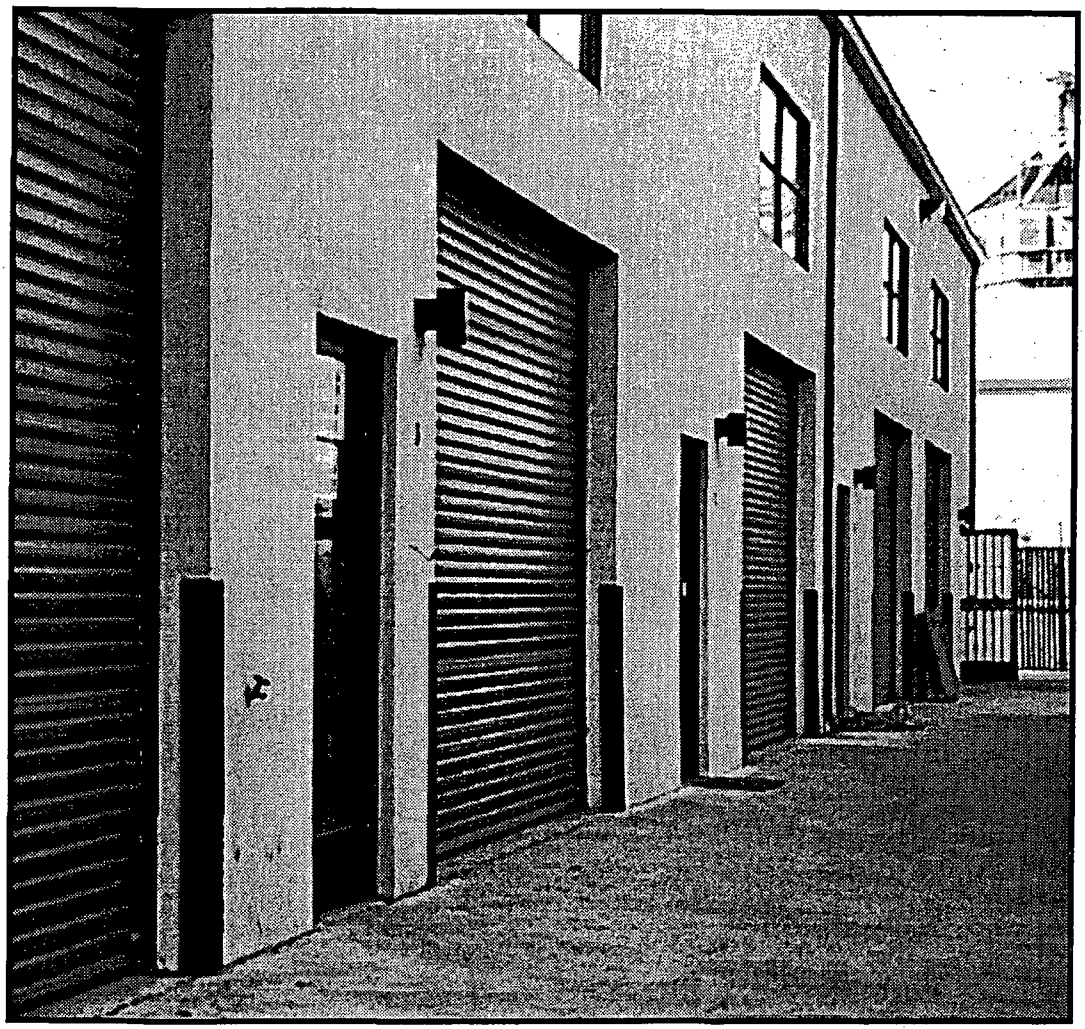
The broadest Purposes of the *Plan* are stated below. The *Plan* is a complex document, with 38 Goals—most of which have numerous Policies set forth under them. No small set of overarching purposes could capture them. Nonetheless, the *Plan* is centered on diversity and quality of life. The *Plan* celebrates and strives to maintain both the diversity of residents and of business activity in West Berkeley, in the face of forces which might sharply reduce that diversity. The *Plan* seeks to maintain and improve the quality of life in West Berkeley in a wide variety of ways—whether it be reducing pollutants in the air, minimizing traffic on the streets, or improving the appearance of buildings in West Berkeley. The *Plan* Purposes affirm that the *West Berkeley Plan* is not envisioned as a blueprint to transform an ailing neighborhood, but as a set of guidelines to further energize an already vital one.

1. *Maintain the full range of land uses and economic activities—residences, manufacturing, services, retailing, and other activities—in West Berkeley.*
2. *Maintain the ethnic and economic diversity of West Berkeley's resident population.*
3. *Maintain and improve the quality of urban life—including environmental quality, public and private service availability, transit and transportation, and esthetic and physical qualities—for West Berkeley residents and workers.*

The Structure of the Plan Document

This Introduction to the *Plan* outlines the Plan's history and its structure. This Summary section outlines the Plan's overall vision and purposes, and summarizes key features of the *Plan*. This is followed by a process section, which reviews the process of developing the *Plan*. Then there are 6 Elements which address the major issues in West Berkeley:

- Land Use
- Economic Development
- Environmental Quality
- Transportation
- Physical Form—Urban Design, Historic Preservation, and Open Space; and
- Housing and Social Services



~~Each Element of the *Plan* follows a similar structure, although some Elements have additional sections as well. The Element is introduced with a Strategic Statement—a succinct summary of the broad concepts, vision, and direction of the Element. This is followed by a Background section which discusses conditions, trends, and issues in the area the Element addresses. The Economic Development Element includes the Economic Development Rationale (an important section for the *Plan* as a whole). This background information lays the groundwork for the Goals and Policies section which follows it. Finally, each Element contains an Implementation section, laying out concrete actions that the City can take to realize the Element's policies. Some Elements (like Economic Development) also have additional sections addressing major strategic issues in more detail. Other Elements (such as Land Use) have sections laying out specific recommended development standards or regulations. The Land Use Element does follow the general format, but also is largely devoted to the proposed land use regulations—permitted and prohibited uses in each district, required development standards, etc.~~

~~*Highlights of the West Berkeley Plan (selected)*~~

~~Policies~~

- ~~Creates districts designed to retain manufacturing;~~
- ~~Sets up concentrated retail "nodes";~~
- ~~Recognizes residential enclaves within the industrial/commercial area;~~
- ~~Focuses comprehensive environmental enforcement in West Berkeley on the 10 most important firms;~~
- ~~Supports creating a central, accessible location where the community can obtain environmental information;~~
- ~~Calls for reductions in the production, transport, and handling of hazardous materials;~~
- ~~Seeks to focus economic development efforts on retaining and attracting appropriate industries;~~
- ~~Supports West Berkeley's continuing role as an "incubator" of new businesses of all types;~~
- ~~Facilitates creation of space for expanding businesses by streamlining the permit process;~~
- ~~Proposes a variety of measures to reduce the use of single-occupant automobiles;~~
- ~~Demonstrates that West Berkeley is Berkeley's most ethnically diverse area, and supports efforts to maintain this diversity;~~
- ~~Supports creation of well-designed live work spaces in appropriate locations;~~
- ~~Makes widespread tree planting in West Berkeley an open space priority;~~
- ~~Stresses the need for urban, street focused development on all of West Berkeley's major streets with special emphasis on critical gateway streets such as University Avenue.~~

~~Physical Development Activities~~

- ~~Prioritizes the reuse of large, vacant sites (such as Colgate and Utility Body) as an economic development activity;~~
- ~~Highlights an improved train station at 3rd & University as a planning and development priority;~~
- ~~Supports installation of historic signs in locations such as the oldest areas of Oceanview;~~
- ~~Initiates feasibility studies on parking needs around 4th & University, 7th & Ashby, and 7th & Parker;~~
- ~~Supports the development of light rail transit on San Pablo Ave. Plan~~
- ~~Recommends serious consideration on new street links to Ashby Ave. (in West Berkeley) from the north;~~

- Anticipates substantial development of the University's Harrison lands;
- Facilitates expansion by existing manufacturers and other businesses.

Summary of the Elements (Major Sections) of the West Berkeley Plan

Land Use

Perhaps more than in any other field, the *West Berkeley Plan* will change the regulation of land use in West Berkeley. The *Plan* creates a new set of land use/zoning districts for West Berkeley, the first areawide revision of districts since the Special Industrial zone was created in 1956. These new districts seek to better tailor allowable land uses to existing ones, and to provide better guidance to businesses and developers on what specific uses are desirable and what uses are not in specific West Berkeley locations. The *Plan* seeks to preserve the mix of uses in West Berkeley as a whole by reserving some areas for uses like manufacturing which might otherwise disappear.

The land use concept and districts are discussed in detail in the Land Use Element. A new set of zoning districts in the Zoning Ordinance will have to be created to implement the *Plan*. In general, the districts provide a gradation of districts—from purely residential to several types of mixed use districts to strictly manufacturing/industrial. Given the greater clarity of the new districts on which uses are desired and permitted, and which ones are not, the permit process is generally eased for conforming projects.

Economic Development

The Economic Development Element proposes policies to maintain and enhance West Berkeley's multi-sectoral economic dynamism, and to channel the benefits of economic activity to West Berkeley and Berkeley residents (through both employment and business opportunities). The Element recognizes and prioritizes West Berkeley's historic role as Berkeley's manufacturing and industrial sectors, particularly because of the higher-quality, better-paying jobs they create. Yet in the framework of a multi-sectoral strategy, the Element also supports West Berkeley's growing role in fields such as retailing and advanced services. The Element also calls for the improvement of neighborhood serving retail stores such as grocery stores in West Berkeley.

Environmental Quality

Maintenance and improvement of environmental quality is a central concern of the *West Berkeley Plan*. Environmentally oriented strategies are found throughout the *Plan*—from buffers between incompatible uses in the Land Use Element to (automobile) trip reduction in the Transportation Element. The Environmental Quality Element is the focus of this concern, and incorporates goals, policies, and strategies on topics ranging from air quality to hazardous materials to noise. The restructuring of the hazardous materials program that has already occured begins to address many of the concerns of the *West Berkeley Plan*.

Physical Form

West Berkeley's urban environment is a uniquely rich one within the East Bay. The sections of the Physical Form Element—discussing Urban Design, Historic Preservation, and Open Space respectively—propose policies and strategies to maintain and enhance this environment's urbanistic richness. This Element develops a policy framework for physical form which will support and enhance the implementation of the *Plan*'s land use and other policies.

Urban Design

West Berkeley will continue to be rebuilt and renewed over the next 15 years. The *Plan*'s Urban Design policies seek to assure that this rebuilding will occur in a pedestrian-friendly, street-oriented, urban manner, rather than an automobile-oriented suburban one. Concentrations of retail stores at major intersections and transit hubs—which the *Plan* calls "commercial nodes"—are particularly important locations for creating urban activity. Commercial and industrial corridors along major streets can also begin to take on a more urbane appearance. In addition, sensitive design can help ease transitions where different types of uses—such as industrial and residential—come together in this mixed-use area.

Historic Preservation

The mixture of buildings from many historic periods over the last century (and more) is an important part of what makes West Berkeley's urban richness. The *Plan*'s historic preservation policies seek to highlight historic buildings and sites, educate the West Berkeley and general public about them, and preserve them to the greatest degree possible in an evolving area. New approaches, such as the designation of "Heritage Areas"—where residents and property owners would work together voluntarily for

~~preservation and historic education—can help highlight areas of West Berkeley with special historic significance. The *Plan* also discusses and supports broader publicity for the rich ethnic and industrial history of West Berkeley, as well as architectural history.~~

~~Open Space~~

~~The *West Berkeley Plan's* open space approach seeks to link West Berkeley's open spaces into a network of green spaces and corridors. The *Plan* emphasizes an areawide effort at tree planting which can soften and humanize West Berkeley, and bring neighbors together for a common goal. The *Plan* also supports improvements to neighborhood parks. The *Plan* incorporates by reference the draft Aquatic Park Master *Plan*, placing special emphasis on improving access to this underutilized open space resource. The *Plan* recognizes the importance of improving the pedestrian and bicycle linkage between West Berkeley and Waterfront.~~

~~Transportation~~

~~Reducing the dependency of the West Berkeley transportation system on single occupant automobiles is the primary thrust of the *West Berkeley Plan* Transportation Element. The Element also seeks to improve circulation within and into West Berkeley (especially around 7th & Ashby, where new streets may be developed), and to reduce traffic congestion on West Berkeley arterials. There is also a need to make West Berkeley an easier place for pedestrians and bicycles to get to and through—an area where action is already being taken. An expanded rail station at University Ave. could serve as a centerpiece for West Berkeley transit/transportation efforts. Reinstallation of light rail on San Pablo Ave. is an uncertain but exciting possibility.~~

~~Housing & Social Services~~

~~The Housing and Social Services Element celebrates West Berkeley's role as the most ethnically diverse area in Berkeley, and proposes policies which will help maintain that diversity. To maintain this, it will be necessary to maintain a stock of lower cost housing—especially rental housing, but owner-occupied housing as well. The social environment of this affordable housing, including safety, supportive social services, and other services continues to require improvement. The Element also supports the continued development of live-work spaces for those who want this housing form, in appropriate locations under appropriate standards.~~

PLAN PROCESS

The Nature of the West Berkeley Planning Process

Planning processes in Berkeley (and many other cities) are typically complex, contentious, and protracted. These processes often become battlegrounds for people and groups with radically divergent visions of how an area should (or should not) develop and change. The *West Berkeley Plan* process, which has (to date) stretched over 8 years, has certainly been complex and contentious. There were many important issues—ranging from arts and crafts protection to zoning for industry—over which participants strongly disagreed. Yet ultimately the *West Berkeley Plan* Committee (working with City staff) was able to fashion documents that won consensus approval. This section of the *Plan* will briefly describe how this agreement was achieved, how the *West Berkeley Plan* process developed, and try to give some of the "flavor" of the process.

The West Berkeley Plan went far beyond "citizen participation," because it is a document fundamentally from the "citizens," the "stakeholders" of West Berkeley. The term "citizen participation" suggests to many periodic citizen input into a process controlled by others. In the *West Berkeley Plan* process, various types of citizens—artists, developers, landowners, manufacturers, residents, unionists and others—were continuously involved and drove the process. The City Council sponsored the process, and at one important point gave specific direction for the Plan. City staff from multiple departments provided technical and logistical information, and worked to keep the process moving forward. Yet in the final analysis, the *Plan* is the community's document. The listing of Plan participants on the inside front cover of this documents symbolizes that community "ownership" of the Plan.

The "process" for a complex project like developing the *West Berkeley Plan* has many components. There were the formal steps taken by the *West Berkeley Plan* Committee, the Planning Commission, and the City Council. There were the documents for the Plan (generally, but by no means always, prepared by staff)—both for action and for information—that are reviewed and modified by Plan participants. Perhaps most importantly, there are the interactions between the participants in developing the Plan, which lead them to new understandings about the Plan and about West Berkeley. It was this process of people meeting and talking, often arguing vociferously and even sometimes slamming the other's position, which finally allowed a consensus plan to emerge. Indeed, this contentious process would lead to the development of a core of what might be called "plankeepers." These plankeepers had been immersed in the process to the point where they could—and sometimes would—articulate the viewpoint of someone who had been directly opposed to them. This section will seek to briefly characterize all of these aspects of the Plan process.

The Nature of West Berkeley as an area to plan

The subject of this process—West Berkeley—is the largest and most complex area Berkeley has ever planned for (the other Area Plans are for Downtown, South Berkeley, and the Waterfront). West Berkeley is Berkeley's manufacturing center, as well as a residential community of some 7,000 people. When the Plan was initiated, West Berkeley was clearly changing, with historically unprecedented retail and office uses replacing some industrial uses. With the freeway and the close proximity of industrial and residential uses, West Berkeley has some of the city's most challenging environmental problems. As the first settled part of Berkeley, West Berkeley has important historic resources. All of this makes planning for West Berkeley even more complex than usual.

1985-1989: Handling the Issues of West Berkeley

The reuse project at the Durkee Foods factory led to the initiation of the *West Berkeley Plan* process. Durkee Foods had primarily been a canning plant, proposed in 1984 for conversion to office and laboratory use. Many West Berkeley residents and businesses saw Durkee as a harbinger of dramatic change that was likely to occur throughout the neighborhood—from fairly low intensity industrial use to much higher intensity commercial use. Residents feared rivers of traffic flowing their way. Artists and craftspeople could be priced out by this development process. Some activists were personally being displaced by the reuse project. One person dramatically demonstrated his opposition to the demolition of an old factory smokestack by sitting atop it. From a public policy standpoint, the M (Manufacturing) zone regulations allowed every type of use—from single family homes to "heavy" manufacturing—and thus provided no guidance on what the City wished to see on the site. To provide that guidance, the City Council authorized the development of an area plan for West Berkeley.

The early years of the Plan process—roughly from 1985 to 1989—focused on initiating the Plan process, developing background data on the area, and handling specific issues in West Berkeley. The responsibility for Plan development was given to the *West Berkeley Plan* Committee—a committee with open membership, led by Planning Commissioners, one of whom served as committee Chair. Despite its open membership, Plan Committee participation tended to be fairly stable, with residents, artists and craftspeople, and property owners well represented in this period, while manufacturers and unions representing their workers were not.

These years saw important reforms to land use regulation in West Berkeley. Arts and crafts zoning protecting the spaces occupied by these uses from changes to other uses was sponsored by the committee. Interim changes to the M (Manufacturing) zone regulations which instituted a parking requirement for the first time and modified change of use requirements. The Committee kept a close watch on the progress of its initiating project at Durkee. It also began the process of defining its goals, policies, and implementation strategies for the area.

Equally important were decisions not to make changes. The Committee also recommended—after bitter debate—that the then proposed expansion of the West Berkeley Redevelopment Area be deferred until the completion of the *West Berkeley Plan*.

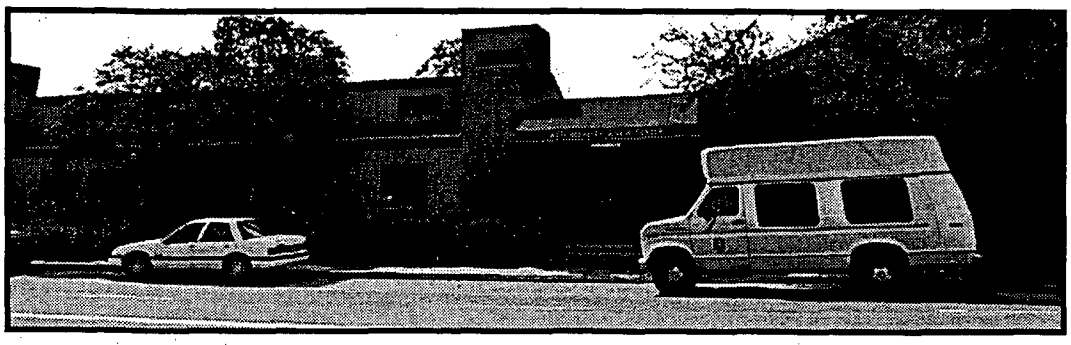
If there was to be a new Redevelopment Plan, it should occur in the framework of the *West Berkeley Plan* rather than preceding and possibly reshaping it. The Committee also rejected proposals for upzoning—allowing greater density of housing—in the residential core areas. The Plan would leave zoning in strictly residential areas essentially unchanged.

1989-1991: Forging a Land Use Concept

Between 1989 and 1991 the Preferred Land Use Concept which is at the heart of the *West Berkeley Plan* was forged. Although the Concept was ultimately approved by Consensus, developing it took a great deal of work, argument, and compromise. The Concept was the ultimate result of what amounted to a restructuring of the process—with new participants, new information, and new Council direction.

In early 1989, the Planning Division staff was moving towards the development of alternative development scenarios for West Berkeley. These alternative development scenarios would lay out different possible future paths for the area, and would serve as the working documents for discussing what the Plan's land use proposal would be. The City's Office of Economic Development (OED) strongly supported the emerging idea that at least one of these scenarios would emphasize the retention of manufacturing uses. OED had (in conjunction with the Chamber of Commerce) surveyed large West Berkeley firms—mostly manufacturers—and acquired a new picture of the economic landscape. Far from being in unmitigated decline, many manufacturers had expanded and planned to expand in the future. This information was a key intellectual input into the Plan.

At roughly the same time, several important new participants entered the process. The Alameda County Central Labor Council (the coordinating body for unions in Alameda County) announced its interest in a Plan which could affect thousands of its members' jobs. Such participation by a trade union in a land use planning process was virtually unheard of, and initially some earlier Plan participants questioned the legitimacy of their involvement. The United Black Clergy reentered the Plan process, to support the prospects for well-paid jobs at manufacturing firms for Black Berkeleyans. The Plant Closures Project (a community organization which works to prevent closing of plants) worked closely with these groups and worked to develop support for pro-manufacturing policies in the Plan process. West Berkeley industrial firms were (with City encouragement) reviving their long dormant Manufacturers' Association, in part so that they could participate in the Plan and other City processes. The entry of these groups in turn sparked stronger participation of environmental groups, such as Citizens Opposed to a Polluted Environment (COPE) who were very suspicious that a pro-manufacturing policy would



lead to increased environmental degradation. By late 1989 the cast of characters was far different from what it was earlier in the year.

Meanwhile, in October, 1989, the City Council also reasserted its interest in the Plan. The Council's discussions of overall City economic policy for Berkeley reaffirmed the importance of maintaining the manufacturing base. Therefore, the Council directed that "The Planning Commission, Labor Commission, and West Berkeley Area Plan Committee are to review the concept of industrial sanctuaries as a way of retaining manufacturing and trade jobs and forward comments to the Council." Council also told the Planning Commission to consider interim protections such as requiring a Use Permit before any change of use from manufacturing to non-manufacturing use, and to develop appropriate standards for live-work to assure that it did not encroach on manufacturing areas. The Planning Commission would ultimately decide that interim controls were not needed.

At the very end of 1989, three growth scenarios—one focusing on office growth, one on retail growth, and one on manufacturing retention—were published by the Planning Department. The scenarios each contained office, retail, and manufacturing-oriented areas, but in different amounts. The scenarios document allowed participants to evaluate the impacts and tradeoffs of choosing one scenario or another. The now very diverse committee struggled about how it might bring the three together. Several proposals for a "synthesis" scenario were put forth—by the pro-manufacturing coalition, by environmentalists, and by a group of manufacturers. The Committee did unite in August,1990 on a wide-ranging set of "Objectives for Designing a Preferred Land Use Concept" which set both quantitative (e.g. number of jobs to be added in a given sector) and qualitative (e.g. regulating building scale) goals for the Plan. Working from this base, staff released a draft Land Use Concept in September,1990.

The Subcommittee Process of 1990/91—Hand to Hand Planning

The 6 months of intense activity which followed release of that document are now viewed as the heart of the process by many Plan participants. To develop a Land Use Concept which incorporated both land use and environmental direction, the Committee decided to split into two subcommittees—one for each subject. This was by no means a self-evident decision—many feared that splitting into subcommittees would delay, rather than advance the process. In addition, there was great concern as to how the two groups' actions would be coordinated. Also worrisome was the Committee's rejection of a formal structure for representing the different affected interest groups on the land use subcommittee (informally, representatives of interest groups affected by a provision were consulted during the process).

The subcommittee process was citizen based planning at its most intense. The subcommittees met as often as once a week over a 5 month period. In the Land Use Subcommittee, questions both great and small were argued. For example, should the proposed Mixed Use district allow residences? After much arguing, committee members realized that 2 mixed use districts (with logical borders between them) could be created—one with, one without houses. At the same time, the subcommittee members argued knowledgeably and passionately over how a block should be characterized and thus what

district it should be put in. A map of proposed districts was colored in block by block. Sometimes the staff person's hand was poised to color in a new block where there was apparently consensus, when the cry "Wait!" would come up from a dissenter. Ultimately the subcommittee would produce a consensus land use districting map literally signed by all its participants. While the map emerged from this unavoidably political process, it also reflected a coherent overall vision of West Berkeley with logically defined areas for heavy industry, light industry, mixed use, retail commercial development, and residences.

The Environmental Subcommittee was equally intense. Some environmentalists entered the process convinced that retaining industry and environmental protection were incompatible. Their fears were somewhat assuaged by the participation of manufacturers such as Peerless Lighting, who demonstrated how their company devoted substantial resources to meeting environmental mandates. All members of the committee made a commitment that they wanted to retain jobs so long as the environment could be maintained or improved. In a meeting called by environmentalist Councilwoman Nancy Skinner (who represented part of West Berkeley), Berkeley based environmentalists were also exposed to their regional cohorts who had experience in cities such as Richmond. These groups outlined strategies for fighting polluting industries without losing jobs. Planning Commission Chair Carl Anthony had strong credentials with both labor and environmental groups, and personally embodied the idea that environmentally sound industrial development was possible and necessary. Meanwhile, the City had initiated an evaluation and restructuring of its hazardous materials program, which helped build community confidence that the City would enforce regulations. This subcommittee wrote a broad set of possible environmental strategies and implementation measures, most of which were incorporated into the Plan.

The emergence of consensus documents from the subcommittees was greeted with exhausted relief, even joy, by Plan Committee participants. Yet despite their exhaustion, participants--in the spirit of keeping the plan--had grown scrupulously respectful of each other's viewpoint. It came to be understood that if people opposing your viewpoint were absent in a meeting, you should not seize that advantage, but should wait until they returned and a full discussion could be had. The two documents were broadly

compatible, if differing in emphasis. Planning, economic development and environmental health staff—all of whom staffed the subcommittees—felt that the proposals met the previously stated objectives and were generally implementable. The Planning Commission unanimously endorsed the Concept in February, 1991. So did the Council (giving the Plan a standing ovation) in April, 1991, even though some were surprised at the lack of divisiveness when the Concept was brought to them. The Council at the same time created the Citizens Environmental Advisory Commission to oversee the hazardous material program, and other issues involving hazardous materials.

1991-1993: From Concept to Plan

To many, the *West Berkeley Plan* process seemed to be "over" in April, 1991, when the City Council approved the *Preferred Land Use Concept*. Indeed, at that point the Concept began serving as a policy guideline for development decisions in West Berkeley, and it had already begun to reshape the City's hazardous materials and environmental enforcement. But the Plan had to be transformed from an essentially two subject Concept to a multi-subject Plan, which could be adopted as an amendment for West Berkeley to the Berkeley General (or Master) Plan.

The work over the next year had two thrusts: to develop Elements on various subjects (e.g. transportation) for the *West Berkeley Plan*, and to resolve issues that were noted as unresolved in the *Preferred Land Use Concept*. Staff developed draft Plan elements and the *West Berkeley Plan* Committee critiqued them in great detail, staff redrafted sound Elements which were more satisfactory to the Committee—each Element went to them at least twice, usually more often. Short term subcommittees with groupings of interested/knowledgeable people on specific issues—such as urban design and economic development—met, but there was no repeat of the intensive subcommittee process. In August, 1992, the Committee celebrated the publication of complete draft of the Plan.

Completing a Plan draft provided a document which could be the subject of environmental review—in this case the Environmental Impact Report (EIR) process. The Planning Commission (which also voiced strong endorsement of the Plan) and the City Council approved the draft *Plan* as the Preferred Alternative for environmental review.

A Draft EIR was released in April, 1993, and comments on it accepted through July, 1993. Those comments and responses have been released along with this version of the *Plan*. The EIR found that there were no environmental impacts arising out of implementation of the *Plan* (as opposed to region-wide problems) which could not be mitigated.

This description of the process is being presented before the end of the process. To approve the Plan, the Planning Commission must first certify that the EIR adequately assesses and responds to potential environmental impacts. Then it would need to approve the Plan, recommending approval to Council. Should Council approve the *Plan*, the Plan process itself would be done, but a crucial rezoning of all of West Berkeley to bring zoning into conformity with the Plan must follow, as should other implementing steps. We hope and trust that the plankeepers of West Berkeley will actively participate in the Plan's implementation. The planning of West Berkeley continues.

1

Land Use

1. Strategic Statement

West Berkeley's uniqueness and dynamism grow largely out of its wide variety of land uses. Preserving and supporting all of the elements of this vital mix of land uses is the central policy of the *West Berkeley Plan*. The Preferred Land Use Concept therefore designates sites for light manufacturing, general manufacturing, retailing, offices, residences, arts and crafts, and other uses. Each of these uses provides something important to the city—whether it be to residents, to workers, to shoppers, to tax collectors, or to others. The *West Berkeley Plan* should maintain this mix while minimizing physical and economic incompatibilities and improving environmental quality.

The land use concept of the Plan is designed to support the economic, environmental, transportation, urban design/historic preservation, and housing goals of the Plan. It was developed in conjunction with—not in isolation from—these goals.

The Plan restructures West Berkeley's land use/zoning districts to support appropriate economic development. The Plan's land use concept is designed to support its multisectoral, balanced economic development approach, by clearly targeting different locations for different uses. The Plan designates two (relatively small) portions of West Berkeley as locales where large scale, materials processing "heavy" manufacturers are accepted as legitimate, important, long term uses. It designates a large area primarily for the "light" manufacturing and other light industrial activities which are currently dominant in West Berkeley and which are key to its economic future. Yet the Plan also designates areas for office development — the worksites for many of the professional and technical specialists Berkeley is so rich in. And the Plan also highlights retail "nodes" which provide goods and services and needed tax revenue to the city.

The land use concept supports other goals of the Plan. Environmental quality is central to the Plan — the land use concept supports it by shielding residential areas from uses with high potential for impact. It provides additional environmental buffering along those sensitive edges where residential and heavy industrial uses meet. The clustering of retail uses in the Plan makes improved transit service possible, and also makes possible a more pedestrian oriented, compact urban form. The Plan encourages additional housing development in commercial areas, and in mixed residential/industrial areas.

II. Background—Existing Land Use

A. Introduction—West Berkeley's Mosaic of Uses

Land use in West Berkeley is characterized by a wider range of activities than in any other section of Berkeley. Like most economically active parts of the city (though often on a larger scale), there are retailers and offices in West Berkeley, as well as houses and apartment buildings. But unlike other sections of the City, West Berkeley is home to steel foundries, scientific instrument makers, book distributors, and other manufacturing, wholesale trade, and industrial type uses. West Berkeley is also unique in that sites under one ownership range from 2,500 square feet to 25 acres. Thus West Berkeley plays a unique role in Berkeley, as it has since its founding as Oceanview in the mid-19th Century.

This background discussion will first situate West Berkeley in its regional and citywide context. It will then briefly discuss the major types of land uses in West Berkeley—industrial uses, commercial uses, and residential uses, noting where they are typically found. It will then note the relative and absolute intensity of West Berkeley land usage.

B. West Berkeley in Context

1. West Berkeley in the Region

On a regional level, West Berkeley lies in the center of the vast East Bay industrial belt, which stretches from Hayward through Oakland and Berkeley to Richmond and on as far as Crockett. ABAG estimates that there are almost exactly 100,000 manufacturing and wholesaling employees in this area. Virtually every type of manufacturer is (or was) found within this "district"—e.g., oil refining in Richmond, steelmaking in Berkeley, canneries in Oakland and Hayward. The first manufacturers came to this area in the late 19th Century, and there was major development through the first third of the 20th Century, but new companies arrived for decades thereafter. Until the rise of Silicon Valley, this East Bay shore was the largest industrial district in the Bay Area.

The overwhelmingly industrial (sometimes with associated residential) character of the area has been at least partially transformed in much of its length. The area is now often considered more neutrally as the "I-80/I-880 corridor." The transformation of uses is most evident in the redevelopment of Emeryville, but has also occurred in San Leandro, Hayward, Richmond, and even in parts of Oakland (especially near Downtown). Nonetheless, all these cities (including Emeryville) continue to have high levels of industrial employment, and the degree of mix varies substantially from area to area. Manufacturing and wholesaling employment in the East Bay has been expanding and is projected to continue doing so.

2. West Berkeley in Berkeley

The *West Berkeley Plan* area represents some 1/6 of Berkeley's land area. Running the length of the city in a strip near its western edge (see map), West Berkeley is bordered

on the north by Albany, on the West (west of I-80) by the Waterfront and the Berkeley Marina, on the south by Emeryville and Oakland, and on the east (east of San Pablo Ave.) by South Berkeley (south of Dwight Way) and Central Berkeley. Emeryville is in the process of revising its General Plan, while the University of California is engaged in a master planning process for its Albany Village lands which adjoin West Berkeley.

West Berkeley plays several important roles within the city, which are discussed more fully in the Housing and Economic Development Elements. West Berkeley has some 1/3 of the private sector jobs and 1/4 of the total jobs in Berkeley. West Berkeley is Berkeley's manufacturing and wholesaling district, its strongest regional retailing area, and an emerging office/laboratory center. West Berkeley's residential community is relatively small (some 7% of City population), but houses disproportionately high percentages of low income, non-Anglo, and artist households. West Berkeley is clearly a distinct area within Berkeley.

Adjacent to West Berkeley, the City and citizens have developed Area Plans for the Waterfront and South Berkeley. The Waterfront plan calls for the maintenance of the waterfront as primarily open space, with modest hotel, recreation, and conference center uses. The South Berkeley plan (which covers the area between the Oakland line and Dwight Way) does not anticipate major land use changes, but it does seek to revitalize the southern portion of San Pablo Avenue—an area and objective shared with the *West Berkeley Plan*. There is no specific Area Plan for the Central Berkeley area north of Dwight, which is typically zoned R-2 or R-3, and characterized by a mix of single family houses and apartments.

C. Types of Land Use

1. Industrial Uses—The Heavy Lifters

We begin with industrial uses[1], because, despite significant changes in West Berkeley, they remain the biggest land users. Historically, West Berkeley developed around a set of factories. Indeed some of today's West Berkeley manufacturers can trace their origins to the 1890's, though this is exceptional. Thus, West Berkeley's most characteristic built form is the low, large, utilitarian "industrial" building.

Industrial uses dominate in the Manufacturing and Mixed Manufacturing zone, make up 2/3 of employment in the "Mixed Green" zone, are a strong presence in the Mixed Residential zone, and even appear in the Commercial zone (particularly along San Pablo Ave. south of Dwight Way). In 1992, City staff estimates that between "heavy" manufacturing, "light" manufacturing and "warehousing" uses, there were 5.9 million square feet of built space in West Berkeley, accounting for 64% of total built space. Although the analysis probably exaggerated the extent of industrial use, and although there have been major conversions of industrial space to other uses since then, industrial uses still occupy a majority of built space.

[1]Following the Preferred Land Use Concept, this report includes manufacturing, wholesale trade, and "other industrial" uses such as transportation, public utilities, construction, and auto repair in discussing industrial uses overall.

"Heavy" manufacturing[1]

There are only a few "heavy" manufacturers in West Berkeley, but they play a disproportionately important role. 1992 data indicates that there is roughly 1,000,000 square feet of heavy industrial space. Business License data indicates only 31 heavy manufacturers, 3% of area businesses, but they employ a reported 1,685 workers, 16% of stated employment.[2] While individual company circumstances vary, the heavy manufacturers tend to have the largest sites, to have been in place the longest, and to have the largest and most heavily unionized workforces. On the physical level, some heavy manufacturers occupy distinctive high-ceilinged yet 1 story buildings, to house large scale machinery.

Heavy manufacturers are generally located in either of 2 clusters. There is a cluster in northwestern West Berkeley, where the Manufacturing zone is located. Here is Pacific Steel Castings (with @300 employees), Flint Ink (formerly Cal Ink, a pre-1900 company), Berkeley Forge and Tool, and others. The other cluster is in southwestern West Berkeley, in the Mixed Manufacturing zone. Miles Labs—founded as Cutter shortly after the turn of the century, Macaulay Foundry, and National Starch and Chemical are among the heavy manufacturers here. Almost all the heavy manufacturers in this area are on large scale, multi-acre sites, while in the northwestern area some are wedged onto smaller sites with a more "urban" feel to them. As an illustration, in the northwest area, forklifts sometimes fill the streets, while in the southwest area material movement is likely to be internal to a site, off streets.

Light Manufacturing

"Light" manufacturing—meaning all manufacturing not designated "heavy", as well as wholesale trade—is the dominant land use in West Berkeley. These uses occupy some 4.8 million square feet of space in West Berkeley.[3] It is found in significant numbers in the Manufacturing, Mixed Manufacturing, Mixed Green, Mixed Residential, and even the Commercial zones. These 266 businesses are spread from Bryant Labs (a chemicals wholesaler) on the Albany border to Berkeley Sheet Metal, which straddles the Emeryville line. Just over half of the light manufacturers (and a full 70% of light manufacturing employees) are located in the Mixed Green zone, with 4th St. south of Addison, Folger St., and Camelia St. east of 6th being particularly strong areas.

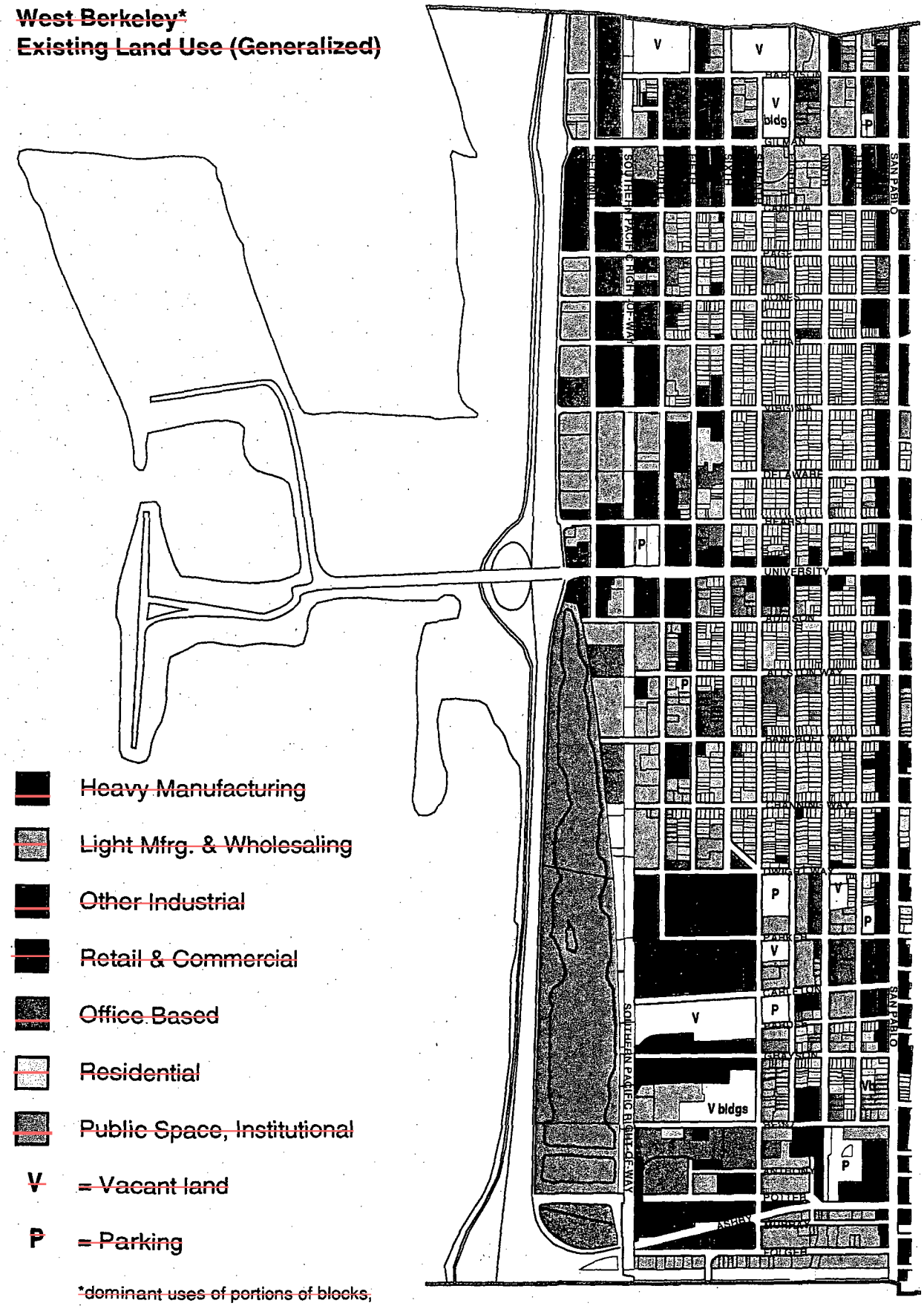
Because of the diversity of light manufacturers, it is difficult to generalize about their land use characteristics. Light manufacturers range from companies with hundreds of employees to 1 and 2 person shops often thought of as "crafts." They may be bakers, printers, metal fabricators, makers of machinery, scientific instrument makers, or engaged in other activities. A prototypical Berkeley light manufacturer would be found in one or more single story buildings (with some parking adjacent), which it does not

[1]"Heavy" manufacturing—not an economic term of art—is defined here to include chemicals, including pharmaceuticals, and primary metals.

[2]1990 Business License data will be used in this report because more recent business license data bases are incomplete. Updated information will be provided when available, either in the Plan document or in a supplementary report. County Business Patterns data is available through 1991.

[3]Because the space inventory was by building type rather than use type, this total probably includes some construction firms and some firms in transportation and public utilities, but these are clearly a small part of the total.

~~West Berkeley*~~
~~Existing Land Use (Generalized)~~



~~Heavy Manufacturing~~

~~Light Mfrg. & Wholesaling~~

~~Other Industrial~~

~~Retail & Commercial~~

~~Office Based~~

~~Residential~~

~~Public Space, Institutional~~

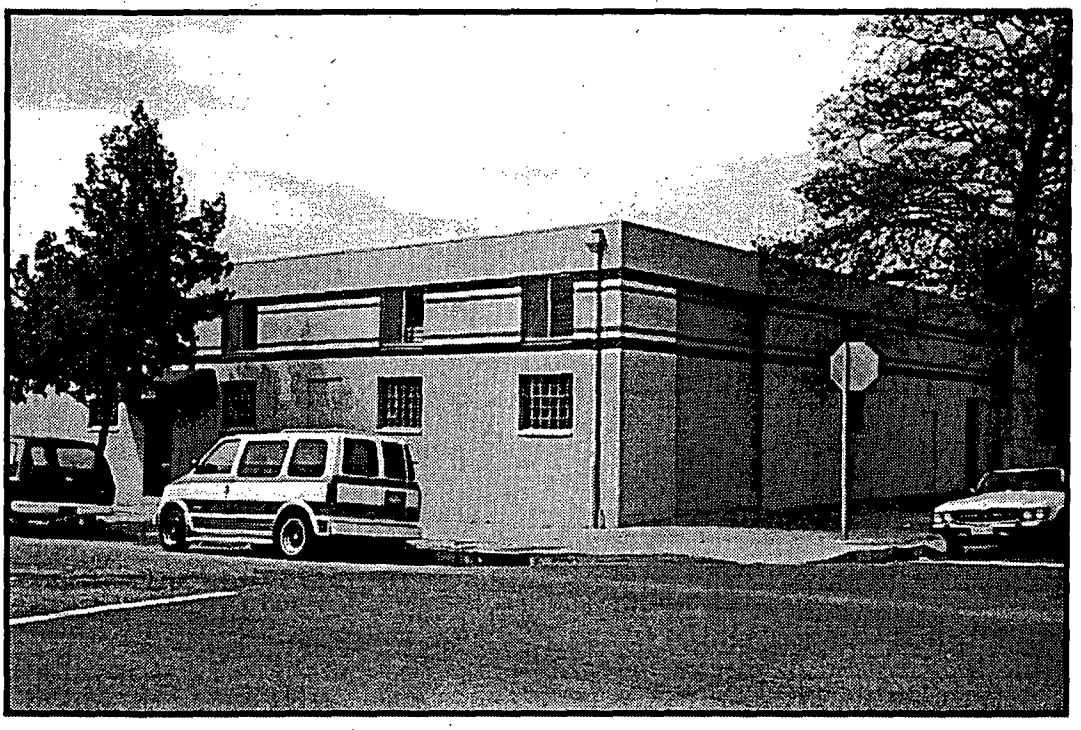
V ~~= Vacant land~~

P ~~= Parking~~

~~*dominant uses of portions of blocks, not parcel by parcel~~

~~City of Berkeley Planning Department–October 1993~~

~~share with any other company.[1] It would probably be found on a block with 1 or more other light manufacturers, which might also contain other industrial, office, or (in the Mixed Residential zone) residential uses. It is more likely to rent its space, but a larger firm could own at least some of the space. Light manufacturers present today mostly were begun (in Berkeley) since 1960. In general, light manufacturers pay lower wages than heavy manufacturers, but this varies greatly with the unionization of the company and other factors.~~



~~Other Industrial Uses~~

~~"Other industrial" uses are a broad category of uses which, while not involving manufacturing or wholesale trade, nonetheless have an "industrial" character because of their processes, materials used, and/or land use. Construction, auto repair, and transportation and public utilities are key West Berkeley other industrial uses. The *West Berkeley Plan* area has 232 of these businesses, but they report only 1,304 employees, less than 6 employees per workplace. "Skilled blue collar" work with relatively high average wages dominate these fields, but there is great company to company variation, and construction is subject to great seasonality.~~

~~The 104 auto repair businesses dominate this category. 58 of these line San Pablo Avenue from Harrison to Carrison, forming one of the dominant uses on this street. The others are scattered throughout non-residential West Berkeley, but are most likely to be found in the Mixed Green zone. All but 7 of these businesses report 10 or fewer employees.~~

~~Construction firms based in West Berkeley make up the other key part of this use group. These firms favor locations in the Light Industrial zone, but can also be found in~~

~~[1]But the smallest companies would be in multi-tenant buildings (e.g. Kawneer, Folger-Murray) while some companies (e.g.Andros) are using 2 story buildings.~~

the Mixed Use Residential, or, less frequently, in the Commercial or Residential zone. The firms tend to be small, but 10 report employing 10 or more employees (and construction employment is highly cyclical). The actual sites that construction companies use vary from simple offices to yards of several acres where vehicles and materials are stored.

Agricultural uses, moving and trucking, and repair of items other than cars round out the category. Some notable sites are Pacific Bell's vehicle yard near 4th & Harrison and Macy Movers at 7th & Heinz.

D. Commercial Uses—The Fastest Growing Presence

Office and Laboratory Uses

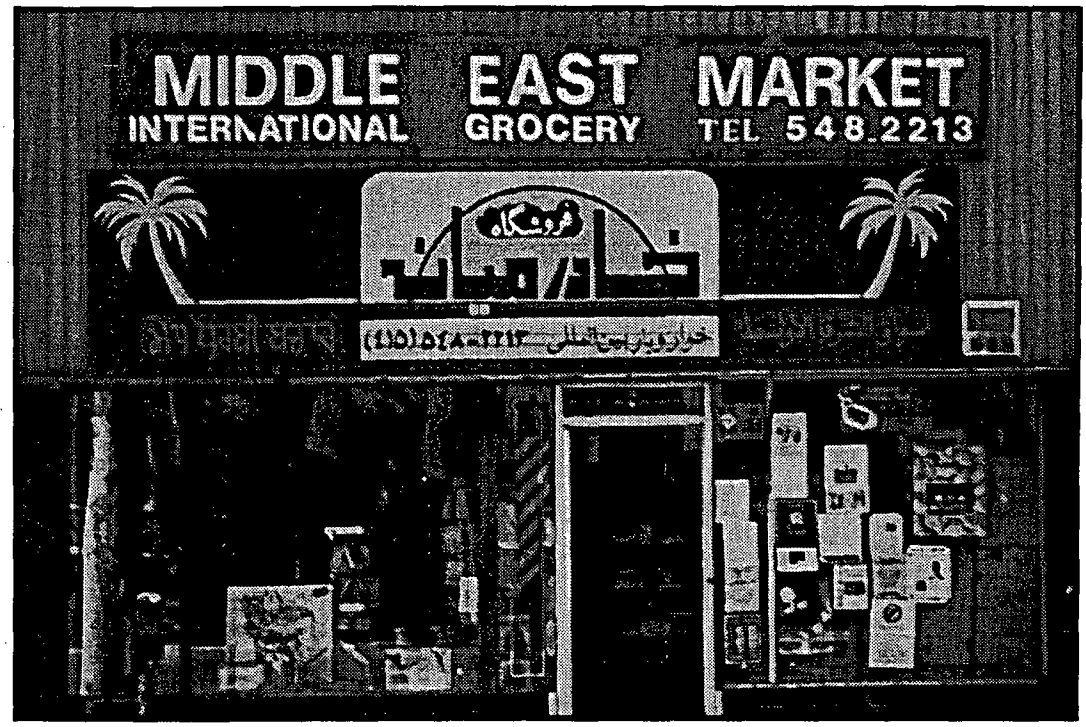
Freestanding offices and laboratories (that is, ones which are not simply part of an industrial operation) are a relatively new (on a large scale) activity in West Berkeley, but they have grown to almost 20% of its private employment. They occupy some 850,000 square feet of space. West Berkeley's office-based firms operate in business services, graphic design, software, architecture and engineering, and many other fields. With 1,923 employees, these firms report only 7 employees per business. Average wages for these firms tend to be high, as they are made up of generally well-paid professionals and less well-paid clerical staff.

The majority of office-based firms are found in the Mixed Use/Light Industrial, where they make up roughly 1/3 of total private employment. Major concentration points for these uses are Parker Plaza at 9th & Parker (and the Fantasy Records building diagonally across the street) and the Durkee complex west of 7th & Heinz, where Xoma Corporation has over 200 employees in its labs. This complex also houses the state Department of Health Services labs, with its public employees not included in these totals. A major Kaiser medical lab is located on Eastshore between Virginia and Hearst. 68 firms are found in scattered small buildings in the Mixed Use Residential zone, in locations such as a small cluster of graphic design firms around 5th & Delaware. A smattering of health care offices are found along San Pablo Ave. and other major streets.

Retail Uses

Retail trade has expanded dramatically in West Berkeley in the 1980's. Retail space now occupies over 1,000,000 square feet in West Berkeley—the equivalent of 2 large regional shopping centers. Employment more than doubled to 2,385, while the number of businesses (including personal services such as barber shops) grew to 310. West Berkeley is the main "regional" retail area in Berkeley. While the bulk of retailers are small, a disproportionate percentage of sales was garnered by such larger firms as Whole Earth Access, Weatherford BMW, Truitt and White, and REI. West Berkeley is represented in all retail categories, perhaps most strongly in specialty retail. While auto dealers are an exception, most West Berkeley retailers are non-union and low paying relative to other sectors.

Almost 3/4 of West Berkeley retail employment (and 2/3 of businesses) is in the commercial zone. This includes the major businesses along the north side of Ashby Ave. and the fashionable complex centered on 4th and Hearst. These areas have seen strong sales growth in their former industrial and newly constructed buildings. Less spectacular,



but still healthy, are the smaller businesses along University and San Pablo Avenues. Along these streets, food stores (many with an ethnic focus), liquor stores, restaurants, and auto parts stores dominate. However, specialty retailers such as REI and Amsterdam Art can also be found on these streets, while the mini-mall at Cedar & San Pablo represents an upscale version of the street's traditional food and liquor orientation.

Virtually all of the retail space outside the commercial zone is in the Mixed Green zone, where the growing Building Materials sector is the key use. Such establishments can be found along Ashby, near the foot of Hearst, and to a lesser extent off Gilman St. These businesses have a different land use and sales pattern than other retailers—much of their stock is stored outside. These stores also sell some 1/3 of their wares to contractors.

E. Residential Uses

While most of West Berkeley is devoted to economic activity, there are also some 3,000 dwelling units—roughly 7% of the Citywide total. Almost half of West Berkeley's units (44%) are in single family houses; with the addition of 2 unit structures (19% more units) almost 2/3 of units are accounted for. Only 8% of units are in larger apartment buildings of 10 units or more. Small homes on small lots—often less than the "standard" 5,000 sq. ft. are the West Berkeley norm.

Most of West Berkeley's housing—over 2,000 units—is found in the "residential core" areas—between Dwight and Camelia, from 6th St. to just west of San Pablo Ave. The residential core areas north and south of University Ave. are broadly similar, although houses in the northern area are slightly smaller (averaging 4.9 rooms per owner-occupied unit, compared to 5.2 in the southern area, and 5.9 in Berkeley as a whole). The northernmost residential area, between roughly Delaware and Camelia has many "bungalow" style houses, reflecting a somewhat more recent style than residential streets

further south. Detailed information about the residents of West Berkeley is provided in the Housing Element.

Residences, however, are not limited to quiet local-serving streets. A 1986 land use survey indicated 239 units along San Pablo Ave. and 34 units along University Ave., often (although not always) above retail. Additionally, there is the 75 room UA Homes residential hotel at 10th & University, which is being restored to occupancy as a non-

profit residential hotel. West Berkeley's highest density zoning and largest apartment complexes are found on or near University Ave. There is also an important residential community intermixed with some light manufacturing (and similar) uses. This housing is concentrated along 5th St. and in the Grayson St. area in the newly designated Mixed Use/Residential district.

Live-work uses account for a small proportion (perhaps 2%) of West Berkeley's housing, but have gained prominence and posed challenges for City regulation. Originally pioneered by artists and craftspeople converting industrial spaces themselves, live-work has now attracted developers seeking more upscale residents. Because many live-work units do not have City permits there is no comprehensive inventory, but major sites include the Durkee building (Heinz St. w. of 7th), The Tannery (4th St. btwn. Gilman & Camelia), 1450 4th (constructed on 4th btwn. Page & Jones), and 947 Pardee (constructed at 9th & Pardee).

The Element now discusses the characteristics of the areas in each land use designation.

Table 1-1: **West Berkeley Employment by Broad Sector in Proposed Zoning Districts**

	Zoning District											
	Manufacturing		Mixed-Manufacturing		Mixed Use/ Residential		Mixed Use/ Light Industrial		Commercial		Total Plan Area	
Use Category	Firms	Employees	Firms	Employees	Firms	Employees	Firms	Employees	Firms	Employees	Firms	Employees
"Heavy" Manufacturing*	9	537	4	770	10	257	7	106	1	14	31	1,684
"Light" Manufacturing**	16	187	12	87	140	2,180	53	400	39	212	266	3,097
Other Industrial***	3	118	3	16	72	471	39	279	97	357	232	1,304
Retail Trade****	3	10	4	12	49	545	15	46	219	1,746	310	2,385
Office-Based*****	4	10	4	30	100	1,099	68	386	56	257	272	1,923
TOTAL	**35**	**862**	**27**	**915**	**371**	**4,552**	**182**	**1,217**	**412**	**2,586**	**1,111**	**10,393**

*"Heavy" Manufacturing is chemicals, including pharmaceuticals, primary metals, and asphalt products.

**"Light" Manufacturing is all other manufacturing; wholesale trade; and warehousing.

***Other Industrial is agriculture, construction, transportation and public utilities, auto repair, and miscellaneous repair services.

****Retail Trade is retail trade and personal services.

*****Office-Based is finance, insurance, and real estate; travel agencies; and services not listed above including business services,engineering and management.

Source: Business Licenses, 1990, City of Berkeley

Note: Plan Area totals include 84 firms with 262 employees located in residential areas and Aquatic Park and not reflected in columns.

Note: Business License data tends to understate employment somewhat, due to underreporting.

F. Land Use in Plan Districts

Mixed Use/ Light Industrial District

This description begins with the Mixed Use/ Light Industrial district because it is the largest one (outside of the purely residential areas), covering roughly 300 acres. This district in many ways represents the linchpin of the *West Berkeley Plan*. It contains the most employment of any district—4,552 jobs or 44%1 of the total reported jobs (on Business Licenses) for the Plan area. The area's broad importance is indicated by the fact that it is home to 51% of the manufacturing and wholesaling employment, and 57% of office-based services. Manufacturing and wholesaling make up over half—54%—of the jobs in the district (2,437 jobs). There are 77 manufacturers in the district, virtually as many as in the Manufacturing, Mixed Manufacturing, and Mixed Use/Residential districts combined, which have a total of 79 manufacturers. 6 of the 10 largest manufacturers in West Berkeley are located in this district.

In the Mixed Use/Light Industrial office-based services account for almost another quarter of district jobs (1,099 jobs or 24%). The district does not incorporate the centers and retail employment is modest—477 jobs, or 12% of the area total, with the bulk of these coming in the rather atypical Building Materials and Garden Supplies sector.

Manufacturing District

The manufacturing district is a "gritty" territory of metal "shed" buildings, tall cranes, and forklifts in the street. The district is generally west of 4th St. and north of Virginia St., though its borders are irregular. About 900 workers (862) in 35 firms labor here, with 84% of them in manufacturing and wholesaling. Flint Ink (formerly Cal Ink), Pacific Steel Castings, and billboard builder Gannett Outdoor Advertising are the largest employers here, along with other smaller "heavy" manufacturers.

Table 1-2: **Percentage of Each Sector's Employment in Each Zone (totals across)**

	ZONING DISTRICT					
Sector	Manufacturing	Mixed-Manufacturing	Mixed Use/ Residential	Mixed Use/ Light Industrial	Commercial	**Total**
"Heavy" Manufacturing	32%	46%	15%	6%	1%	100%
"Light" Manufacturing	6%	3%	70%	13%	7%	100%
Other Industrial	9%	1%	36%	21%	27%	100%
Retail Trade	0%	1%	23%	2%	73%	100%
Office Based	1%	2%	57%	20%	13%	100%
Total	**8%**	**9%**	**44%**	**12%**	**25%**	**100%**

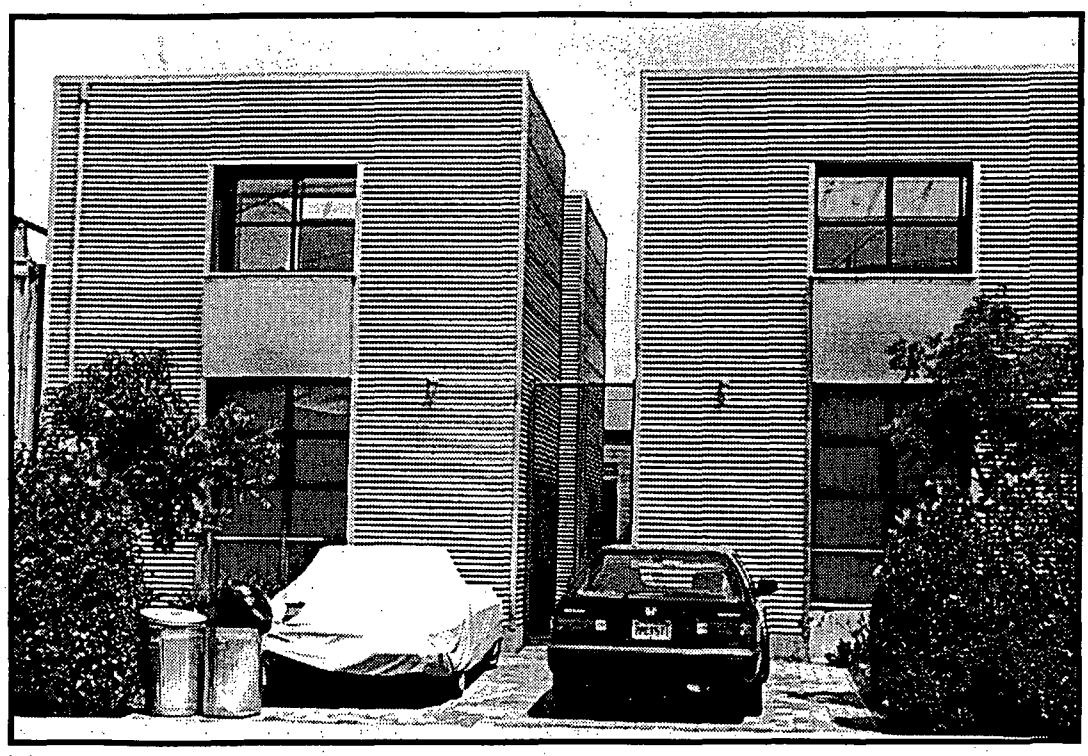
Note: Rows do not always add to 100% because of employment in Aquatic Park and in the residential zones.

Table 1-3: **Percentage of Each Zone's Employment in Each Sector (totals down)**

	ZONING DISTRICT					
Sector	Manufacturing	Mixed-Manufacturing	Mixed Use/ Residential	Mixed Use/ Light Industrial	Commercial	**Total**
"Heavy" Manufacturing	62%	84%	6%	9%	0%	16%
"Light" Manufacturing	22%	10%	48%	33%	9%	30%
Other Industrial	14%	2%	10%	23%	24%	13%
Retail Trade	1%	1%	12%	4%	53%	23%
Office Based	1%	3%	24%	32%	14%	19%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Mixed Manufacturing District

The Mixed Manufacturing district is made up of the "superblocks" between 7th St. and the railroad track, Dwight Way and Heinz St. These blocks were laid out as the early 20th Century version of an "industrial park." The area is dominated by large sites—Miles' almost 25 acres, Some 10 acres at the former Colgate plant, and other similarly large sites. Some 900 employees work here (915) although for a mere 27 businesses. Recent employment increases at Miles have raised the employment total. Employment in the district is 90% manufacturing and wholesaling, with Miles, Macaulay Foundry, and Artworks Foundry leading employers.



~~The Mixed Use/Residential District~~

~~The Mixed Use/Residential district's non-residential uses are divided among manufacturing and wholesaling, with 506 employees (42% of the district total), with 386 (32%) in office-based and non-repair services, and 279 (23%) in other industrial uses such as construction and auto repair. The district is not insignificant economically, with 12% of total West Berkeley jobs, 21% of West Berkeley light manufacturing jobs, and 20% of West Berkeley office-based jobs. However, businesses in the district tend to be smaller than in other districts, with the largest employer here reporting only 60 jobs. But among the 200+ businesses in the district, there are over a dozen construction companies, a similar number of printers and publishers, almost 20 small wholesalers, and a large cluster of business service firms. Residentially, the district contains 373 units (according to the 1990 Census), 90 of which (or 25%) are concentrated at the Oceanview Gardens/ Delaware St. Historic District site. One unit houses predominate in the area, but there are many duplexes, and some 3 and 4 unit structures. The Oceanview Gardens development is composed primarily of 6 unit structures.~~

~~Commercial District~~

~~Most of the district's employment—1,746 jobs or 73% of its total is in retail and personal service uses. Similarly, the district represents 73% of West Berkeley retail/ personal service jobs. 8 of West Berkeley's 10 largest retail employers are in this district. Whole Earth Excess, Spenger's, and REI are among these leading employers. The district also has a substantial residential population, with approximately 300 units. Areas with substantial numbers of residents include University Ave. from 8th to 10th, and San Pablo Ave. from University to Cedar, San Pablo Ave. from Addison to Parker, and 10th St. south of Dwight Way. In all of these areas, however, residential and commercial uses are mixed, either on the same property, or on the same block.~~

Figure 1-2: **West Berkeley Plan Conforming and Non-Conforming Uses***

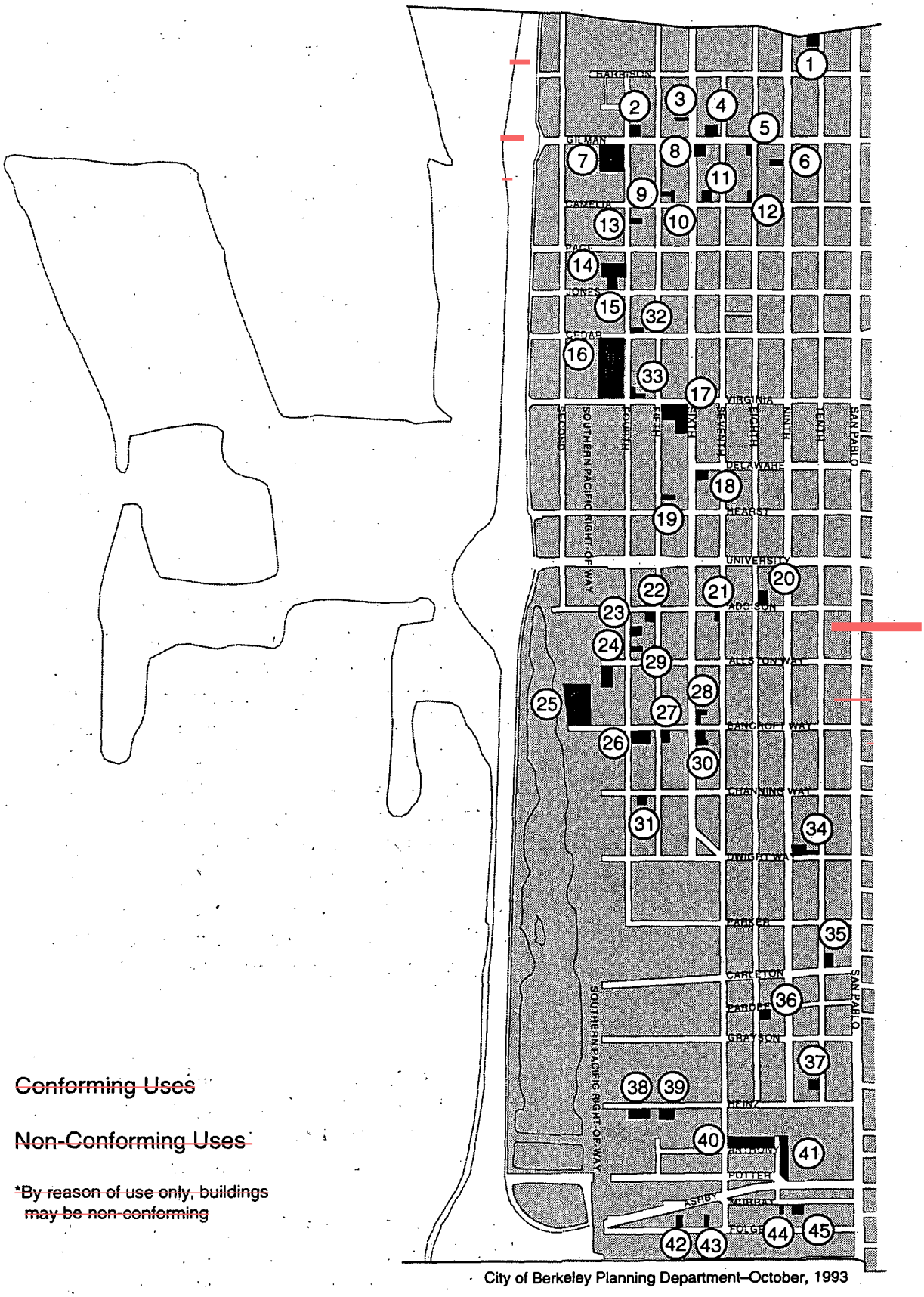


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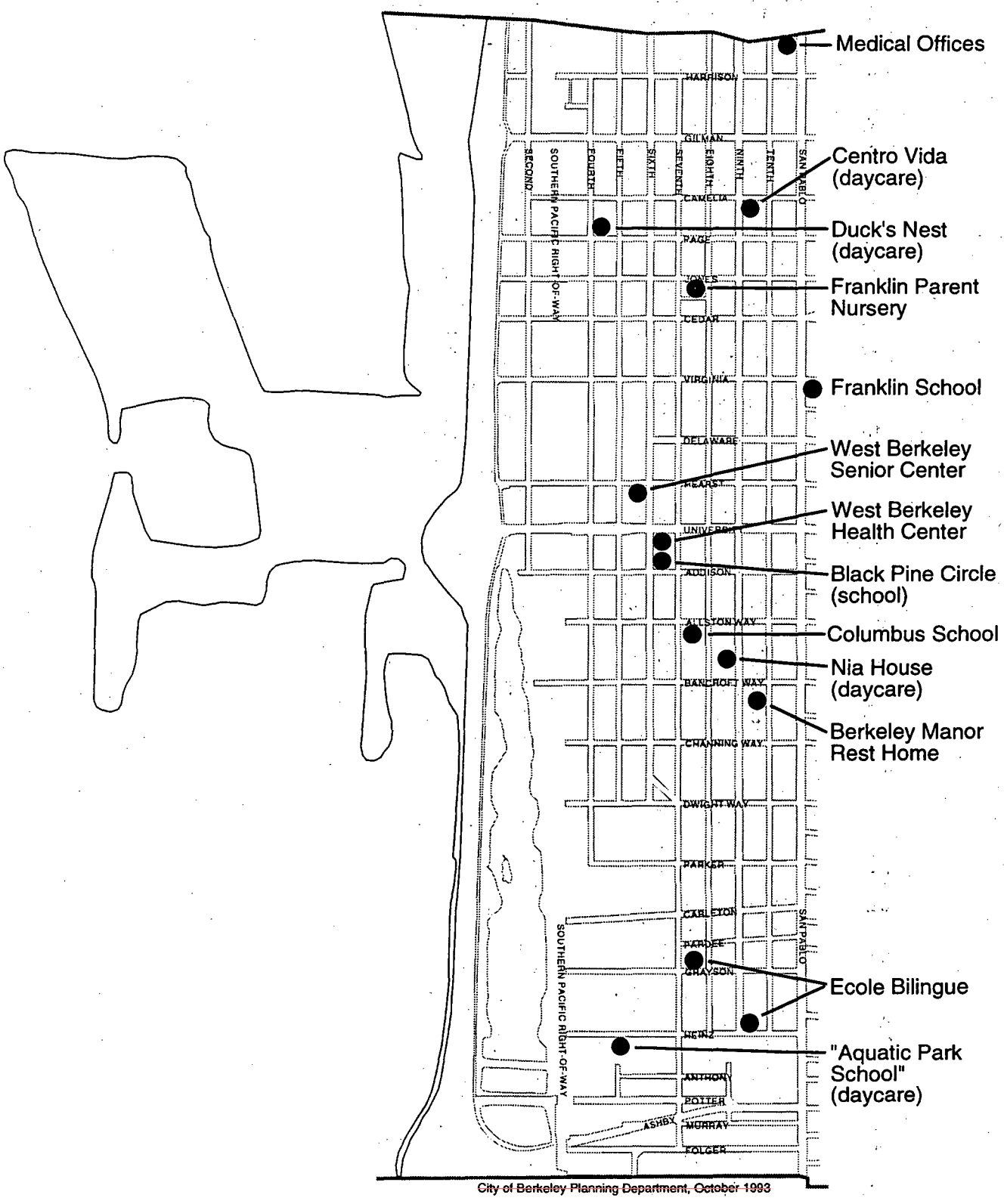
Figure 1-2: **Legend**

Number	District	Use
1.	Light Industrial	Residence
2.	Light Industrial	Retail
3.	Light Industrial	Residence
4.	Light Industrial	Retail
5.	Light Industrial	Retail
6.	Light Industrial	Retail
7.	Manufacturing	Office/Live-work
8.	Light Industrial	Retail
9.	Light Industrial	Residence
10.	Light Industrial	Residence
11.	Light Industrial	Residence
12.	Light Industrial	Residence
13.	Manufacturing	Day Care
14.	Light Industrial	Live-work
15.	Light Industrial	Residence
16.	Light Industrial	Heavy Manufacturing
17.	Mixed Use/Residential	Manufacturing
18.	Residential	Office*
19.	Mixed Use/Residential	Retail
20.	Residential	Manufacturing*
21.	Residential	Manufacturing*
22.	Mixed Use/Residential	Retail*
23.	Light Industrial	Bathhouse
24.	Light Industrial	Heavy Manufacturing
25.	Light Industrial	Soil Blending
26.	Light Industrial	Retail
27.	Mixed Use/Residential	Heavy Manufacturing
28.	Residential	Manufacturing*
29.	Light Industrial	Residence
30.	Residential	Manufacturing*
31.	Light Industrial	Residence
32.	Light Industrial	3 Residences
33.	Light Industrial	3 Residences
34.	Residential	Nursery*
35.	Light Industrial	2 Residences
36.	Mixed Use/Residential	Manufacturing
37.	Mixed Use/Residential	Retail
38.	Light Industrial	Retail
39.	Light Industrial	Live-work
40.	Light Industrial	Retail
41.	Commercial	Heavy Manufacturing
42.	Light Industrial	Residence
43.	Light Industrial	Residence
44.	Light Industrial	Residence
45.	Light Industrial	Retail

*(non-conforming under current zoning)

Figure 1-3 : **Sensitive Receptors**



City of Berkeley Planning Department, October 1993

Residential Districts

The residential districts of West Berkeley—overwhelmingly zoned R1(A), with small amounts of R3, and R4, are virtually unmodified by the Plan. The 2 residential Census tracts (which cover the area from Dwight to Camelia, 6th to San Pablo) total 256 acres, but this figure includes some commercially zoned frontage on University and San Pablo. City records indicated (as of 1989) 2,356 housing units in the 2 tracts. Somewhat less than half of the units (43%) were in 1 unit structures. An additional fifth of the units (21%) are in structures with 5 or more units. Almost all of these apartment buildings are non-conforming uses because they were built before the area was downzoned. There is also employment in the district—in existing non-conforming commercial structures, and in home occupations, which are counted as employment in Berkeley's business licenses.

G. The Intensity of West Berkeley Land Use

The modest scale of West Berkeley housing is noted above. Other types of West Berkeley land use also reflect modest intensity of development. Only 1 small area of West Berkeley—the portion incorporating Parker Plaza and Fantasy Records—has an overall Floor Area Ratio (FAR) of greater than 1. This means that only in this area is there on average more than 1 square foot of building for each square foot of land, although there are other individual sites with an FAR of greater than 1 (e.g. Colgate). FARs of 2 or more are rare. By contrast, FARs of 3 or 4 or more are found in Downtown Berkeley.

Permitted Floor Area Ratios (FAR) it should be noted, are greater. The existing M district has no maximum permitted FAR, but the 3 story height limit would theoretically allow FARs as high as about 2.7. The need to provide parking is the constraint in this case. The Special Industrial (SI) district has a permitted FAR of 1.0 for non-residential structures. The distinction between the permitted FARs and the existing stems from the fact that while a single lot or 2 on a block may be developed to the maximum FAR, it is unusual that the entire block is built to that level. In many cases property owners—particularly manufacturers seeking the most efficient goods movement—do not wish to build to a maximum FAR. Thus the permitted FAR serves more as a maximum than as a predictor of likely level of development.

The scale of West Berkeley development indicates its character as an industrial district of intermediate age. The Bay Area's oldest remaining industrial district—South of Market in San Francisco—is characterized by multi-story buildings which have become increasingly difficult to use. Newer industrial areas (e.g. industrial parks in South San Francisco) are almost exclusively single story buildings and provide greater amounts of parking and loading space than in West Berkeley.

III. ANTICIPATED DEVELOPMENT IN WEST BERKELEY

Assumptions for Projection

Future development in an area can only be projected, with no claim to "scientific" accuracy. The land use regulations embodied in this Plan set the maximum permitted development levels, but market conditions will generally dictate whether private developers will take advantage of these opportunities. The City itself does not plan to undertake major development projects in the area, with the possible exception of relocating its Corporation Yard.

The analysis in this document uses the same assumptions used in the Environmental Impact Report on the Plan. City staff, with the assistance of development professionals, have identified the major development opportunities that exist in West Berkeley. These include both vacant sites, and sites where expansions or changes of uses are likely. In addition, the EIR builds in allowances for expansion of existing smaller scale development. The projections were developed by reviewing 1) Projects now approved (including under construction as of Fall, 1992); 2) Projects proposed; and 3) Potential projects in each zone, for each use. The Plan and EIR assume that the available sites will be fully developed by 2005. Such "buildout" may not occur, but assuming that it will is conservative in terms of traffic which will have to be handled and other issues.

This document provides a summary of projected development in West Berkeley through 2005. Further detail is available in the *West Berkeley Plan* Draft Environmental Impact Report.

Overall Level of Development

Development under the *West Berkeley Plan* is projected to be significant, but in scale with existing development. The Plan projects that West Berkeley will add some 1,535,000 of non-residential development, including laboratory, manufacturing, office, and retail space. If realized, this would represent a 16% addition to the existing stock (as of 1992) of some 9,300,000 square feet (see Table 1–4). 400,000 square feet of new manufacturing space are projected, as are 680,000 square feet of new office/"R and D" space, and 525,000 square feet of retail space. Under the Plan at least 200 residential and live-work units[1] will be added to the existing stock of 2,970 housing units (including live-work). Thus the Plan projects at least a 7% increase in residential space.

As the EIR discusses, the great bulk (1,340,000 square feet) of the projected development is in 8 major projects. These are development at the University's Harrison Properties; re-occupancy of Utility Body; commercial development at the Spenger's parking lot; the approved Miles Development Agreement; reuse of the Colgate site; development at the "Colgate East" parking lot across 7th St.; Live-work development on the Hustead's Towing site, and expansion of Whole Earth Access. As of September, 1993,

[1]These projections include live-work space with their projection of housing development. Strictly speaking, live-work is not housing, because it incorporates both a living space and work space. The proposed live-work ordinance treats live-work space as more "commercial" than "residential". However, regardless of how this issue is viewed, since live-work will provide living space for households, it is appropriate to include it in the housing totals. The Housing and Social Services Element provides further discussion of West Berkeley's recent levels of housing development.

only the Miles project and demolition of buildings at the Colgate site (but no new buildings) have been approved by the City, so none of the other projects are certain.

Table 1-4: **Existing Non-Residential Space and Projected Development by Use***

	Manufacturing & Wholesaling	Office "R and D"	Retail	Other**
Existing Space, 1992	5,930,000	855,000	1,350,000	1,140,000
Projected, 1992-2005	+400,000	+680,000	+325,000	+135,000
% Change, 1992-2005	+7%	+79%	+24%	+12%
Total, 2005	**6,330,000**	**1,535,000**	**1,675,000**	**1,275,000**

*rounded to nearest 5,000 sq.ft.

**Other includes auto repair shops, banks, motels, schools, churches, and other institutional uses. The expected increase in space assumes development of a Corporation Yard for the City and School District.

Development Projections and Development Objectives

In its effort to balance various types of development, the *West Berkeley Plan* Preferred Land Use Concept (the predecessor document to this one) adopted objectives for growth over the 15 year Plan period in various uses—Manufacturing (and wholesaling), Office and Laboratory, and Retail. The Committee set objectives of adding 350,000 square feet of manufacturing space, 400,000 square feet of office and laboratory space, and 300,000 square feet of retail space. Clearly, projected growth of space meets or exceeds these targets in each area. This added space was targeted to add 700 manufacturing jobs, 1,200 office and laboratory jobs, and 1,200 retail jobs. These objectives were arrived at by using ABAG's projections for economic growth in Berkeley as a whole as benchmarks.

Housing Development Potential

In addition to providing space for jobs, the West Berkeley Area Plan must provide space for additional housing. An assessment of potential housing development sites in the Plan Concept suggests that West Berkeley can meet a reasonable target of 200 units development over the next 15 years. Housing development potential exceeds a reasonable housing goal by 95-120 units, possibly more.

Summary of Potential	
Commercial corridors	152 units
Mixed Use residential	108 units
Second units	13 units
Live-work conversions	Unquantified
Total	**273 units***

*Total units plus live-work conversions

Development Opportunities:

The *West Berkeley Plan* provides 3 types of housing development opportunities—Commercial corridors (especially San Pablo Ave.); the Mixed Use Residential zone; and second units with single-family houses. The projection assumes 8 housing development sites with 152 units in 3 story mixed use buildings on San Pablo Avenue (feasible only under relaxed parking standards); 6 housing development sites with 108 units in the Mixed Use/Residential district (not including possible additional conversions of industrial space to live-work use), and 13 second units with single family houses (added to 1% of the existing single family house stock).

IV. Goals and Policies

The *West Berkeley Plan* Preferred Land Use Concept developed a substantial list of land use goals and policies. Taken together, they provide a broad statement of the many activities the Plan seeks to provide for and balance. They provide important points of reference in both developing zoning rules and making land use decisions on specific projects, but of course do not directly answer what should be done on a given site.

The key land use goals and policies are listed and explained below. It should be noted that many goals and policies with an important bearing on land use are found in the Economic Development, Design, and Housing Elements.

Goal 1:

Over the economically active area of West Berkeley, provide for a continued economic and land use mix, incorporating manufacturing, other industrial, retail and office/laboratory uses, to benefit Berkeley residents and businesses economically, benefit the City government fiscally, and promotes the varied and interest character of the area.

Rationale:

Maintaining a mix of uses within West Berkeley is the overriding goal of the *West Berkeley Plan*. This mix is the key feature which distinguishes West Berkeley from other areas of Berkeley and the region—if it disappeared, so would West Berkeley's uniqueness. Even those policies which specify certain areas for certain uses (e.g. manufacturing) do so in the service of assuring that those uses will remain part of the overall West Berkeley mix, and not simply disappear. The mix assures that a variety of businesses, some of which best meet job needs, others of which provide the City the most tax revenue, and still others of which provide important goods and services, can remain and flourish.

Policies:

A. Retaining, through planning, zoning and land use policies which shield manufactures from economic and physical incompatibilities with other uses, sufficient land and buildings to maintain the current level of manufacturing employment at a minimum.

B. Providing, through zoning districts, development standards, and other tools, space and incentives for expansion of manufacturing firms, particularly the growing light manufacturing sector.

C. Providing space for, and designating appropriate locations for— in planning and zoning policies—both neighborhood and regional serving retail businesses.

D. Providing space for, and designating appropriate locations for, office, service, and laboratory businesses, particularly growing Berkeley based businesses which are particularly suited to West Berkeley's physical environment.

Goal 2:

Channel development—both new businesses and residences and the expansion of existing businesses—to districts various which are appropriate for the various existing elements of the West Berkeley land use mix.

Rationale:

The Preferred Land Use Concept was based on the concept of channeling different types of uses to different parts of West Berkeley, within the context of its overall mix. It therefore developed a new zoning districting plan for West Berkeley. This Goal and its associated policies set forth the rationales for creating each of the districts.

Policies:

A. Create a Manufacturing district as a general industrial district, where the full range of existing manufacturers—both "heavy" and "light"—can function without interference from other types of uses.

B. Create a Mixed Manufacturing district as a general industrial district, where both heavy and light manufacturers can function, along with "biotech" industries and office users which can recycle the upper stories of buildings.

C. Create a Light Manufacturing district which allows a wide range of light manufacturers to continue to operate and expand and limits loss of their spaces to other uses, while providing an opportunity for office development where it will not unduly interfere with light manufacturing uses, and for laboratory development in appropriate locations.

D. Create a Mixed Residential district as a special mixed use district which will recognize and support the continued evolution of a unique mix of residential, light industrial, and arts and crafts uses, with a particular effort to strengthen residential concentrations existing there.

E. Create a Commercial district which will foster the continued vitality of West Berkeley's neighborhood and regional serving retail trade, in as pedestrian-friendly a manner as possible.

F. Maintain Residential districts which will provide decent, safe, and sanitary living environments for a wide range of types of household.

Goal 3:

Protect residential core neighborhoods from adverse impacts of economic growth—especially traffic and parking congestion and noise.

Rationale:

The residential core neighborhoods are made up primarily of houses and apartments, much like other residential Berkeley neighborhoods. A safe and pleasant residential environment is important there. These neighborhoods should enjoy the same

protection from through traffic on non- arterial (and non-collector) streets and from commercial parking spill-over that other residential neighborhoods enjoy. The facts that these neighborhoods are adjacent to industrial and other economically active areas, and that they are occupied in large part by low income people do not diminish their need for these protections.

Policies:

A. Protect residential streets which are not arterials or collectors from through traffic, both from trucks and commuters.

B. Protect the residential core neighborhoods from parking spill-over generated by nearby office and residential uses.

Goal 4:

Assure that new development in any sector is of a scale and design that is appropriate to its surroundings, while respecting the genuine economic and physical needs of the development.

Rationale:

The modest scale of many West Berkeley areas, both residential and economically active, is an important aspect of their character. As development occurs in these areas, the City must balance the economic and physical needs of the development itself with the scale of the area, should these come in conflict.

Goal 5:

Clarify and rationalize the development review process, so that clearer guidance is given to applicants and people affected by projects, and so that decisions on projects may occur more rapidly, while providing appropriate opportunities for citizen input.

Rationale:

Many businesses and developers have argued that Berkeley's project review process is unduly long and complex. The *West Berkeley Plan* seeks to provide both greater certainty of outcome to applicants and affected parties, and more rapid permit processing. The Plan achieves both seemingly contradictory goals by providing more detail on permitted and prohibited uses than the previous zoning, while allowing a greater number of projects which meet zoning standards to proceed without cumbersome and time-consuming public hearings.

V. The Land Use Districting Concept of the Plan

One of the most important parts of the *West Berkeley Plan* is its land use concept. The land use concept is designed to guide West Berkeley's evolution through at least the year 2005. The concept lays out a completely revised set of land use districts for West Berkeley (see the following color district map). These districts are designed to become new zoning districts once the final Plan is adopted.

The concept represents a balance between a strong emphasis on the need to conserve desirable existing uses and the need to allow reasonable evolution and development. It seeks to balance the legitimate, yet sometimes conflicting interests of the many "stakeholders" in West Berkeley—residents, manufacturers, workers and their unions, retailers, property owners, the University, the City itself, and many others. The Plan land use concept seeks to give clear guidance on what activities are desired where within Berkeley, yet allow the continued development of a creative, exciting mixed use area. For the first time in West Berkeley, the land use concept provides a clear gradation of uses and development intensity from the residential areas, through mixed use areas to the manufacturing areas

Overview of the Districting Concept

While the concept was developed through an intensely participatory process, which required numerous trade-offs and compromises from all participants (see the Process section), there is nonetheless an underlying logic to the concept. The concept recognizes that, although West Berkeley is, on the whole, an area with very mixed uses, individual areas within it do have certain predominant uses. Other areas have a mix of uses, but they do not generally have the full range of uses from "heavy" manufacturing to single family detached residential (see Figure 1-4 for a diagrammatic depiction of the varying mix of uses in the Plan's land use districts). There are 6 land use designations (types of zoning) for the whole of West Berkeley.

Some areas have a use mix dominated by "heavy" and "light" manufacturing, these are designated as the Manufacturing and Mixed Manufacturing districts. In much of West Berkeley, light manufacturing and other light industrial uses (e.g. auto repair) are the primary land use, these areas are designated as Mixed Use/Light Industrial district. Retail commercial concentrations have developed, not only along San Pablo and University Aves., but around 4th & University and 7th & Ashby as well. These areas were designated Commercial. Some areas mix industrial and residential uses closely together—these areas have been designated Mixed Use/Residential. The remaining areas are overwhelmingly residential, and remain in their existing residential zoning (whether it be R-1A, R3, or R4). This pattern is described in more detail in the following section.

In addition to this overall concept, there were a number of principles which guided the development of the land use concept. Most important among these were:

- New land use districts/zones should recognize the existing character of an area, and create as few non-conformities as possible;

- The zoning should allow desired development in an area (e.g. residential infill, expansion of existing manufacturers), but generally not permit a radical change of area character;
- Although they are not the only consideration, the desires of businesses, property owners, and residents in a particular area are especially important in developing districting/zoning for that area;
- Zoning should specify, as clearly as possible, permitted and prohibited uses in an area, to give guidance to applicants (for permits) and to reduce permit processing time;
- Manufacturing, wholesaling, and warehousing space should be maintained in those uses as much as possible, to meet the Council/Planning Commission mandate to maintain manufacturing jobs;
- All uses, even those permitted in a zone, are subject to review for environmental impacts. However, whether an Environmental Impact Report (EIR), an Initial Study, or other environmental document is needed will be determined by the nature and scale of an application;
- Existing residential clusters within mixed use areas should be strengthened and legitimized;
- Residents should be buffered from the effects of heavy industrial uses as much as possible;
- Retail uses should be clustered, to strengthen existing retail areas, to make them for walkable, and to prevent retail sprawl.

Figure 1-4: **The Spectrum of Permitted Uses**
West Berkeley Plan Districts Generally Permitted Uses by District

Use Categories

Districts	"Heavy" Manufacturing	Light Manufacturing	Other Industrial	Offices	Live-Work	Retail	Residential
Manufacturing	■	■	■				
Mixed Manufacturing	■	■	■	▒			
Mixed Use/Light Industrial		■	■	▒	▒	▒	
Mixed Use/Residential		▒	■	■	■	▒	■
Commercial		▒	▒	■	■	■	■
Residential						▒	■

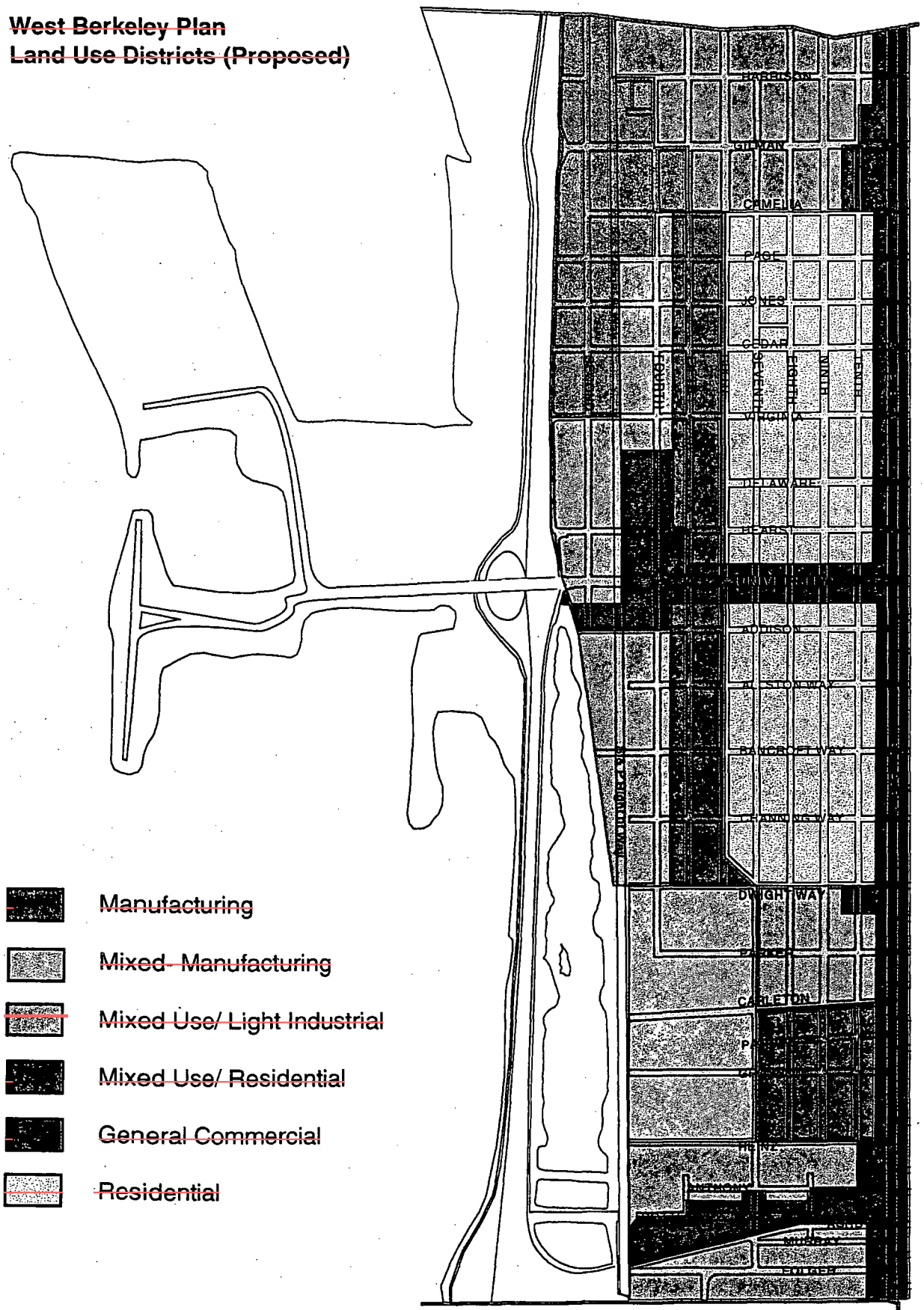
Legend:

■ Use generally permitted in district

▒ Use permitted to more limited extent in district

□ Uses not indicated are generally prohibited in district

~~West Berkeley Plan~~
~~Land Use Districts (Proposed)~~



City of Berkeley Planning Department–October, 1993

~~*Specific Districts in the Concept*~~

~~General Manufacturing Districts~~

~~There are 2 small districts in the Plan which allow process intensive, "heavier" manufacturing uses, as well as light industrial uses. These are the Manufacturing District in northwestern West Berkeley (largely west of the railroad tracks), and the Mixed Manufacturing District in southwestern West Berkeley (around the Colgate and Miles sites). These areas are the present home to most West Berkeley "heavy" industries such as steelmaking and ink production. These districts are closely targeted to industrial uses, and generally do not allow residential, live-work, retail, or office uses (except on upper stories in the Mixed Manufacturing District). Office, laboratory, and retail uses which are integral to a manufacturing operation (e.g. a store selling products made on site) are permitted in the district. These small areas—some 94 acres in the Manufacturing zone and 79 acres in the Mixed Manufacturing zone—most closely follow the model of "Protected Manufacturing Districts" that manufacturing advocates sought for West Berkeley. While industrially oriented, the Mixed Manufacturing district is somewhat less tightly targeted than the Manufacturing District, allowing freestanding laboratories and office uses on upper stories, so that multi-story buildings in the district can be more easily used.~~

~~Mixed Use/Light Industrial District~~

~~The district is proposed for most of the areas where light manufacturing and industrial uses predominate in West Berkeley. These include the northern area, north of Camelia St. (home to such companies as Hopkins Screen Printing, Clear Com, and Mousefeathers). There is also the western area—west of 4th between Camelia and Dwight—(location of A&B Die Casting, De Soto, Peerless Lighting, and Andros Analyzers among others). There is the Parker St. area east of 7th (site of Ion Systems, Nolo Press, and Consolidated Printing). South of Heinz most areas are in the district, except for the north of Ashby commercial corridor (taking in Xoma sites and the "Durkee" project, as well as East Bay Steel).~~

~~Permitted uses in the district are broadly light industrial in character, with various types of light manufacturing being allowed but not "heavy" manufacturing. Freestanding laboratories (i.e. those not associated with a manufacturing use) would be permitted only in the areas between the railroad track and Aquatic Park, and north of Gilman St, to limit potential exposure to residential neighborhoods. Office uses are permitted in the zone, but not most types of retail. However, office development is limited by the stipulation that only 25% of the area of a manufacturing facility not already used for offices could be converted to office use. Thus the district allows limited office development on current manufacturing sites, and on currently undeveloped sites. Residential uses are not permitted in the district (although "heavier" live-work uses are). There are only a very small number of residential uses in the district, because the Mixed-Use Residential district was drawn to include all of the major residential enclaves.~~

Mixed Use/Residential District

The Mixed Use/Residential zone is the fourth new land use/zoning district developed by the *West Berkeley Plan*. While the Mixed Use/Light Industrial zone incorporates those areas dominated by a light industrial/office mix without residential uses, the Mixed Use/Residential focuses on those areas where the typical mix is residential and light industrial. The district encompasses the current SI (Special Industrial) district between the 4th/5th midblock line and 6th St., along with an area (currently zoned M) between Carleton and Heinz, 7th St. and the San Pablo commercial strip where there are substantial numbers of residences. The district totals some 120 acres. The district's proposed uses permit residential, live-work, light industrial, and office uses, but only limited, generally neighborhood serving retail. To maintain the district's smaller scale of development, it has a lower height limit and lower allowed Floor Area Ratio (amount of development per square foot of land) than do the manufacturing and light industrial districts.

Commercial District

The commercial district is not a new one in West Berkeley, currently covering almost all of San Pablo Ave. and University Ave. east of 6th St. The *West Berkeley Plan* extends the commercial designation to other areas which have in fact become commercial—4th St. between Addison and (vacated) Delaware, a corridor along the north side of Ashby Ave., and pockets (sometimes described as "nodes") off San Pablo at Dwight and Gilman. The Plan seeks to foster concentrated, walkable commercial areas, and to prevent commercial sprawl which will both interfere with industry and attenuate commercial areas. A new commercial "loop" from 4th & Addison to Aquatic Park is created, in the hope that retail uses here will help lure more people into Aquatic Park. The zoning for the district will vary somewhat between concentrated commercial nodes (where non-commercial uses will not be permitted on the ground floor) and along commercial strips such as San Pablo.

Residential Districts

Within the residential districts, the Plan does not propose to change the zoning borders. The only proposed change to permitted uses is to allow small neighborhood-serving retail and service uses (e.g. groceries, laundromats) within the R districts.

One change which has been suggested for study is the possible revision of zoning to allow multi-family structures a greater depth of lot back from San Pablo Ave. This was suggested for those areas which although zoned residential are currently not in residential use. This change could be incorporated into zoning revisions, but before doing so careful study and consultation with the residents would be required. This issue may be most appropriate for the General Plan.

VI. Implementation Measures

Ordinances and Regulatory Changes

A. **Rezoning**—Implement the rezoning envisioned by the Preferred Land Use Concept and the *West Berkeley Plan*—including permitted and prohibited uses, development standards, performance standards and project review procedures—by amending the Zoning Ordinance and zoning map.

Goals and Policies Implemented: Goal 1, Policies 1A, 1B, 1C, 1D; Goal 2, Policies 2A, 2B, 2C, 2D, 2E, 2F, Goal 4, Goal 5

Responsibility: City Planning Department

Funding: Major project within regular staff and operating funding

B. **Redevelopment Plan**—Amend the West Berkeley Redevelopment Plan to conform with *West Berkeley Plan*

Goals and Policies Implemented: Goal 1, Policies 1A, 1B, 1C, 1D; Goal 2, Policies 2A, 2C, 2D, 2E, Goal 4,Goal 5

Responsibility: Community Development Department

Funding: Redevelopment Agency

C. **Truck Weight Ordinance**—Amend the City's truck weight Ordinance to prevent through traffic on residential streets. The City's actions to limit the transportation

Goals and Policies Implemented: Goal 3, Policy 3A

Responsibility: Traffic Engineer's Office

Funding: Regular staff and operating funding

Projects

A. **Consolidated Parking**—Study the feasibility of, and if feasible and desirable, construct parking garages or other consolidated parking facilities in the area of 4th & University and 7th & Ashby (and other locations if warranted). The garages would be intended to provide parking for area merchants, the Amtrak station, and to relieve overspill parking pressure on nearby neighborhoods.

Goals and Policies Implemented: Goal 1, Policy 1C

Responsibility: Community Services Division initially

Funding: Study funds provided in 1991-92 Budget, study currently underway.

Studies

A. **Inventory of Industrial Space**—Create a comprehensive inventory of industrial space in West Berkeley, particularly industrial space subject to conversion regulation in the Mixed Use/Light Industrial and Mixed Use/Residential districts. This will support effective enforcement of these conversion rules.

Goals and Policies Implemented: Goal 1, Policies 1A & 1B; Goal 2

VII. Land Use Regulations of the West Berkeley Plan - for adoption in principle

Status of the Regulations

The land use regulations below are central to the *West Berkeley Plan*. They spell out generally what uses are permitted and prohibited in each of the districts created by the Plan, what allowable height and bulk standards would be, and set forth a series of regulatory concepts for special situations. These include limits on changes of use of manufacturing facilities, on buffers between residential and heavy manufacturing sites, and other issues. They are much of what the framers of the *West Berkeley Plan* understand to be the content of the Plan.

Nevertheless, these regulations are proposed for adoption in principle only, rather than adoption as an amendment to Berkeley's General Plan (as the rest of the document is). They are proposed for technical reasons. Development regulations such as these should ultimately reside in the Zoning Ordinance, and will be found there once West Berkeley's zoning is brought into conformity with the Plan. City staff anticipates that the zoning will be drafted and approved next year. The procedure for adopting the zoning changes should be relatively streamlined, as it will be relying on the *West Berkeley Plan* Environmental Impact Report as environmental documentation. If these regulations were adopted as part of the General Plan, any change to them, however minor, would require a General Plan amendment. Such amendments are—because of state planning law—procedurally complex, and limited in number.

For these reasons, adoption of this section in principle is recommended. Such adoption will make clear that zoning provisions should closely follow the Plan, while assuring the most appropriate and expeditious procedure for enacting and amending that zoning.

District permitted and prohibited uses (See also Special Situations section)

Generally Permitted and Prohibited Uses

Manufacturing District

See also Development Standards, Manufacturing/Residential Buffers for regulations affecting certain sites

Permitted Uses (see Development Standards chart for sizes of projects requiring Administrative Use Permit, Use Permit with Public Hearing)

- Arts & Crafts Uses (workspaces only, not live-work)
- Auto body & painting
- Automobile dismantling ("junkyards")
- Auto repair
- Bus, Cab, truck, and public utility depots

- Composting
- Construction yards and associated offices
- Farms and Agricultural establishments
- Industrial Product Sales (Gases & Chemicals)
- Manufacturing: Food processing, textiles, apparel, lumber & wood products, furniture, paper & allied products, printing (exclusive of publishing); asphalt products, leather products (exclusive of primary production of leather); stone, clay, and glass products; fabricated metals, industrial machinery, electrical machinery & electronics, transportation equipment, scientific instruments, miscellaneous manufacturing.
- Recyclable materials collection points, exclusive of facilities handling primarily hazardous waste
- Parking lots (for uses located in the district)
- Self-storage ("mini-storage")
- Warehouses
- Wholesale trade and distribution

Uses always requiring Public Hearing (regardless of project size)

- Chemicals, including pharmaceuticals (exclusive of the manufacturing of alkalies, chlorine, chemical warfare gases, DDT, chloroform, fertilizers, and explosives)
- Parking structures
- Primary metals, including smelting and refining

Ancillary Uses (Uses permitted only as an integral part of manufacturing

- Factory Outlets (for products manufactured on site)
- Laboratories
- Offices

Prohibited Uses

- Banks and financial establishments
- Gasoline stations
- Group quarters residences
- Hazardous waste transfer stations & disposal facilities (freestanding facilities)
- Hotels and motels
- Laboratories (freestanding)
- Live-work

(Manufacturing District -Prohibited Uses continued)

- Manufacturing: Tobacco products, alkalies, chlorine, chemical warfare gases, DDT, pesticides, chloroform, fertilizers, explosives; primary production of leather; petroleum refining, products of petroleum and coal not elsewhere classified; tires, inner tubes, synthetic rubber, asbestos products, ordnance and accessories, reprocessing of nuclear cores & scrap
- Offices (freestanding)
- Publishing
- Residences
- Restaurants
- Retail establishments, except permitted factory outlets
- Schools and day care facilities

Mixed Manufacturing District

See also Development Standards, Large Site Development Process; Manufacturing/Residential Buffers (regulations affecting frontage along portions of 7th St., Dwight Way)

Permitted Uses (see Development Standards chart for sizes of projects requiring Administrative Use Permit, Use Permit with Public Hearing)

- Arts & Crafts Uses (workspaces only, not live-work)
- Auto body & painting
- Automobile dismantling ("junkyards")
- Auto repair
- Bus, Cab, truck, and public utility depots
- Composting
- Construction yards and associated offices
- Farms and Agricultural establishments
- Industrial Product Sales (Gases & Chemicals
- Manufacturing: Food processing, textiles, apparel, lumber & wood products, furniture, paper & allied products, printing (exclusive of publishing); asphalt products, leather products (exclusive of primary production of leather); stone, clay, and glass products; fabricated metals, industrial machinery, electrical machinery & electronics, transportation equipment, scientific instruments, miscellaneous manufacturing.
- Parking Lots (for uses located in the district)
- Recyclable materials collection points, exclusive of facilities handling primarily hazardous waste
- Warehouses
- Wholesale trade and distribution

Uses Always Requiring Public Hearing (regardless of project size)

- Chemicals, including pharmaceuticals (exclusive of the manufacturing of alkalies, chlorine, chemical warfare gases, DDT, chloroform, fertilizers, and explosives)
- Parking structures
- Primary metals, including smelting and refining

Ancillary Uses (Uses permitted only as an integral part of manufacturing or wholesale trade site)

- Factory Outlets (for products manufactured on site)
- Laboratories on the ground floor
- Offices on the ground floor

Upper story Uses (Uses permitted on the second story or above)

- Laboratories (other than ancillary)
- Offices (other than ancillary)
- Publishing

Prohibited Uses

- Banks and financial establishments
- Gasoline stations
- Group quarters residences
- Hazardous waste transfer stations & disposal facilities (freestanding facilities)
- Hotels and motels
- Laboratories (freestanding)
- Live-work
- Manufacturing: Tobacco products, alkalies, chlorine, chemical warfare gases, DDT, pesticides, chloroform, fertilizers, explosives; primary production of leather; petroleum refining, products of petroleum and coal not elsewhere classified; tires, inner tubes, synthetic rubber, asbestos products, ordnance and accessories, reprocessing of nuclear cores & scrap
- Offices (freestanding)
- Residences
- Restaurants
- Retail establishments, except permitted factory outlets
- Schools and day care facilities
- Self-storage ("mini-storage")

~~Mixed Use/Light Industrial District ("Green")~~

~~See also Development Standards; Conversions from Manufacturing to Other Uses; Live-Work Development~~

Permitted Uses ~~(see Development Standards chart for sizes of projects requiring Administrative Use Permit, Use Permit with Public Hearing)~~

~~1. Industrial & Agricultural Uses~~

- ~~Arts and Crafts (workspaces only, live-work limited)~~
- ~~Auto repair~~
- ~~Bus, Cab, truck, and public utility depots~~
- ~~Construction yards & associated offices~~
- ~~Farms & agricultural establishments~~
- ~~Manufacturing: Food processing (e.g. bakeries, wineries); textiles, apparel, furniture, lumber & wood products, printing and publishing; stone, clay, and glass products; industrial machinery; electrical machinery & electronics (except production of semiconductors and related devices); scientific instruments; miscellaneous manufacturing~~
- ~~Manufacturing Repair and Service~~
- ~~Recyclable materials collection points, exclusive of facilities handling primarily hazardous waste~~
- ~~Vocational Schools (providing training for uses in district)~~
- ~~Warehouses~~
- ~~Wholesale trade and distribution~~

~~2. Offices and Services~~

- ~~Offices—General, medical, and professional (see Conversions from manufacturing to other uses)~~

~~3. Retail~~

- ~~Building Materials and Garden Supplies~~
- ~~Business Services (not to exceed 3,000 sq. ft.)~~

~~4. Other Uses~~

- ~~Parking lots (for muses located in the district)~~

Uses Always Requiring Public Hearing ~~(regardless of project size)~~

- ~~Auto body and painting~~
- ~~Day Care~~
- ~~Live-Work (Manufacturing and Arts & Crafts uses only)~~
- ~~Manufacturing of leather products, rubber products, plastic products, paper products, fabricated metals~~

- Parking structures and parking lots (not for uses located in the district)
- Restaurants
- Schools (other than Vocational Schools described above)
- Shelters for Homeless Persons

Uses Permitted in Selected Locations—portions of Mixed Use/Light Industrial district north of Gilman St. and west of 3rd St. (Southern Pacific RR)

- Laboratories (freestanding)*
- Manufacture of pharmaceuticals

Prohibited Uses

- Banks and Financial establishments (public service)
- Gasoline stations
- Group Quarters other than Shelters for Homeless Persons
- Hazardous waste transfer stations & disposal facilities (freestanding facilities)
- Hotels and Motels
- Manufacturing—All uses prohibited in Manufacturing zone and Chemicals (except pharmaceuticals in selected locations), petroleum products, primary metals processing (e.g. "foundries"), production of semiconductors and related devices, transportation equipment and primary production of leather, rubber, plastic, or paper
- Residences (live/work conditionally permitted, see above)
- Retail stores, except as listed above
- Self-storage ("mini-storage")

Mixed Use/Residential District

See also Development Standards, Conversions from Manufacturing to Other Uses, Permitted Uses, Live-Work

Permitted Uses (see Development Standards chart for sizes of projects requiring Administrative Use Permit, Use Permit with Public Hearing)

1. Residential

- Residences—Single-family, Multi-family, Group Quarters
- Day Care
- Schools

2. Industrial & Agricultural

- Arts and Crafts (workspaces only)
- Farms and Agricultural establishments

*Pending further study when Hazard Ranking System is developed for rezoning. Certain types of laboratories may be inappropriate for these locations.

(Mixed Use/Residential District -Permitted Uses continued)

- Manufacturing Repair and Service
- Recyclable materials collection points, exclusive of facilities handling primarily hazardous waste
- Warehouses
- Wholesale trade and distribution

3. Retail

- Building Materials and Garden Supplies
- Business Services
- Food Stores (not to exceed 5,000 sq. ft.)
- Cleaners, laundries, and laundromats

4. Other Uses

- Parking lots (for uses located in the district)

Uses Always Requiring Public Hearing (regardless of project size)

- Auto body, auto painting, auto repair (with setbacks from residential use)
- Bus, Cab, truck, and public utility depots
- Construction yards and associated offices
- Live-work (work activities those permitted in district)
- Manufacturing— Food processing (e.g. bakeries, wineries), clothing & textile production, furniture production, wood products, printing and publishing; stone, clay, and glass products; industrial machinery, electrical machinery & electronics (except production of semiconductors and related devices), scientific instruments, miscellaneous manufacturing, leather products, rubber products, plastic products, paper products
- Parking lots (not for uses located in the district)
- Restaurants

Prohibited Uses

- Banks and financial establishments (public service)
- Gasoline stations
- Hazardous waste transfer stations & disposal facilities (freestanding facilities)
- Hotels and motels
- Laboratories*
- Manufacturing—All uses prohibited in Manufacturing zone and Chemicals (including pharmaceuticals), lumber milling, petroleum products, primary metals processing, production of semiconductors and related devices, primary production of leather, rubber, plastic, or paper (e.g. pulp mills)

*Pending further study when Hazard Ranking System is developed for rezoning. Certain types of laboratories may be appropriate for this district

- Retail stores, except as listed above

Commercial District See also Development Standards, Live-Work

Generally Permitted Uses (see Development Standards chart for sizes of projects requiring Administrative Use Permit, Use Permit with Public Hearing)

1. Retail

- Barber shops, beauty salons, and other hair cuteries
- Gasoline stations
- Hotels and motels
- Cleaners, laundries, and laundromats
- Restaurants
- Retail stores (all types)

2. Residential

- Day Care
- Schools

3. Live-Work

- Live-work (work activities those permitted in district)

4. Offices

- Banks and financial establishments
- Business Services (above the ground floor in designated commercial nodes)
- Offices—General, Medical, and Professional (above the ground floor in designated commercial nodes)

5. Industrial and Agricultural

- Arts and Crafts (workspaces)
- Auto body, auto painting, and auto repair
- Farms and agricultural establishments
- Wholesale trade and distribution

6. Other Uses

- Parking lots (for uses located in the district)

Uses Always Requiring Public Hearing (regardless of project size)

- Construction yards and associated offices
- Manufacturing—Food processing, printing and publishing, wood products, furniture making; stone, clay, and glass products
- Parking structures, and parking lots (not for uses in the districts)
- Recyclable materials collection points, exclusive of facilities handling primarily hazardous waste

- Residential uses—single family, multi-family, and group quarters (above the ground floor in designated commercial nodes)

Prohibited Uses—Commercial District

- Bus, Cab, truck, and public utility depots
- Hazardous waste transfer stations & disposal facilities (freestanding facilities)
- Laboratories (freestanding)
- Manufacturing (other than uses specified above)

Residential Districts

See also Development Standards

Permitted Uses in All Residential Zones—R1A, R-3, R-4

- Parks, playgrounds, playlots
- Day care for six or fewer children

Uses Requiring a Public Hearing (regardless of project size) *in All Residential Zones*

- Churches, Community Centers, and Libraries
- Day Care
- Food stores (less than 3,000 sq. ft.)
- Cleaners, laundries, and laundromats
- Residences—1 unit, 2 unit
- Schools

Uses Requiring a Public Hearing (regardless of project size) *in R-3, R-4 zones only, not permitted in R-1A zones*

- Group Quarters
- Medical buildings and hospitals
- Multiple dwellings

Uses Requiring a Public Hearing (regardless of project size) *in R-4 zone only, not permitted in R-1A and R-3 zones*

- Hotels and motels
- Institutions and offices
- Retail ancillary to hotels, motels, institutions and offices

Uses Prohibited in All Residential Zones

- All other uses—agricultural, other retail, manufacturing, wholesaling

Note: Most of the "residential core" area of West Berkeley between Dwight and Camelia (excluding University Ave.) and 6th St. and the San Pablo commercial strip is zoned R-1A. However, parts of the blocks on either side of University Ave. are zoned R-3 or R-4.

Table 1-5: **Selected Development Standards by Zone**

Type of Standard	Height & Bulk (maximum)	Use Permit Thresholds[1] (public hearing)	Parking (minimum; by use)	Traffic
Manufacturing	• 3 stories/45 feet • FAR: 2	• Mfg: 40,000 sq. ft. or where EIR req'd • Other Indust: 40,000 or where EIR req'd	• Mfg. assembly & production:1/1000 sq. ft. • Warehouse: 1/1000 • Offices: 2/1000 • Retail(ancillary): 2/1,000	• Demonstrate ability to meet Level of Service standard "D"or "E" as appropriate
Mixed Manufacturing	• 3 stories/45 feet • FAR: 2	• Mfg: 40,000 sq. ft. or where EIR req'd. • Other Indust: 40,000 or where EIR req'd • Labs: 40,000 • Offices: 40,000 • Restaurant: Any	• Mfg. assembly & production:1/1000 sq. ft. • Warehouse: 1/1000 • Labs: 1.5/1,000 • Offices: 2/1,000 • Retail(ancillary): 2/1,000 • Restaurants: 3/1,000	• Demonstrate ability to meet Level of Service standard "D" or "E" as appropriate
Mixed-Use Light Industrial	• 3 stories/45 feet • FAR: 2	• Mfg: 30,000 sq. ft. • Other indust: 30,000 • Labs : 20,000 • Offices 20,000 • Restaurant: Any	• Mfg. assembly & production:1/1000 sq.ft. • Warehouse: 1/1000 • Labs 1.5/1,000 • Offices: 2/1,000 • Retail: 2/1000 • Restaurant: 3/1,000	• Demonstrate ability to meet Level of Service standard "D" or "E" as appropriate
Mixed-Use Residential Industrial	• 2 stories/35 feet for non-residential • 3 stories/35 feet for residential • FAR: 1 for non-residential;1.5 for resid./mixed • Residential Density: max.1 unit/1,250 sq. ft. land	• Mfg: 10,000 sq.ft • Other indust: 10,000 • Offices: 10,000 • Restaurant: Any • Residential: Admin. Use Permit w/up to 4 units	• Mfg. assembly & production:1/1000 sq. ft. • Warehouse: 1/1000 • Residential: 1/unit • Office: 2/1,000 • Retail: 2/1,000 • Restaurant 3/1,000	• Demonstrate ability to meet Level of Service standard "D" or "E" as appropriate
Commercial	• 3 stories/40 feet for commercial • 4 stories/50 feet for residential above first floor • Encourage 2 stories in this district • FAR: 3[2]	• Retail w/ housing : 20,000 sq. ft. • Retail w/office: 20,000 • Offices: 10,000 • Retail: 10,000 • Restaurant: 3,000 • Residential: Any	• Residential: 1/unit • Offices: 2/1,000 • Retail: 2/1,000 • Restaurant: 3/1,000 • Fast food: 4/1,000	• Demonstrate ability to meet Level of Service standard "D" or "E" as appropriate
Residential	• R-1A areas: 3 stories/ 35 feet • R-3 areas: 3 stories/ 35 feet • R-4 areas: 4 stories/ 50 feet	• Retail: Any • Residential: Any	• Retail: 2/1,000 • Residential: 1/unit	

[1] The square footage thresholds shown here designate the size at which any new use would require a Use Permit, with a public hearing before Zoning Adjustments Board.
[2] Consider increasing height/FAR as bonus for providing parking w/in building.

B. Special Situations and Regulations

Conversions from Manufacturing and Industrial Uses to Other Uses

Rationale:

The *West Berkeley Plan*'s regulation of "conversions" (technically "changes of use") from manufacturing and wholesale trade is a central element of the Plan's land use concept. In the Mixed Use/Light Industrial ("Green") zone in particular, the conversion limits seek to maintain the industrial character of the area, without completely blocking other uses there. The district description above makes clear how—in many respects—the Light Industrial district is the key manufacturing and industrial district in West Berkeley. Staff estimates that the district contains at least 2.2 million square feet of privately owned manufacturing and wholesaling space, in dozens and dozens of buildings, which range in size from a few thousand square feet to the 162,000 square feet of Utility Body. This district—in contrast with the Manufacturing and Mixed Manufacturing districts—contains a substantial percentage of manufacturers and wholesalers which rent rather than own their space, putting them at much greater risk of displacement.

If no limits on the conversion of manufacturing space were enforced here, widespread displacement of manufacturing would be possible, contrary to the Plan's economic development and land use policy. On the other hand, if the City were to seek to protect manufacturers' spaces in the absence of such a rule, the list of permitted uses in the district would have to be much more restrictive. Thus, given the existence of limits on conversion, the Plan can be much more permissive about allowing certain uses as new construction (e.g. offices) while maintaining the area as an industrial district. The conversion limitation approach allows change, but regulates its pace and scope. Indeed, if the full 25% of space allowed to convert actually were to convert (an admittedly unlikely occurrence), some 550,000 square feet of space would be changed to office or other uses. If this 550,000 square feet were to convert, some 40% of the district's current space would be non-manufacturing/wholesaling, about the maximum level at which the district could still be called "industrial."

The issue is also relevant in the Mixed Use/Residential district, although this district is both smaller and designed to be less protective of manufacturing. In this district, the Plan calls for conversions of manufacturing/wholesaling buildings of 10,000 square feet or more to be reviewed for their impact on the industrial character of the area. Specific criteria will be proposed in the West Berkeley rezoning proposal.

Regulation:

"Conversion" (Change of Use) of Manufacturing or Wholesaling Space in Mixed Use/Light Industrial District

Scope of Regulation—Changes of buildings currently or last used for manufacturing, wholesale trade, or warehouse uses to any other use, except manufacturing, wholesale trade, or warehouse use.

Limit on Change of Use—The change of use of any manufacturing, wholesale trade, or warehouse use to a use other than manufacturing, wholesale trade or warehousing would be limited to 25% of the floor area of the building now used for purposes other than

~~offices, laboratories, properly approved live-work spaces, or properly approved retail space.~~

~~Example: Thus in a manufacturing site with 100,000 square feet of space (other than office), 25,000 could be converted (with a Use Permit) to other uses permitted in the district. No further conversion would be permitted.~~

~~Hardship Exception—Buildings which are uneconomic to maintain in at least 75% industrial use could be converted to other uses permitted in the district with a Use Permit granted by the Zoning Adjustments Board after a Public Hearing. The Board would be required to find that there are exceptional physical circumstances pertaining to the building, which do not pertain to most other buildings in the district, which make it impossible to reuse for industrial purposes. The simple fact that other uses would be more profitable is not adequate for this Use Permit.~~

~~**Heavy Manufacturing/Residential Buffers**~~

~~Rationale:~~

~~The intent of this regulation is to maintain a minimum distance of 150 feet between residential and "heavy" manufacturing uses in order to mitigate environmental impacts, such as noise, odor, vibration and glare, which would interfere with reasonable residential use and to provide a workable environment for these manufacturers.~~

~~Regulation:~~

~~Affected Districts—Mixed Use/Residential; Mixed Use/Light Industrial; Mixed Manufacturing; Manufacturing~~

~~Mixed Use-Residential~~

- ~~No new residential use may be established within 150 feet of an any property in a manufacturing district (i.e. Manufacturing, Mixed-Manufacturing); nor within 150' of existing "heavy" manufacturer in any zone. Additions to existing residential uses permitted at a "reasonable" level - standards to be set forth in the rezoning.~~
- ~~No new or expanded manufacturing use may be established within 150 feet of an existing residential use, unless Performance Standards are met and a Use Permit is obtained.~~

~~Manufacturing; Mixed-Manufacturing; Mixed Use-Light Industrial Districts~~

- ~~No new or expanded manufacturing use may be established within 150 feet of a residential property located in the Mixed Use-Residential zone, unless Performance Standards are met and a Use Permit is obtained.~~
- ~~No new or expanded manufacturing use may be established within 150 feet of an existing residential use regardless of zone, unless Performance Standards are met and a Use Permit is obtained.~~

~~Note: Residential uses are prohibited in the Manufacturing, Mixed Manufacturing, and Mixed Use/Light Industrial district.~~

Large Site Development Process

Rationale:

West Berkeley has a few large sites—sites of 5 acres or more under a single ownership—which present special challenges and opportunities for planning and development in West Berkeley. These large sites—such as the Miles or (ex) Colgate property—are of a scale where they have a major impact on the area around them, and noticeable impacts on West Berkeley as a whole. They also may require modification of the uses and development standards in a district to facilitate a feasible large scale project.

For these reasons, the *West Berkeley Plan* incorporates a concept of a Large Site Development Process. While the process remains to be defined, the concept is that a special approval process would be used for certain projects. Because of the importance of these projects, the Planning Commission would be involved in the process. The process would also provide a formal mechanism for early citizen input. The rezoning will propose a Zoning Ordinance amendment to provide for a Master Plan Permit. It would be a middle ground alternative between the Use Permit and the Development Agreement. While a master permit could be issued for a multi-building project, there would be a procedure for review of individual buildings at their time of construction. This alternative could incorporate many of the master planning features of a Development Agreement, but would be acted upon under the procedures of the Zoning Ordinance, rather than as a separate contract.

It is important to note that no special process would be required of large scale projects which conform in all substantive respective to the uses and development standard of their district. Such a project, however large, would require simply the normal Use Permit(s) and environmental review (an Environmental Impact Report or other appropriate documentation).

Regulation:

Projects which are eligible for the Large Site Development Process are those which:

- On sites of at least 5 acres; and
- Proposing to incorporate uses which would not otherwise be permitted in the district; or
- Requesting an "alternative" land use entitlement, such as a Development Agreement. Another possibility is a Master Plan Permit, whereby a single permit would be issued for the development of a number of buildings and/or uses within a given range.

Performance Standards

Rationale:

The *West Berkeley Plan* incorporates the concept of "performance standards." Performance standards differ from traditional zoning development standards in that they regulate the impacts of land uses—noise, odor, vibration, etc. By contrast, traditional zoning standards deal with the physical form of building—building mass, height, yards (setbacks), lot coverage, parking, etc. Performance standards set maximum permissible levels for the release of the item they regulate—e.g. X decibels of noise. Such performance

~~standards are an integral part of Portland's "Industrial Sanctuary" zoning policy, and are used in Oakland and many other communities.~~

~~Performance standards become particularly important in a context where disparate uses are close together—like West Berkeley. When differing districts abut each other, performance standards limiting noxious environmental impacts can help substitute for the absence of distance between uses. The sometimes difficult industrial/residential interface is a particularly salient site.~~

~~While manufacturing is typically the primary focus of performance standards, other types of business such as construction, transportation, laboratories, and nightclubs can have off-site impacts, and therefore are appropriate as subjects of performance standard regulation.~~

~~Regulation:~~

~~To be included in rezoning~~

~~Live-Work Development~~

~~Rationale:~~

~~Live-work space has become an increasingly important element of the West Berkeley built environment. More and more people, in an ever-widening variety of fields, are interested in combining their living and working sites. Originally targeted by state legislation to artists and craftspeople, live-work now serves many more occupations. Originally envisioned as occurring in converted warehouses, in recent years there have been newly constructed purpose built live-work buildings as well. There are now over a dozen legally permitted live-work sites in West Berkeley, with 4 more projects (ranging in size from 1 large unit to 17 units) under construction, as of September, 1993. Given strong interest by both space users and developers, additional live-work developments—particularly new construction developments—are likely.~~

~~Live-work is generally a positive presence in Berkeley and West Berkeley, but it must be carefully regulated so that it does not cause negative impacts. Live-work generates life in neighborhoods which are otherwise moribund at night, increasing activity and safety. It can provide workspaces which do not need to be commuted to. Some live-work still houses artists, a culturally important but often economically marginal segment of the population.~~

~~Live-work originally grew up in the interstices of economically marginal industrial areas. However, in 1990s West Berkeley, both built space and land is scarce, highly prized, and competitive. This means that live-work uses have the potential of displacing or being physically incompatible with manufacturing, especially "heavier" manufacturing. These potentials for incompatibility have grown as live-work has gained new constituencies, who are not always as tolerant of the pre-existing industrial land uses as artists and craftspeople tended to be. Some developers of live-work have complained about the activities of manufacturing uses which long predated the live-work project. In those parts of West Berkeley which combine industrial and residential uses (in the Mixed Use/Residential district), existing residents are concerned about the visual, parking, and economic impacts of new live-work developments in the area.~~

Regulatory Concept: The *West Berkeley Plan* intends to regulate live-work along two dimensions. First is location: live-work is permitted in the Mixed Use/Residential districts (where historically most live-work has occurred) and the Commercial district; restricted to artists and craftspeople in the Mixed Use/Light Industrial district; and barred outright in the Manufacturing, Mixed Manufacturing, and Residential districts (although in the last home occupations are permitted). These provisions keep live-work out of the "heavy" manufacturing districts, where there are great physical incompatibilities. Live-work is restricted in the Light Industrial district to help maintain the industrial character of that area, but allow that live-work which is most likely to be compatible.

The second dimension of regulation is new development standards for live-work; covering such matters as height, bulk (total permitted amount of construction), parking, open space, and other issues, particularly for newly constructed live-work spaces. There are also general construction standards for live-work—one is what requirement should there be for live/work projects to provide and/or contribute to the provision of affordable live-work spaces. Another is what the approval process requirements should be live-work projects, and how these requirements should relate to residential and commercial permit thresholds. Because of the complexity of these issues, specific proposals for them will be presented as part of the rezoning of West Berkeley.

Changes of Use from Residential in the Mixed Use/Light Industrial District

Rationale:

This represents a clarification of existing City regulation, but it is important to note because it has been an ambiguous point. This note is to affirm that residential uses may be eliminated in industrial districts, so long as replacement dwelling units are provided elsewhere.

In Manufacturing, Mixed Manufacturing, and Mixed Use/Light Industrial, residential uses are not permitted. No new dwelling units may be constructed or created in any of these districts.

However, in the Mixed Use/Light Industrial District, there are a small number of residential currently existing. There are no legal residential units in the Manufacturing or Mixed Manufacturing Districts (Live-work spaces are a separate category). While the Plan allows these Units to remain and even expand modestly, in the long run it would best achieve the industrial purposes of the district if the requirements of the neighborhood Preservation Ordinance, the units would have to be replaced with other residential units (or a fee paid in lieu of constructing such replacement housing), but they could be replaced in a district (residential, commercial, Mixed Use/Residential) where residential uses are allowed and more appropriate. Changing the use of these properties from residential would not necessarily require demolition of the buildings.

Regulatory Concept: Residential uses in the Mixed Use/Light Industrial District may be changed to permitted uses. The residential use must be replaced in a district where residential uses are permitted, or an appropriate in-lieu fee paid. Review of any alteration or demolition of the structure by the Landmarks Preservation Commission would not be affected.

2

ECONOMIC DEVELOPMENT

I. STRATEGIC STATEMENT

West Berkeley is in a very real sense one of the economic engines of Berkeley, and has historically played that role. It has the most private sector employment of any Berkeley area, and thus roughly 1/4 of all jobs in the city. West Berkeley is home to thriving manufacturing, retailing, business services, and other types of enterprises. These businesses provide jobs for more types of occupation than anywhere else in Berkeley; provide quality, often specialized goods and services for Berkeley, the Bay Area, and often beyond; and supply much needed City tax revenue.

The *West Berkeley Plan* should help make it possible for all sectors to—in an environmentally sound manner—continue to thrive. Some sectors will play their most important role in the creation of good jobs, particularly for those with poor employment prospects, others in supplying a wide and innovative range of goods and services, perhaps still others in increasing the City's tax revenue. The Plan recognizes that the widespread view of (West) Berkeley as a "clean, environmental" area is an economic as well as an environmental advantage.

The Plan has a special focus on retention of manufacturing because West Berkeley is Berkeley's only manufacturing center, and because manufacturing provides many well paid jobs to people without advanced education. By supporting manufacturing, a sector which has had difficulties in the marketplace, but continues to have important promise, the Plan supports its overall goal of maintaining a sectorally mixed economy. In addition to stabilizing and renewing growth in manufacturing, the Plan anticipates that the largest growth sectors will continue to be retail and (office-based) services. The Land Use Element of the Plan contributes strongly to these goals by defining appropriate locations for manufacturing, office, and retail growth.

The policy approach of the *West Berkeley Plan* is spelled out in more detail in the next section of the Element—The Economic Development Rationale of the *West Berkeley Plan*.

II. Economic Rationale of the Plan

A. The Rationale Overall

The fundamental economic goal of the *West Berkeley Plan* is to maintain a sectorally mixed economy in West Berkeley—an economy which includes (along with others) healthy manufacturing, retail, and service sectors. Maintaining such a mix in West Berkeley is critical to maintaining it in the city as a whole, because of both the size and the sectorial mix of the West Berkeley economy. West Berkeley houses some 1/4 of total Berkeley jobs, and the great bulk of its manufacturing, wholesale trade, and transportation/public utilities jobs. By seeking to keep manufacturing, services (particularly advanced services) and retailing all healthy in West Berkeley, the city can reap the benefits provided by each sector (which are discussed below). The city can also avoid the dangers of dependence on too narrow an economic base, which is more vulnerable to sudden collapse. This rationale provides the basis for making the projections of West Berkeley's Economic Future below, since projections can only be made in the context of assumptions about policies.

As noted in the Strategic Statement, jobs, goods and services, and tax revenues are the three key City goals in economic policy. In general, different businesses and different sectors are superior at generating one than the other. Economic development policies are also of course framed by the City's environmental and physical policies. The City's economic policy must seek to create and maintain jobs for its citizens, most importantly for its citizens who would have the most difficulty obtaining jobs. The City should seek to assure the availability of needed goods and services for its citizens, which also is typically most difficult for the poorest citizens. City government should strive for adequate tax revenue to provide City services.

The City's economic policy must also strike a balance between working within market, environmental, and physical realities on the one hand, and guiding and regulating economic actors to achieve City goals on the other. A policy not grounded in market and other realities would be quixotic, while a policy which passively followed dominant market forces would not necessarily achieve City economic or environmental goals (and would not require a Plan). The City also generally seeks to retain existing businesses, in all sectors. It is almost always more difficult to attract a new business than retain an existing one, and there is almost always time (and thus tax revenue and wages) lost until a site is reused by a new business. The greater the number of employees or the capital investment on a site, (generally) the greater the lag. Maintaining the economic mix requires active City intervention to support the retention of manufacturing plants. In the absence of supportive land use policy, and other support for manufacturing, West Berkeley would tend to "de-industrialize" over time, with manufacturing facilities and jobs moving elsewhere. While support for advanced services and retailing is also important, these sectors are generally supported, rather than threatened, by market developments. Thus, the policy structure for these sectors should be different. We now turn to the reasons for supporting manufacturing, advanced services, and retailing in turn.

Manufacturing provides several benefits for the City and its residents. While some manufacturing jobs—particularly in "biotech"—now require more advanced skills, manufacturing still provides the best combination of jobs accessible to the less educated with good wage levels. Manufacturing historically has hired people who have difficulty being hired elsewhere, most notably Black and Latino men. Manufacturing also has higher "multiplier" effects—that is generates other local economic activity because of the inputs it uses—than other sectors. Thus, while the direct tax generation of non- biotech manufacturing is often (although not always) lower than other sectors, the multiplier effect leads to more economic activity and thus tax revenue. For biotech manufacturing the rationale is somewhat different—stronger on tax revenue creation, but probably weaker on hiring of the lesser skilled (although in the particular case of the Miles Development Agreement, policy seeks to draw more residents in). Supporting manufacturing in West Berkeley is typically a retention activity, on sites which in some cases would be costly and difficult to reuse.[1]

Perhaps the strongest benefit from advanced services (e.g. software preparation, research laboratories, architecture & engineering) come from the high salaries paid to the professional element of its workforce. These wages should generate daytime spending in West Berkeley, and perhaps elsewhere in the city. The support element of the service workforce (clericals, janitors, etc.) do not of course generate such high wages. In direct tax revenue, advanced services occupy an intermediate place—higher than many manufacturing activities, but lower than retail. Certain kinds of advanced services (e.g. research laboratories) can lead to the creation of new companies with new products or services ("spin-offs"), which might be produced in West Berkeley. To date, this process has not been widely documented for West Berkeley. Market forces at this time seem to strongly support the development of advanced services in (West) Berkeley, particularly in small companies.

Retail trade's strongest suit from an economic policy standpoint is its tax generation, well above any other sector. With the sales tax currently providing between 1/5 and 1/4 of the City's hard-pressed General Fund, this quality is quite important. Retailing also provides needed goods, although much West Berkeley retailing is in specialized goods, rather than daily necessities. "Neighborhood" oriented retail—food stores, hardware stores, drug stores—which is relatively weak in (comparatively) low density, low income West Berkeley, most directly satisfies these needs. This weakness is

[1]On a regional level, the Bay Area Economic Forum (formed by the Association of Bay Area Governments and the Bay Area Council, which represents major Bay Area businesses) makes a strong case for the importance of retaining manufacturing. In The Bay Area—A Region At Risk in a section entitled "Why Manufacturing Matters" they argue in part: "... Because service industries have generated so many jobs, and shown higher productivity than most traditional industries, it's easy to dismiss manufacturing as an activity that is inevitably declining and may be expendable anyway. That would be a mistake—especially in the Bay Area, where high-tech manufacturing has been so integral to our economy. Lately the region has been losing some manufacturing operations to lower-cost areas, and while that is natural in a maturing economy where land supplies are tight, the regional economy would be ill- served by policies exacerbating the trend.

"The most obvious reason is the linkage of manufacturing to jobs in other sectors. Many of those highly-paid jobs that show up in the services sector are in fact dependent on high-tech production operations. High-tech manufacturing also has a high export quotient, meaning that much of the income it generates is new wealth brought here from other parts of the globe."

Loss of manufacturing jobs in Berkeley can have region-wide impacts. When manufacturers leave Berkeley, they sometimes move to Hayward or Richmond, thus remaining within the regional economy and labor market. In other cases, however, they migrate to other parts of the state or out of state, damaging the whole regional economy.

most pronounced in the poorer, southern part of West Berkeley. On the other hand, West Berkeley has shown clear strength as a regional retail center. "Interesting" retail as a city amenity can also be an attraction for various types of business.

B. Defining the Economic Role of West Berkeley within Berkeley

Part of the economic rationale of the Plan is to define West Berkeley's role within Berkeley. While West Berkeley is the leading economically active area in Berkeley, it is far from the only one. Thus not all economic functions which are important in Berkeley need be fulfilled in West Berkeley. Some can take place in Downtown Berkeley, in the Telegraph commercial district, in North Shattuck, on the University of California campus and elsewhere. The *General Plan*, which is being initiated in mid-1993, will address the intended economic roles of various sections of the city.

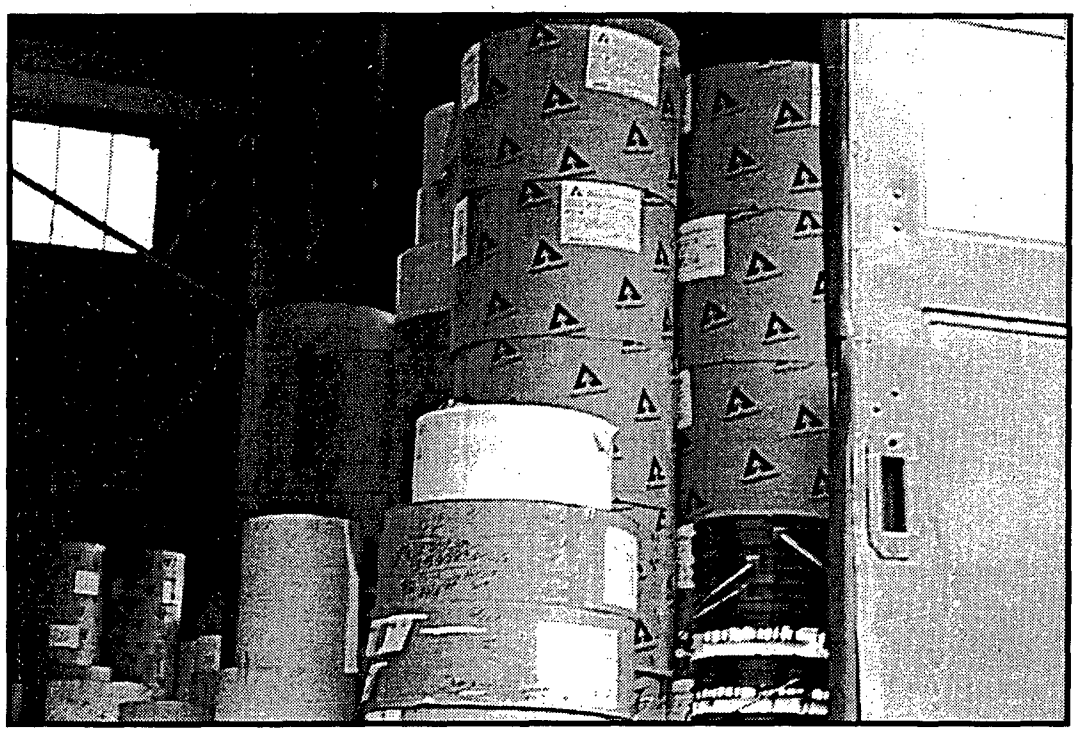
This Element noted that West Berkeley and Downtown have been the two leading economic centers in Berkeley. In fashioning an economic development rationale and strategy for West Berkeley its economic role within Berkeley, as contrasted with Downtown's role, must be considered. Ideally a strategy would be fashioned which would treat the areas as complementary, not competitive.

Downtown and West Berkeley have some overlaps, but many differences, in their economic roles in Berkeley. Downtown is the center of public employment in Berkeley, with the University of course adjacent. Downtown is the civic and cultural center of the city, having the most nighttime-oriented uses: movies, live theatre, and concert venues. While restaurants are strong throughout Berkeley, Downtown—with its nearby student, University staff, and office worker markets—has the greatest concentration. Downtown retail has been weak recently, but some stores with "niche" markets have prospered.

West Berkeley's first distinction is as the city's manufacturing area. Laboratory uses also locate in West Berkeley. As noted previously, West Berkeley has increasingly become the city's main regional retail area—a trend which is particularly pronounced around 7th & Ashby and 4th & Hearst. West Berkeley also has some office uses—such as graphic artists—which need relatively low rents to function. West Berkeley—especially San Pablo Ave.—has numerous low rent service/retail uses, notably auto repair.

Both areas house professional services (e.g. architects) and business service functions, including computer services, such as software development. Both areas also have a complement of neighborhood-oriented retailers (such as food stores) and personal services (such as beauty salons) though clearly the neighborhood populations served in West Berkeley and Downtown are quite different.

How do these existing orientations translate into economic strategies? Answering this requires ongoing analysis and testing in the two areas to see what uses are viable. Initially, however, the city can seek to build on the existing strengths of the area. In the Downtown, this could mean focusing particularly (although certainly not exclusively) on its office worker, University staff, student, and nearby resident markets for retail. Downtown can reinforce its role as a nighttime activity center, perhaps by encouraging more stores to stay open later, and by encouraging theatre goers and moviegoers to patronize Downtown restaurants and businesses. New housing and/or new office devel-



~~opment in and around the Downtown would both themselves provide tax revenue and strengthen Downtown retail markets.~~

~~West Berkeley's uniqueness and thus economic strategies for it begin with the manufacturing base. In retailing, West Berkeley's closeness to the Freeway will provide for the foreseeable future—a thick stream of potential customers from throughout the East Bay. Given this proximity, there are still opportunities to augment West Berkeley's regional retail role (and thus increase the City's tax revenue), particularly in the 4th & University area—although impacts from such regionally oriented development must be carefully monitored and mitigated. The 4th & University area may ultimately benefit from increased rail passenger traffic, although this volume is unlikely to approach the Freeway's. San Pablo Ave. also could absorb more intense retail uses in some locations, as has begun to occur. Yet there are unmet neighborhood retail needs, especially along the southern part of San Pablo, which should be better served. There will presumably continue to be strong interest in office development in West Berkeley. These offices may house some firms which would have difficulty using Downtown offices, such as those which require large areas on a single floor. Just as the *West Berkeley Plan* seeks to assure that office development in West Berkeley does not interfere with retention of manufacturing, so must economic planning assure that these offices complement, rather than compete with Downtown office development.~~

III. Background

A. Introduction—West Berkeley as Economic Engine for Berkeley

West Berkeley is one of the key economic areas of Berkeley, and has been so since the city was founded. Berkeley's history is unique in that the city was formed by a merger of two communities—campus-based "Berkeley" and "Oceanview" or West Berkeley. Even then, West Berkeley was beginning to develop as an industrial center, although stronger growth would occur after the turn of the century. Today, West Berkeley has some 1/4 of jobs in Berkeley, while UC and LBL have roughly another 1/4 (Downtown has perhaps another 15% of jobs, the rest are scattered).

West Berkeley clearly has unique economic elements within Berkeley. It is the city's only manufacturing center. It is where major "biotech" firms—some laboratories, some manufacturers—have located. It is Berkeley's leading regional retail area—with the largest department store (Whole Earth Access), two large auto dealers (Weatherford BMW and McNevin Cadillac), and major specialty retailers (e.g. REI, Nature Company, Amsterdam Art). These elements can all fairly be thought of as key to Berkeley's economic "base."

We have noted the economic functions of firms and areas (from a public policy standpoint) as providing jobs, goods and services, and tax revenue. The firms which fulfill one of these municipal needs may not fulfill others. After reviewing the overall economic mix in West Berkeley, this background section will look at West Berkeley as job provider, as goods and services provider, and as tax base.

B. The Economic Mix in West Berkeley

Before considering West Berkeley's roles as employer, goods and service provider, and tax revenue generator, we must first note what economic activity is there. The geography of these firms is discussed in the Land Use Element. More detail on the subsectors of West Berkeley's broad sectors is provided in the Goods and Services portion of this Background discussion.

Table 2-1 demonstrates both the mix and the evolution of the West Berkeley economy. Manufacturing remains the largest sector, with 32% of employment, despite a sharp decline in the 1980's. City data suggests that the sector stabilized at least somewhat at the end of the 1980's. The related field of wholesale trade was more robust, adding jobs to reach 1,488 (about 9% of the total) in 1991. Construction held about 8% of employment, transportation and public utilities 3%.

Remaining jobs were in "white" and "pink" collar sectors. Retail trade nearly doubled the number of stores, and close to tripled its number of workers to reach 16% of the workforce.[1] Similarly spectacular have been the increases in services, especially office-based services. These office-based services—in West Berkeley primarily business ser-

[1]Please note that this table is based on zip code 94710, and therefore excludes San Pablo Ave and includes the Marina/Waterfront. However, many San Pablo Ave. retailers would not in any case be included in County Business Patterns—the source of this data—because they do not have "payroll."

vices, and engineering and management services—now constitute virtually 20% of area employment.

Table 2–1: **Sectors of the West Berkeley[1] Economy–1981-1991**

Sector	1991 Business	1991 Employees	1981 Business	1981 Employees	1981-1991 Change in # Employed	1981-1991 % Change in Employees
Agriculture	9	34	2	8	+26	+325%
Construction	67	1,251	55	1,605	-354	-22%
Manufacturing	153	5,025	133	7,833	-2,808	-36%
Transportation & Public Utils.	24	463	15	408	+55	+13%
Wholesale Trade	100	1,488	69	994	+494	+49%
Retail Trade	108	2,598	51	967	+1,631	+169%
Finance, Insurance, Real Estate	25	160	17	132	+28	+21%
Services	258	4,723	117	2,302	+2,421	+105%
Unclassified	14	67	24	75	+8	+11%
Total	758	15,809	469	13,661	+2,148	+16%

Source: County Business Patterns, Computer Run for Berkeley, Calculations by Berkeley Planning Dept.

To get a view of the leading businesses, the distribution of larger firms should be considered. West Berkeley in 1991 reported 56 businesses with 50 or more employees, over 40% of the total number citywide (131). Although they represented only some 7% of the businesses reported, these 56 biggest West Berkeley firms had an estimated 59% of West Berkeley employment. The largest number of 50 or more employee businesses—17—are now found in services. However, it is in manufacturing where firms with 50 or more employees (16 of them) make up the largest proportion of the workforce (an estimated 66%).

C. West Berkeley as a Place of Employment

Because of the wide variety of sectors active in West Berkeley, there is an equally wide range of occupations there. West Berkeley businesses provide good quality blue collar jobs, highly skilled white collar jobs, and the low- wage jobs often referred to as "pink collar." This section of the report will present an overview of the occupational composition of the West Berkeley workforce, then review wages, unionization, and "minority" hiring in manufacturing, services, and retail respectively.

1. Estimated Distribution of Employment by Occupation

There is no central source of data on jobs by occupation, unlike jobs by industry. The City of Berkeley has collected information on specific companies, but this is not adequate to develop estimates on West Berkeley as a whole. However, by applying national data on the mix of occupations in a given industry to the number of jobs by industry, an estimate of jobs by occupation can be derived. The following table estimates

[1]West Berkeley in this table is defined as Zip Code 94710, which excludes San Pablo Ave. addresses and includes the Marina and Waterfront.

jobs by occupation in private sector employment in West Berkeley as of 1990. The city as a whole has a higher proportion of professional jobs, and a lower proportion of production and related jobs.

Table 2–2: **Estimated Private Sector Employment by Occupation, West Berkeley 1990**

Occupational Category	Mgmt.& Admin.	Professl. & Tech.	Sales & Related	Clerical Admin.& Support	Service	Agri.	Prod. Const. & Oper.
Number in W.B.	1,269	2,670	2,094	2,867	1,558	75	5,929
% W.B Total	8%	16%	13%	17%	9%	<1%	36%

Source: Bureau of Labor Statistics, Occupational Employment Survey, 1989-1991

Note: Occupational totals were derived with information by 1 digit SIC code industries (e.g. Construction), except for Manufacturing and Services, where two digit SIC code industries (e.g. Printing) were used. Bureau of Labor Statistics occupational categories have been used.

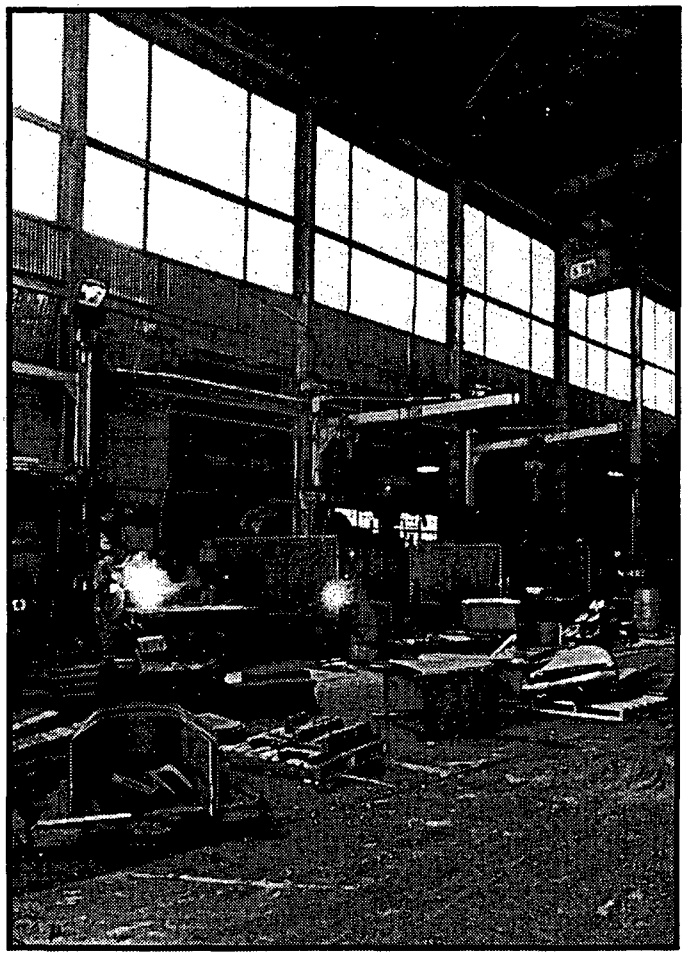
2. Jobs in Manufacturing

Manufacturing, as discussed above, continues to be the largest sector in West Berkeley. Wages and benefits in manufacturing are generally good, and many of the larger firms are unionized. Most of the jobs in manufacturers are classified as "production and related", generally not requiring formal education, although sometimes requiring significant on the job learning. As of the end of 1989 (the last date for which local data by detailed sector is available), the average annual pay for a manufacturing employee in metropolitan Oakland was $32,945. On the high side, among sectors represented in Berkeley were chemicals at $39,134 in average annual pay; scientific instruments at $37,297 and primarily metals at $35,921. Towards the low end are printing at $24,307; miscellaneous manufacturing at $21,882, and apparel at $15,194. Falling in the middle were electrical machinery at $29,839 and fabricated metals at $33,221. Individual firms of course vary.

The extent of unionization is significant, because unionized jobs generally pay better and provide better benefits. In West Berkeley, most heavy manufacturing workers, and some light manufacturers, are covered by union agreements. There are at least 20 manufacturers in West Berkeley, with a total of some 1,900 jobs, which are unionized.[1] In some cases, almost all jobs at the site are under union contracts, in other cases less than half. Miles, Pacific Steel Castings, and Peerless Lighting are among the unionized firms. The Business Outreach Survey found 26 other firms, with some 1,350 employees. The non-unionized firms tended to be in sectors such as food processing, machinery, and scientific instruments; they also tended to be smaller.

Manufacturing has a generally weak record of Berkeley resident hiring. Sector-wide, as of 1989, only some 20% of Berkeley manufacturing employees were Berkeley residents, compared to just under 40% for Berkeley workplaces for a whole. Individual companies vary widely—while several food processors reported 50% or more Berkeley resident employment, other companies reported 10% or less resident employment. A number of manufacturers are working with the First Source program and may improve

[1]There is no central database of what companies are unionized and what companies are not, thus information must be gathered on a firm by firm basis. While we have attempted to identify all the unionized firms, there may well be other unionized manufacturers.



this record.[1] There is clearly a Berkeley workforce needing manufacturing jobs—almost 1/3 of the unemployed registering at the Berkeley EDD office were in "blue collar" occupations most likely to appear in manufacturing or wholesaling. The proportion of Non-White workers in Berkeley manufacturing (Outreach companies) was 43%—higher than any sector except retail.

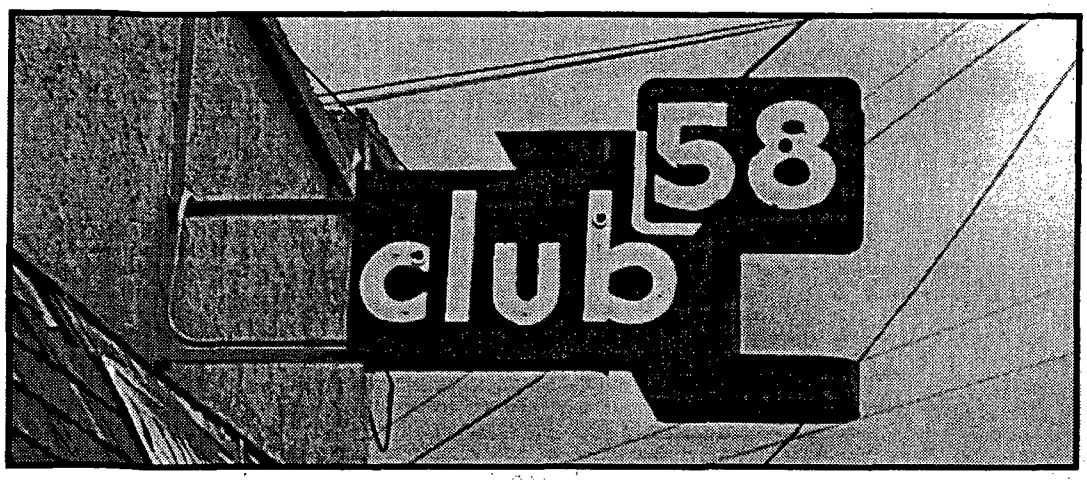
3. Jobs in Advanced Services

We noted above that West Berkeley's services tend to have high technical content, like Business Services, and Engineering and Management. These sectors tend towards high-paying jobs which require higher education on the one hand, and clerical jobs on the other. Business Services, which has a high proportion of clerical workers, had an end-1989 annual average pay of $21,109, some 2/3 of the manufacturing average. But Engineering and Management—where over 60% of the workforce is professional and technical—had an average pay of fully $38,651, just behind chemicals.

Virtually no service firms in West Berkeley are unionized—most tend to be extremely small. One notable exception in health services to both rules is the very large Kaiser Permanente facility, which is being expanded and rebuilt.

There is not reliable data on what proportion of West Berkeley service employees live in Berkeley. Citywide data from the 1980 Census (parallel 1990 data is not yet available) indicated that 36% of business and repair services employees live in Berkeley, slightly under the workforce wide average. For professional services (including engineering and management), the figure was 44%. However, this figure is perhaps inflated by the high proportion of University staff who live in Berkeley. Data is not adequate to assess the racial composition of the West Berkeley advanced services workforce specifically but it appears that the professional element of it is disproportionately White. For example, as of 1980 in Alameda County as a whole, engineers, managers, and architects were 74% non-Hispanic White.

[1] A travel survey of employers of over 100 workers was conducted in summer, 1993, and results should be available in fall, 1993, which will give current information on what percentage of their workers live in Berkeley.



4. Jobs in Retail

Retail trade has been expanding in West Berkeley. Unfortunately, retail trade jobs generally pay poorly and provide poor benefits. The Department of Labor, for example, characterizes retail jobs as having a high growth rate, but very low wages, high unemployment rate, very high "separation rate" (turnover of employees) and a very high percentage of part time workers. The retail-wide end of '89 average annual pay was $16,239. Best paid were salespeople at auto dealers—$26,981, and at building materials stores—$20,549. Below average pay was found at restaurants—$9,772; and in miscellaneous retail at $15,663. With the exception of a few large restaurants like Spenger's, West Berkeley retailers are generally not unionized (in retailing, supermarkets and conventional department stores are most unionized).

The proportion of residents in retail employment—37% is typical for the Berkeley employed labor force as a whole. Only 4% of the Berkeley unemployed were in sales, the most characteristically retail field, but there may be candidates in other occupational groupings. Retail employment was heavily minority—46%. A high proportion of young people also work in retail jobs.

5. Self-employment in Live-Work

One small but growing employment type in West Berkeley occurs in live-work spaces, which now house a wide occupational range, beyond their original artist-craftspeople tenants. The work done in these spaces, generally by self-employed people, cuts across the spectrum from manufacturing to advanced services (although retailing is unusual, and generally not permitted).

6. Goods and Services from West Berkeley

West Berkeley provides a broad range of goods and services to customers, both at retail and as producer products for wholesalers, manufacturers, and other businesses.

a. The Bazaar—West Berkeley Retail

Regional Retail—The Broadest Selection

West Berkeley has the broadest range of retail stores of any area within Berkeley.

The Standard Industrial Classification (SIC) recognizes 63 types of retailers, 48 of which (or 76%) exist in West Berkeley, more than in any other Berkeley shopping district. Usually these retail types are represented in West Berkeley by more than a lone outpost. The SIC groups its specific retail types into 8 major retail groups—Building Materials & Garden Supplies, General Merchandise (department and discount stores) Food, Autos and Auto Parts, Apparel, Furniture, Restaurants and Bars, and Miscellaneous Retail. As of 1991, West Berkeley had a significant proportion of Berkeley's sales in all these categories, except apparel, where it represents only 5% of Berkeley sales dollars. West Berkeley dominates building materials (81% of citywide sales) and general merchandise (74% of citywide sales). It has roughly half of autos (46% of citywide). West Berkeley sales range from some 1/3 to 1/5 of citywide in furniture, restaurants, and miscellaneous retail (food is discussed in the next section). West Berkeley also dominates auto repair (69% of citywide gross receipts), which is considered a service, but functions alongside retail. West Berkeley has 63% of the city's sales in sporting/outdoor goods.

The area also has a broad range of retail on other dimensions as well. West Berkeley stores are among the cheapest and the most expensive in Berkeley in areas such as home furnishings and apparel. There are also a wide range of ethnically identified stores and restaurants, with a prominent group of Indian stores cohabiting with Arab/Middle Eastern, Japanese, Mexican, and African- American enterprises. These businesses often attract a more regional clientele than would otherwise come to (for example) a food store.

An emerging element of West Berkeley retailing is stores which wholly or partially focus their appeal to customers around the environment. There are stores which offer a range of goods which have been checked for their environmental appropriateness, while others seek to provide environmentally sound goods in a given sector. Analysts suggest

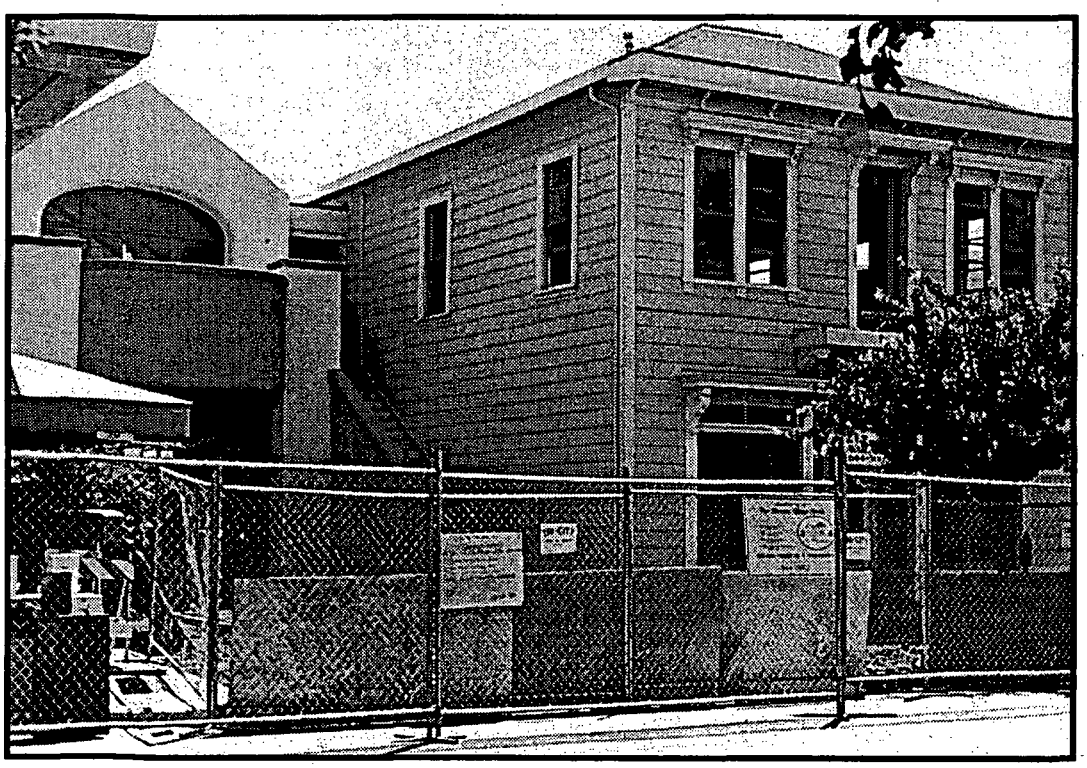


Table 2-3: **West Berkeley's Largest Retailers, 1991 (by employment)**

Company	Goods Sold	Employees
Spenger's Restaurant	Fish dinners	198
Whole Earth Access	General merchandise	175
REI	Outdoor clothing	135
Truitt & White	Lumber	110
Amsterdam Art	Art supplies	94
McDonald's	Cheeseburgers	60
Bette's Diner	Breakfast, lunch	50
Rubber Stampede	Rubber stamps	50
McNevin Cadillac	Cars	49
Nature Company	Miscellaneous goods	40

that this type of retailing is likely to have growing appeal in the future.

b. The Workshop—

Producer Goods from West Berkeley Manufacturers

West Berkeley manufacturers are also in a sense "shopped" at, though typically by other businesses, rather than retail consumers. Berkeley's manufacturers are too diverse to occupy a particular niche in the business market. However, Berkeley clearly represents a city in which specialized, sometimes technically sophisticated, often custom ordered products, rather than mass produced ones, are made.[1] It is also part of the large Alameda County manufacturing "complex" whose overall employment levels were generally stable through the 1980's and early 90's (Alameda County is California's 5th largest manufacturing county).

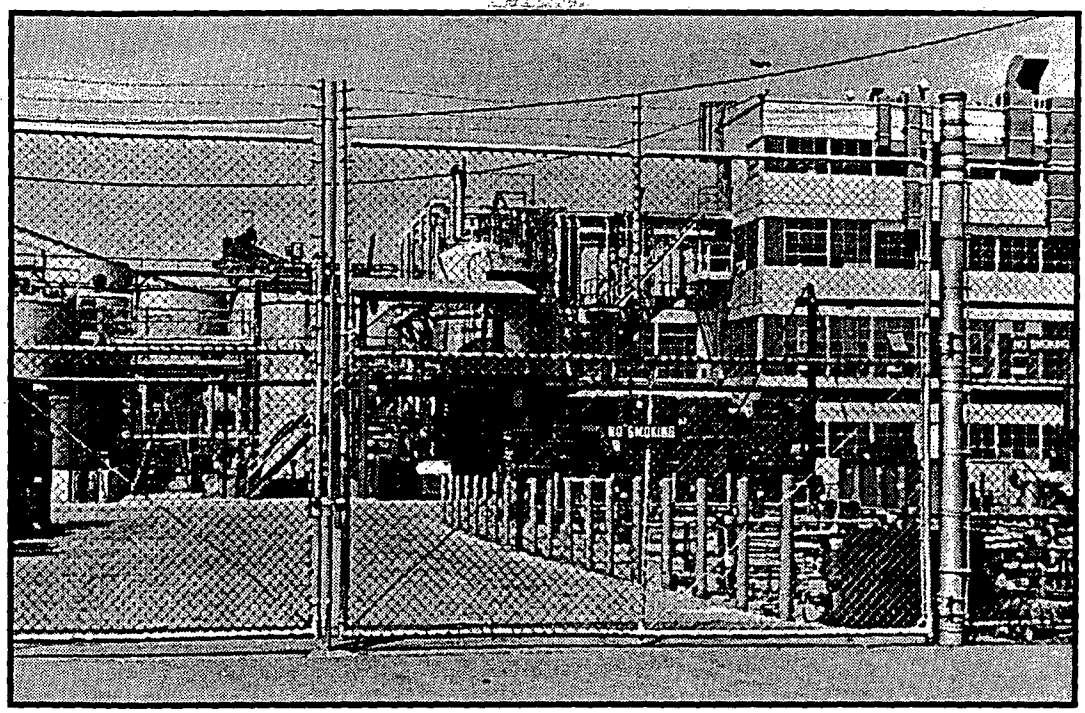
Most West Berkeley manufacturers do not make consumer products directly for the public. There are of course important exceptions to this rule, (especially in the food processing sector)— outdoor equipment from North Face, sake from Takara Sake, and energy bars from Powerfood are among them. Other West Berkeley products are used by contractors in construction, such as concrete from Berkeley Ready Mix and lighting fixtures from Peerless Lighting. But most typical are A&B's die castings for manufacturers, Flint Inks for printers, PQ's salts for soap makers.

Table 2-4: **West Berkeley's Largest Manufacturers, 1991 (by employment)**

Company	Goods Produced	Employees
Miles Inc.	Pharmaceuticals	686
North Face	Outdoor Equipment	445
Pacific Steel Castings	Steel Castings	300
Xoma	Pharmaceuticals	250
Flint Ink (Cal Ink)	Printing Ink	144
Peerless Lighting	Light Fixtures	130
De Soto Inc.	Coatings	113
Andros Analyzers	Gas analyzers	110
Permanente Medical Group	Eyeglasses	94
Macaulay Foundry	Iron	93

Berkeley manufacturers' markets are typically regional and national. Slightly under half of Berkeley manufacturers interviewed in the Business Outreach Survey said their primary markets were found within Northern California. In a few cases (PQ, Asphalt Products Oil Corp.) the manufacturers are branches established to serve the Northern California market. No companies saw Berkeley itself as their primary

[1] This general characteristic probably bodes well for the economic future of Berkeley manufacturers. Analysts of American manufacturing argue that to compete in the future, manufacturers in general will need to learn to produced specialized "niche" products, as many Berkeley manufacturers are already doing.



market, and there were distressingly few links between Berkeley based manufacturers (some firms saw opportunities to expand Berkeley sales). Silicon Valley was an important market for some, as was the industrial East Bay in general.

Roughly 1/3 of manufacturers served the national market. A number of these firms said that they did secondarily serve international markets, but only 3 firms (of 48 surveyed) saw their primary market as international. Firms with an international presence tended to be in "higher tech" sectors such as chemicals, machinery, and instruments. One reason for the relative lack of international activity by Berkeley manufacturers may be their comparatively small size vis-a-vis multinational firms.

Businesses of course buy wholesale products from wholesalers as well as directly from manufacturers. West Berkeley has approximately 100 wholesalers, who sell goods in 37 different categories. They are overwhelmingly small— with the departure of Bookpeople, no wholesaler has more than 50 employees (three book wholesalers do remain). Direct data for comparing Berkeley wholesale trade with other communities is not available, but it does not appear that Berkeley has a strong specialization within this sector.

The Back Office

West Berkeley as a Provider of Services

As noted above, West Berkeley has increasingly added an office-based services component in recent years. West Berkeley now has slightly over 1/4 of Berkeley's private sector employment in office-based fields—such as business services, architecture and engineering, and legal services.

West Berkeley has not develop a clear specialization in services, unlike other sectors. On a regional level, Berkeley does not have a strong share of office-based services, with the partial exception of gaining 14% of Alameda County receipts in computer

services. This suggests, but does not prove, that much of the market for Berkeley service firms is within Berkeley (an alternative explanation is that Berkeley, for whatever reasons—perhaps the Berkeley residence of firm proprietors—has a certain share of region-serving firms).

Within Berkeley, West Berkeley's strongest performance is engineering and management services, where it gains almost half of citywide gross receipts. This category includes, among other things, architectural services, engineering services, and freestanding laboratories. West Berkeley has about 1/4 of citywide receipts in business services, which includes such fields as computer services (among them software), graphics services, and advertising. West Berkeley's share of those subfields does not exceed roughly 25%.

Table 2-5: **The Largest Service Firms in West Berkeley, 1991 (by employment)**

Company	Services Provided	Employment
Permanente Medical	Medical laboratory, other	410
Gannett Outdoor	Billboard creation	104
Engineering Sci.Ass.	Architecture/planning	72
General Parametrics	Software	71
Ecole Bilingue	School	60
Fantasy/Prestige/Miles	Records	59
Innovative Interfaces	Software	45
Gazette Press	Direct mail marketing	34
Custom Process	Photo Processing	33
Cygnet Technologies	Research laboratory	28

7. The Revenue Functions of West Berkeley

West Berkeley as Tax Generator

From a city government perspective, one of West Berkeley's key contributions is to City revenues. City government finances have become increasingly con-

Table 2-6: **Contribution of Various Taxes to General Fund, 1991-92**

Tax	Contributes
Property Tax	39% of General Fund
Sales Tax	22% of General Fund
Utility Users Tax	17% of General Fund
Business License Tax	11% of General Fund
Property Transfer Tax	6% of General Fund
Transient Occupancy Tax	3% of General Fund

strained due to Proposition 13 and state and federal cuts in aid to cities. Thus California cities have been forced to increasingly "fiscalize" their policies. This section explores the revenue contribution of various forms of economic activity in West Berkeley.

It must be acknowledged at this point that direct tax revenues are not the only economic contribution to the City that businesses make. Two other forms of contribution—which ultimately lead to City tax revenue—are the impacts of employee spending and the "multiplier" effects of business spending for other businesses in the community. Unfortunately, available information is inadequate to quantitatively estimate these impacts. West Berkeley employees undoubtedly spend money on lunches and other goods. However, given the relative dispersal of West Berkeley employees—compared to a compact employment district such as Downtown Berkeley—it is difficult to accurately estimate how much they spend. Parallel problems arise with multiplier effects of business a buying from business b, which in turn buys goods or services from business c, etc. Given Berkeley's small size, and the lack of linkages (at least in goods purchases) between West Berkeley manufacturers, Berkeley may not be receiving the full benefit of presumed multipliers.

The comparison of these impacts between sectors yields mixed results. Advanced Services firms tend to have the employees with the highest overall wages/salaries, thought to contribute heavily to retail and restaurant spending. However, in manufacturing, wages are highest for the broadest spectrum of workers. Retailers generally pay the lowest wages, but often seek to stimulate spending by providing employee discounts. Regarding multipliers, construction and manufacturing generally have the greatest multiplier effect, but there is the difficulty of capturing these in Berkeley.

a. West Berkeley's Contribution to Various Taxes

Returning to taxes, there are six key taxes which support the City of Berkeley's General Fund (the funds over which the City has the most control). These are, in order of funds generated:

It should be noted that the property tax is divided among a number of taxing agencies (e.g. Berkeley Unified School District, Alameda County, etc.). Concerning sales tax, the City gets 95¢ from each dollar of taxable sales (which generates total sales tax for all agencies of over 8¢). *The discussion in this report concerns only the tax revenue received by the City of Berkeley.*

The percentage of revenues generated in the *West Berkeley Plan* area varies greatly for each of these taxes. The City does not keep official statistics on taxes generated by area, these figures represent estimates with available data. Table 2-6 outlines the basic information. It appears that West Berkeley generates approximately 10% of citywide

property tax revenue.[1] This relatively low percentage is in part explained by the relatively low turnover (compared to homes) of West Berkeley commercial properties, thus keeping the assessments down under the Proposition 13 system.

West Berkeley's largest contribution comes in sales tax, where it represents some 40% of citywide revenue. West Berkeley has some 33% of citywide retail sales dollars, according to the City's business licenses. But some 20% of Berkeley's taxable sales come in business to business transactions. These include sales of electronic equipment, chemicals, software, metal products, and other items. Based on an analysis of detailed taxable sales data from the Board of Equalization, it appears that West Berkeley accounts for some 67% of these sales in Berkeley. Thus, sales from sectors such as construction, manufacturing, wholesaling, and health services make up 1/3 of the over $4 million in

sales tax generated. We estimate that West Berkeley generates 20% of utility users tax revenues, based on citywide estimates of how much of the utility users tax residents and businesses respectively pay. However, West Berkeley has many of the City's energy-intensive businesses—such as certain manufacturers. If data becomes available on energy use by business type, it may be possible to re-analyze this question.

The other taxes provide a less important contribution from West Berkeley. The slow rate of West Berkeley property transfers—depressing that revenue—has been noted above. Berkeley's major hotels, including the Marriott, are outside the *West Berkeley Plan* area, limiting that revenue.

[1] The most recent data on assessed value come from the Redevelopment Expansion Feasibility Study, which indicated that West Berkeley's total assessed property value was $304.5 million. At that time, 1986-87, the Citywide total was $2,966 million. Regarding later change, West Berkeley has had faster economic growth than the city as a whole (tending to increase its share of property tax) but properties there turn over more slowly than in the city as a whole (slowing reassessments and tending to decrease West Berkeley's share.

Table 2-7: **Estimated West Berkeley Plan Area Contribution to Major Taxes, 1991-92**

Tax	Citywide Projected Revenue	West Berkeley Estimated Share	West Berkeley Estimated Revenue
Property Tax	$ 19,001,725	10%	$ 1,901,725
Sales Tax	$ 10,618,200	40%	$ 4,247,280[1]
Utility Users Tax	$ 8,502,000	20%	$ 1,700,400
Business License Tax	$ 5,565,000	29%	$ 1,613,850
Property Transfer Tax	$ 2,935,000	5%	$ 146,750
Transient Occupancy Tax	$ 1,664,000	10%	$ 166,400
Tax Total	**$ 48,285,925**	**20%**	**$ 9,776,345**

[1]Includes both retail sales and other taxable sales

b. Relative tax importance of Various Sectors

The information above demonstrates the overall importance of the *West Berkeley Plan* area in City tax collections. But a more "micro", site specific, view is also important. Without looking at all West Berkeley companies, this can most easily be constructed on a sectoral basis.

Table 7 shows the estimated City revenue (including special taxes and assessments)[1] derived from a square foot of new construction for various sectors. It should be emphasized that the table is based on prototype revenues, drawn from prototype property values, retail sales, and utility usage of actual cases where available, and general data where not. Other situations in the same sector may vary. The table represents new development--the far greater amount of existing development will usually generate substantially less. This is primarily because the property taxes on existing buildings are based on assessed value as of 1978 or the most recent sale, whichever was later. Thus property taxes for a given type of property within West Berkeley (and throughout California) vary wildly.

Not surprisingly, given the key role of the sales tax in West Berkeley, retail is the most lucrative sector for the City. A successful West Berkeley retailer could generate $3.42 in City tax revenue per square foot per year. Fully $2.38 is from the sales tax. It should be noted that this revenue assumes a quite successful retailer, with (taxable) sales of $250 per square foot. If sales per square foot are lower, sales tax revenue to the City is reduced. This level of sales per square foot (or an even higher one) is not uncommon in the interior West Berkeley commercial areas.

Laboratory "R&D" and heavy manufacturing provide similar revenues, but through different taxes. The manufacturers' heavy use of energy is reflected in the 23¢ per square foot of utility users tax, a tax where the R&D impact is modest. Conversely, the R&D user contributes 19¢ per square foot in business license tax on its landlord on the rents it pays, while the heavy manufacturer contributes none, since it owns its' site. These tenures are typical in Berkeley for these sectors.[2] While we did not develop a

[1]Special tax and assessments are paid to the City for specific purposes, such as streetlighting, or public schools. They are not part of the General Fund.

[2]It should be noted that some firms may make extraordinary investments in plant and equipment, thus increasing property taxes. For example, City staff has estimated that Miles' expansion per year will generate some $4 per square foot in tax revenue (a higher level than the retail prototype above), in addition to its other mitigation payments. This is because of the massive plant and equipment expenditures Miles proposes. Other biotech and chemical firms could also have large expenditures.

prototype for conventional office use, it should be broadly similar to laboratory R&D.

Light manufacturing is a weaker revenue producer. Its facility requirements are less demanding than heavy manufacturing or R&D, therefore lowering the cost of and thus the property tax derived from its buildings. Light manufacturing also tends to use less energy. This prototype case was an owner occupant firm, but there are tenant light manufacturers whose rents generate property owner business license tax revenue. It should be cautioned, however, that varying light manufacturers have very different levels

Table 2–8: **W. Berkeley Estimated Direct Tax Revenues per Sq. Ft. of Added Space**

Tax Source	Heavy Manufacturing	Light Manufacturing	Laboratory/ "R and D"	Retail
Property Tax	.31	.20	.38	.26
Special Taxes & Assessments	.21	.21	.23	.23
Sales Tax	.19	.19	.19	2.38
Business License Tax				
Business	.27	.05	.14	.30
Landlord	.00	.00	.19	.19
Utility Users'	.23	.16	.05	.06
Total	**$ 1.21**	**.81**	**1.17**	**3.42**

of investment in plant and equipment, and thus varying tax levels.

8. Advantages and Disadvantages of Doing Business in West Berkeley

In assessing how West Berkeley is likely to evolve and grow as a business center, its advantages and disadvantages as a business locale must be analyzed. Some of the issues can be viewed in strictly financial terms—what is the cost of doing business in West Berkeley, while others are more qualitative—e.g. perceptions about the community's attitudes. This analysis was developed both by staff and by the Economic Development Subcommittee of the *West Berkeley Plan* Committee.

a. A Creative "Town" in the Heart of the Bay Area—Advantages of West Berkeley

West Berkeley's advantages center on its character as a dynamic, innovative center in the heart of the Bay Area. The Business Outreach Survey asked firms (mostly manufacturers) what they thought the advantages and disadvantages of doing business in West Berkeley are. Advantages they cited included the centrality of West Berkeley to the Bay Area and the strong availability of skilled labor here. Indeed, Miles Inc., in explaining why it wishes to concentrate its biotech operations in Berkeley cited the large number of biotech companies and personnel located in Berkeley and the Bay Area.

Access to the University is an important part of the attraction. Berkeley's cosmopolitan population was seen as a plus by some. In this same vein, the innovative, sophisticated image of Berkeley made Berkeley a "good address" for scientific instrument makers, specialty food processors, publishers, and outdoor wear firms. A view of Berkeley

~~as a "clean, environmental city" with enlightened business leaders helped attract like-minded firms. For smaller firms of many types, Berkeley is a good place to "incubate"—start up a grow in "a fertile entrepreneurial environment." The amenities of the city, such as restaurants, are also an advantage in getting and keeping firms in West Berkeley. Berkeley's amenities and its tolerant atmosphere make Berkeley a place many employees enjoy working.~~

~~Office users also enjoy the accessibility, amenities, and to them "funky" image of West Berkeley. The mix of uses is part of the cultural appeal. Office users find rents lower and parking easier than in Downtown Berkeley and some other office locales.~~

~~Berkeley has both comparative advantages as against other cities in the region, and advantages it shares with them. Berkeley's unusual combination of a "smaller city" flavor with a dynamic urban economy appeals to many. Berkeley is safer from crime than Richmond or Oakland, two cities which businesses often compare Berkeley against. Berkeley's relatively modest size (10th in population among Bay Area cities) makes its City government more accessible than in larger cities like San Francisco. The Business Outreach Survey and follow ups to it by the Community Development Department have opened lines of communication with business. The *West Berkeley Plan* itself (and perhaps now the Miles Development Agreement) stand as positive examples of how business, the City, and various community groups can come together to make decisions that provide planning frameworks. Berkeley shares a well- developed infrastructure with the Bay Area (as against more rural areas where roads, water lines, etc. must be built for each plant, at significant cost).~~

~~**b. The Price of Entry—Disadvantages of West Berkeley**~~

~~The disadvantages of West Berkeley as a business locale center on the real and perceived costs of doing business—in time, money, and real or perceived community hostility. In the Business Outreach Survey, the lead negative was "anti-business" attitude on the part of the City and/or citizens, even though most surveyed firms had no complaints about specific City services or processes (these comments were not a reference to taxes, as only 3% of companies singled those out as an issue). Instead, many businesses—manufacturers in particular—felt that the community did not recognize their value. An equally important negative was transportation and congestion—an ominous note (but one shared with much of the region) given the strong possibility of worsening conditions on I-80.~~

~~Economic factors did appear in the survey—11% of companies surveyed cited land cost and availability as the biggest disadvantage of doing business here. Average listed Berkeley industrial rents range from 8-27¢ (all rents converted to industrial gross) higher than in other East Bay cities, depending on the size of the space and the city (see Table 7). In general, rent differentials were greater for smaller spaces, than larger ones, although this was not always the case. These differentials reflect both higher pre-tax lease costs and higher taxes and assessments of some 3.5¢ per square foot.[1] Similarly, the maximum $2 per square foot in initial mitigations a manufacturer might be charged could cost as little~~

~~[1] A sign of this cost problem is that a number of manufacturers and wholesalers, including a candy maker, a book distributor, and a household equipment distributor, have left Berkeley for other local cities, where they found industrial space more affordable.~~

as 2¢ per month under typical financing terms. Nonetheless, taxes, impact mitigations, and other fees can serve as an irritant to business. A separate, but related, problem is the difficulty that both manufacturing and advanced services firms have finding large sized spaces. Another problem for many firms was difficulty of obtaining qualified entry level

Table 2–9: **Berkeley and East Bay Cities—Industrial Rents by Size-Class, 1992***

City	0-9,999 sq.ft.spaces monthly rent/ sq.ft.	10,000-19,999 sq. ft. spaces monthly rent/ sq.ft.	20,000-49,999 sq.ft. spaces monthly rent/ sq.ft.	50,000 sq.ft. & larger spaces monthly rent/ sq.ft.
Berkeley	$.64 (18)	$.46 (7)	$.52 (3)	$.30** (2)
Emeryville	$.44 (4)	$.31 (4)	$.30 (1)	$.27 (2)
Oakland	$.37 (21)	$.38 (8)	$.28 (9)	$.27 (5)
San Leandro	$.48 (14)	$.33 (9)	$.30 (13)	$.31 (5)
Hayward	$.44 (31)	$.37 (18)	$.35 (15)	$.30 (13)
Union City	$.56* (5)	$.30 (2)	$.29 (5)	$.29 (2)
Richmond	$.45 (5)	$.37 (2)	$.34 (2)	$.20 (1)

*number of spaces in parentheses
**All or a majority of listings from a single property.
Source: Oakland Multiple Listing Service

workers, although not all had difficulties in this area.

The Economic Development Subcommittee suggested some additional problems. Besides cost factors, they noted the difficult Use Permit process, which can be time-consuming and sets no priorities between permit applications. The perception that Berkeley is a difficult political environment with difficult approval processes, peopled by hostile activists, Commissions, and perhaps City staff and officials, was noted. They also noted the perception that Berkeley sets more stringent environmental regulations and enforces them more strictly than other communities, even though all are most often enforcing state law. It was noted that for some firms the mixed-use nature of West Berkeley is a very mixed blessing, bringing incompatible uses to their doorstep, as well as residents who might oppose their expansions. Berkeley also shares in the regional lack of affordable housing, despite the City's substantial efforts to deal with the problem.

III. THE ECONOMIC FUTURE OF WEST BERKELEY

The *West Berkeley Plan* is a 15 year Plan for the economic, physical, and social development of West Berkeley. Projecting the likely economic future—and shaping it to the extent that an active local government can—is a difficult, but necessary, task. All projections should be understood as analyses of likely future development based on information available today, and thus inevitably limited.

Regional Context

The *West Berkeley Plan* proceeds in the context of the Association of Bay Area Governments' projections for the 9 County Bay Area—the only such set of detailed local area projections. The Bay Area can be seen as the economic context for (West) Berkeley development, although the region is of course influenced by state, national, and international factors. ABAG projects continued growth in the Bay Area until the year 2005, although at a slower pace than occurred in the 1980's. ABAG's Projections 92 also projects that 3 broad sectors of the West Berkeley economy—manufacturing, services, and retail trade—will also grow. Regionally, manufacturing employment is projected grow 18% between 1990 and 2005, services 37%, and retail trade 23%. ABAG predicts that most manufacturing growth will be in sectors it labels "high technology"—electronics, computers, office equipment, and scientific instruments (with modest growth in remaining sectors). In services, it cites business services, along with legal services and architecture and engineering, as special growth areas.

ABAG projects more sectorally balanced growth patterns within Alameda County.[1] They project a 30% growth in manufacturing employment in the County between 1990 and 2005, a 33% growth in services, and a 23% growth in retail trade. "High technology" manufacturing is projected to grow from 29,000 to 52,000 employees in the County over the period, while other manufacturing grows very modestly from 55,000 to 58,000. In services, a business services cluster identified by ABAG, including business services as identified by the Standard Industrial Classification, legal services, and architectural & engineering services (or SIC codes 73,81, and 89) will garner 59% of growth.

Local Conditions

These projections, if accurate, set the framework for considering economic development in West Berkeley, but of course cannot precisely predict it. Development in West Berkeley is constrained by the available supply of land and buildings. Moreover, even with some 15,000 jobs, West Berkeley is a small enough area so that the performance of individual companies can make a substantial difference in the area's direction. This is particularly true in manufacturing, but there are some large retailers and office-based service companies as well. The development of specific geographic areas is important, particularly such retail concentrations as 7th & Ashby, University & San Pablo, and 4th & University. Nonetheless, some general projections can be made.

[1] Alameda County is a relevant unit of analysis because the County government is becoming more active in economic development, and because to a certain extent the County (excluding the Livermore Valley) forms an economic sub-region.

Future economic development in West Berkeley should be assessed both in terms of building development and economic activity by sector. Economic activity by sector is ultimately the more important and driving force, but building development gives the area its physical form and sets (or removes) constraints on economic activity.

In building development, the *West Berkeley Plan* projects an increase of some 1,535,000 square feet of occupied space from 1992 to 2005. Major sites for development or reuse include UC's Harrison tract, Utility Body, and the Colgate site. It also projects retail additions throughout the commercial zone, primarily through conversion from other uses, and to a lesser extent from new construction. Linking these buildings to use types, the Concept projects that this space will be distributed as follows: a net addition of 400,000 square feet in manufacturing (with wholesaling); 680,000 square feet in office and laboratory uses, and 325,000 square feet of retail uses. It should be stressed that the manufacturing figure is a Net figure, the product of new construction, reuse of vacant space, and also of losses of space due to conversion to other uses.

Economic Prospects by Sector

Manufacturing is likely to be in a stable to slow growth mode, when net gains and losses of employees are totalled. West Berkeley's role as a manufacturing center is set largely by the firms that are here, since manufacturers do not move easily, but West Berkeley manufacturing is also characterized by technical and product innovation. National scale manufacturers have largely left the city, leaving less footloose locally based firms. Few recent Berkeley plant closures have been due to business failures, a trend which will hopefully continue. However, some firms unable to find (affordable) expansion space—ideally space adjacent to existing sites—are likely to continue leaving. The

projected growth in manufacturing assumes that the City places a priority on retaining existing manufacturers and facilitating their expansion, as the *West Berkeley Plan* calls for. These expansions, rather than attraction of new companies into the city, will almost certainly be the main source of new manufacturing jobs (one potential source of relocated manufacturing jobs is printers and other manufacturers leaving San Francisco).

The most dramatic example of expansion should occur at Miles/Cutter, where the City and the company have agreed to a 30 year development plan for the 25 acre site. Peerless Lighting and Andros Analyzers are other examples of large manufacturers who plan to add jobs in Berkeley. Most manufacturers polled in the Business Outreach Survey stated that they planned to add jobs. Certainly, company by company factors concerning markets for the company's products, site conditions (including expansion possibilities) and costs, management plans for the company, and others will affect these expansion plans over the long run.

Biotechnology could be a growth area for Berkeley manufacturing, if local companies can successful develop and prove the safety of their products. Miles and Xoma are large existing "biotech" firms, perhaps their presence, the presence of the University, and the presence of similar firms in the East Bay "Biotech Corridor" will attract new producers. Among sectors highlighted by ABAG, Berkeley has a strong presence in scientific instruments, with firms also in electronics and industrial machinery. Thus, in Berkeley, as in the region, "high tech" manufacturing will continue to grow as a proportion of total manufacturing, but "traditional" manufacturing will remain as well.

The broad services sector is likely to continue growing significantly. One of Berkeley's economic roles as a city—with a strong contribution from West Berkeley firms—is as a reservoir of brainpower and artistic talent for the East Bay, the Bay Area, and to some extent an even larger area. Business services as defined by the Standard Industrial Classification are strong in West Berkeley, particularly in graphic arts and software writing. In terms of overall growth (or decline), the specific fates of individual firms are least important in this sector, since it is composed of many (mostly) small firms. West Berkeley and other parts of Berkeley have numerous small software companies, to some extent as a result of the presence of the University and of a major software research institute. In the past, some of these firms have left Berkeley if they got large, but the potential for office developments at such sites as the University's Harrison Tract may make it easier for them to remain in the future. Architectural and engineering services—also part of ABAG's services growth cluster—are also strong in West Berkeley and likely to remain so. Berkeley is also a likely site for the expansion of research laboratories, particularly in association with—or as a precursor to—biotech manufacturing. Other services, most notably auto repair, are not likely to grow and may even shrink as competition for commercial sites increases.

Retail trade should also expand in West Berkeley over the Plan period. While Berkeley is narrowing the gap, it remains "understored" in sales dollars per capita (in some retail sectors) compared to other Alameda County or Bay Area cities. Paradigmatic West Berkeley retailers seek to project images of creativity, technical sophistication, supportive service, and environmental concern. The key assumption allowing West Berkeley to grow

~~as a retail area is reasonable traffic flow on I-80.~~[1]

~~West Berkeley's current strength as a regional retail area is marked by the entrance of Orchard Supply Hardware, the expansions of Whole Earth Access and the planned addition of a second car dealership at Weatherford BMW. The 4th & University area also has potential for added regional retail (much of it in smaller shops), particularly if a train station and parking structure are added. If San Pablo Ave. retail nodes (e.g. San Pablo & University, San Pablo & Dwight) can be strengthened, as the Plan hopes, both neighborhood and regional serving retail can be developed at these locations. The many ethnically identified retailers along University and San Pablo Aves. should prove to be a source of strength, as the population of the East Bay continues to grow more diverse. There is less basis to predict an expansion of purely neighborhood serving retail, although the City can attempt to foster it. On San Pablo Ave., Walgreen's has opened two drug stores, a classification generally considered to be neighborhood-serving, although the stores are on a scale which suggests a somewhat broader clientele.~~

[1] ~~A major increase in traffic congestion on the Freeway could also drive away manufacturers, who cite the Freeway as an advantage of their Berkeley location.~~

V. Goals and Policies

Goal 1:

Take all reasonable actions to maintain and promote manufacturing and other industrial sectors in Berkeley.

Rationale:

One of the central thrusts of the Preferred Land Use Concept was to provide a land use framework which would allow manufacturing to remain and expand. Manufacturing is the one economic sector which is unique to West Berkeley. Manufacturing also provides often well-paid blue collar jobs accessible to moderately skilled people. Some manufacturers also produce products with important technical content, thus also providing technical jobs. The Plan is also premised on the concept that manufacturing can be maintained and expanded without sacrificing environmental quality.

Policies:

A. Implement the land use concept in the Preferred Land Use Concept, which allows for the retention and expansion of manufacturing, in conjunction with other Plan goals;

B. Implement the measures in the Preferred Land Use Concept which will streamline the permit process for manufacturers (consistent with other Plan goals such as the maintenance of environmental standards) and explore additional methods for streamlining the process;

C. To the greatest extent possible, focus business assistance efforts, including efforts to retain and attract new companies, on manufacturers which will provide jobs and/or other benefits for Berkeley.

D. Continually assess the impact of policies in other areas—such as taxes, impact mitigations, transportation planning, environmental quality, and others to assess how these policies affect the goal of retaining and attracting manufacturing, and how the goals which these policies are intended to achieve can best be harmonized with the manufacturing retention goal.

Goal 2:

Support the growth of regionally oriented retail trade in West Berkeley in locations which are consistent with other goals and standards, particularly the traffic goals of the Transportation Element.

Rationale:

West Berkeley has been increasingly successful as a regional retail center. This success has provided tax revenue to the City, provided innovative goods and services (which are not generally available at locally oriented retailers) to Berkeley and surround-

ing communities, and in some cases created stimulating urban environments. In a time of fiscal stringency for the City, gaining new tax revenue is critical. There are a number of locations—the Ashby corridor, around 4th & University, and along San Pablo Ave., where retail expansion can occur without damaging industrial activity. Clustering of regional retail uses can help them succeed, help make retail areas more pleasant and attractive, and allow for centralized parking facilities shared among retailers. However, in developing these areas, the City and businesses should assure that they do not cause undue traffic congestion at nearby major intersections. Such congestion is both undesirable in itself and tends to make the retail areas less successful.

Policy:

A. Assist appropriate types of retailers to locate in West Berkeley retail areas, and to meet planning standards for those areas.

Goal 3:

Improve the level of neighborhood serving retail in West Berkeley

Rationale:

As discussed above, many West Berkeley residents feel the area is deficient in neighborhood serving retail, such as food stores. There are many factors—e.g. competing commercial areas, the need for service commercial uses such as auto repair, low population density—which have led to the character of commercial strips such as San Pablo Ave. Yet San Pablo Ave. may have the ability to attract local customers from both West Berkeley and neighboring areas. Doing so would not only provide needed services, but also improve the urban environment. Improving the level of neighborhood serving retail might make it possible for area residents to walk or bike instead of drive on some shopping trips. Therefore, the City should explore and take feasible action to improve the situation.

Policies:

A. Explore how neighborhood serving retail uses might be brought to San Pablo Avenue specifically.

B. Explore the potential of other locations within West Berkeley to support neighborhood serving retail.

C. Implement the provisions of the Preferred Land Use Concept which allow small scale food stores in residential zones.

Goal 4:

Continue to support the growth of advanced technology manufacturing (such as biotechnology) and advanced technology services (such as research laboratories) in appropriate locations, under appropriate environmental safeguards.

Rationale:

As is discussed earlier in this Element (see p 74), Berkeley's concentration of both scientifically trained personnel and scientific research institutions is a "comparative advantage" (vs. other cities) for this community. The recently signed Development Agreement between the City and Miles Labs indicates both City and corporate interest in this type of expansion. The body of trained people here makes it possible for Berkeley firms to set up the most technologically sophisticated manufacturing and research processes possible. Research conducted in these operations may (or may not) have spinoff benefits in other fields. While research activities generally provide jobs solely for the highly trained, jobs requiring less advanced training are also likely to be created if products move into the production process. The heavy capital investments required for advanced technology manufacturing, and to a lesser extent for advanced technology services, also translate into increased property tax revenues for the City. While advanced technology firms cannot and will not completely supplant "mainstream" manufacturers or service providers, they are likely to form an important part of West Berkeley's economic base and thus should be supported.

Policies:

A. Provide assistance to advanced technology firms to help them establish or expand businesses in appropriate locations.

B. Periodically review the City's regulation of biotechnology to assure that it both meets City regulatory objectives and does not unnecessarily interfere with the creation and expansion of biotechnology firms here (see Environmental Quality Element for implementation measures)

C. Develop links between training agencies and Berkeley biotech firms, so that Berkeley residents can become qualified for biotech jobs.

Goal 5:

Continue to create employment opportunities, especially for Berkeley and West Berkeley residents.

Rationale:

Finding employment opportunities, especially in good jobs, is one the major goals of the City's overall economic development policy. It is particularly important to find these opportunities for economically disadvantaged Berkeley and West Berkeley residents. In 1990, the Census showed that West Berkeley residents were less likely to work in Berkeley than other Berkeley residents. Doing so both serves needy citizens and reduces the strain on the stressed regional transportation network. Getting residents employed, has secondary beneficial effects, such as reducing social service costs and increasing retail spending in Berkeley. Creating employment opportunities requires not only assuring that there are jobs in Berkeley, but also that needy residents have the skills and mechanisms to access these jobs. Therefore, the City implements such programs as First Source, which

~~requires that businesses which get Use Permits review Berkeley resident candidates first for their job openings (however, the program does not require that the businesses hire the Berkeley candidates, and does not expect businesses to hire unqualified employees).~~

~~*Policies:*~~

~~A. Pursue all avenues which will result in the training of Berkeley residents, particularly economically disadvantaged Berkeley residents, for the widest possible range of occupations that exist in West Berkeley. To do so, pursue strengthened links between major employers and educational institutions, and major employers and training agencies. In the context of citywide efforts, improve the abilities of Berkeley training agencies and schools to prepare future workers.~~

~~B. Improve the access of (West) Berkeley residents to jobs which exist in West Berkeley through mechanisms such as an actively implemented First Source Program.~~

~~C. Improve the placement and retention rate of First Source Program participants by improving training through intensified links between the First Source Program and the planning and outreach process for employment and training agencies.~~

~~*Goal 6:*~~

~~*Promote opportunities for business ownership by the economically disadvantaged—non-Whites, women, and other economically disadvantaged people.*~~

~~Rationale:~~

~~While paid employment will remain the primary source of income for most households, business ownership can be a means for economic advancement for some non-White people, women, and other economically disadvantaged people. The diverse West Berkeley economy, with its many niches and many small businesses, provides opportunities for business ownership without capital requirements that are prohibitive to non-traditional business owners. As of 1991, 20% of West Berkeley businesses report themselves as minority owned, although these businesses gain only 8% of total gross receipts. The City should be alert for opportunities to assist African-American, Latino-American, Asian-American and women entrepreneurs. The "high technology" sectors present in West Berkeley have tended to have a low percentage of entrepreneurs from these groups. To the extent that San Pablo Ave. becomes a focus of economic development activity, it could be a good locale (among others) for expansion of "minority" owned businesses.~~

~~*Policy:*~~

~~A. Use City economic development programs, such as the Revolving Loan Fund, business outreach, and ownership transfer assistance as vehicles to promote business ownership by non-Whites and women.~~

Goal 7:

Protect small businesses, particularly arts and crafts businesses, so they can continue to flourish in West Berkeley.

Rationale:

Small businesses, especially arts and crafts businesses, are key in creating the unique character of West Berkeley. The City has developed Arts and Crafts zoning to protect these businesses. However, the zoning has not always worked as intended. It is vital to assure that arts and crafts enterprises are genuinely protected from displacement.

Policy:

A. Use available mechanisms, including zoning, property purchase assistance, and direct City assistance to artists, to assure that artists and craftspeople remain a vital part of the West Berkeley community.

Goal 8:

Encourage linkages between West Berkeley businesses, and between public institutions and Berkeley businesses.

Rationale:

West Berkeley businesses—especially (but not only) manufacturers—purchase millions of dollars of goods and services annually as inputs into their goods and services. To the extent that these purchases can be made locally, their economic impact can be greatly increased. Many necessary inputs are not available within Berkeley (and sometimes even Alameda County) but there has been no concerted effort to assure that businesses are maximizing their opportunity for local purchases. There is a particular opportunity for those firms which are undertaking major construction projects. Beyond purchasing, there may be possibilities to increase cooperative information sharing efforts, training, or problem solving.

A similar logic obtains for public agencies, such as the City of Berkeley or the University. Public agencies are major goods and services purchasers, although typically of final products, not intermediate inputs. Public agencies can also seek to use the funds they have on deposit to encourage to lenders to engage in socially constructive (or "community development") lending.

Policies:

A. Explore mechanisms which can facilitate increased linkages between West Berkeley businesses.

B. Explore the possibility for City funds to be used in "linked deposit" programs.

C. Use the Recycling Markets Development Zone (RMDZ) as a way of encouraging manufacturers to use local inputs. (see Environmental Quality Element

IV. Issues and Strategies

This section forms a transition between the Background and Goals and Policies on the one hand, and the specific implementation measures on the other. The Background section seeks to paint a picture of existing conditions in the West Berkeley economy, while the Goals and Policies section points out desired goals and directions for City policy. This section outlines some key issues—largely those highlighted by the Economic Development Subcommittee of the West Berkeley Plan Committee—and discusses in general how the City should respond to them, how to move towards the goals. The strategic discussions in this section suggest approaches to problems, although specific implementation steps have not necessarily been developed, particularly if areas of program activity are required. It is expected that the strategic concepts discussed here—and the specific measures used to implement them—will evolve over time.

A. Strategies for Business Retention

Business retention is one of the central elements of the West Berkeley Plan. The Preferred Land Use Concept was conceived in significant part to provide a more stable planning environment for manufacturers and other businesses. Manufacturers in certain areas of West Berkeley are protected by the Plan from invasive and destabilizing uses, in others the nature of the mix of uses is clarified. In all areas, permitted and prohibited activities are more clearly defined, and the process for expanding a permitted use is generally eased—changes which will benefit manufacturers and other businesses. Streamlining the permit process has been repeatedly cited as a key goal of businesspeople.

These changes are necessary, but not sufficient, to retain manufacturers—particularly expanding ones.[1] These expanding companies often face the need to find space at affordable rents/prices, which can be difficult in West Berkeley. The Community Development Department currently works intensively with manufacturers and other businesses to help them find appropriate space. In some cases these efforts have been successful, in others they have not.

The Economic Development Subcommittee suggested that business retention efforts focus on sectors such as scientific instruments, printing, machinery, biotechnology, and possibly other light manufacturing sectors. While the City generally seeks to retain most businesses, these sectors are particularly promising for Berkeley and do deserve special attention. The mechanisms to do provide this attention will need to be defined. Perhaps (with adequate staffing) a special program of regularly contacting these businesses to make sure they were functioning well in Berkeley would be possible. The West Berkeley Manufacturers' Forum planned in the Miles Development Agreement will provide another avenue to implement these ideas.

In addition to these concrete, bottom line factors, there are less objective factors—such as how the "business climate" seems—as well. It is unclear how important these factors are in business retention—companies relocating out of Berkeley cited cost and

[1] In recent years, Berkeley manufacturers have not generally closed because of business failure, although such cases have occured.

~~space availability as their key reasons for leaving. These factors are discussed in the Opportunities and Constraints subsection of the Background section of this Element.~~

~~One relatively low cost way to improve perceptions about doing business in Berkeley to recognize and reward those Berkeley firms which make a particularly positive contribution to the city. For example, Berkeley manufacturers have been leaders in seeking out environmentally sensitive ways to manufacture products. Those who innovate in this field or in the making of environmentally sound products should be recognized and rewarded. Some such firms have been noted in the *South and West Berkeley Revitalization Exchange*, but there are many other possible publicity mechanisms. A Made in Berkeley labeling program for such products has also been proposed (as has similar labeling for the Bay Area as a whole).~~

~~Another important strategy for retaining manufacturers is addressed in the following discussion.~~

~~*B. Strategies for Retaining Local Ownership of Manufacturers*~~

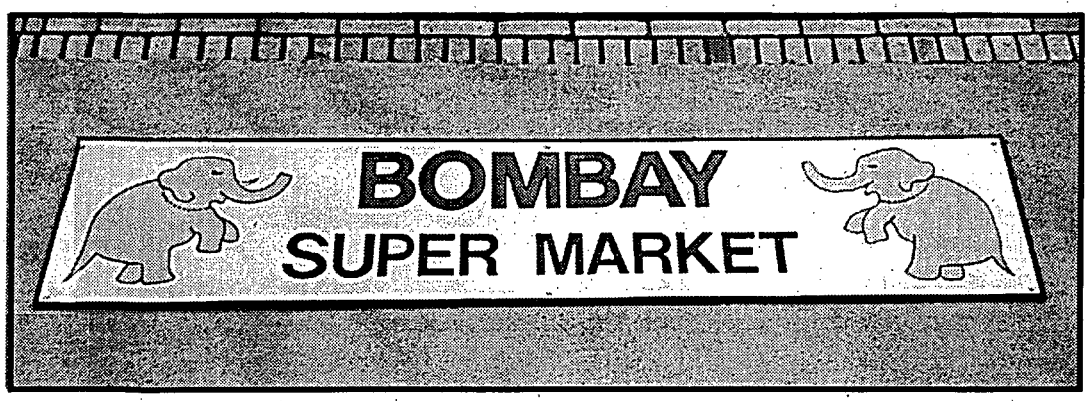
~~One important strategy area for business retention is retaining local ownership. Both academic studies and Berkeley experience demonstrate that owners based outside Berkeley (or the Bay Area) are much more likely to move or close a plant than locally based ones. Non-local owners may "consolidate" Berkeley plants into plants elsewhere. Durkee Foods, Colgate-Palmolive, Heinz, Canada Dry, Lectra Lighting, and Upright Scaffolding are all examples of outside corporations which closed Berkeley plants. This is not to suggest that all local owners are community minded, or that all outside owners (even foreign ones) are not, but rather that in general local owners are more committed to remaining in Berkeley.~~

~~In order to maintain local ownership of West Berkeley businesses, there must be intervention at the time when a company is likely to pass out of local hands. Two times when this likely to occur are 1) retirement of owner(s); and 2) major expansion. When the local owner(s) retire, (s)he may not have a family member who is interested in assuming control of the business. At that point, (s)he may sell the business to an outsider or simply close it down, even if it is still profitable. Major expansions generate the need for increased capital for the firm. One way that firms generate that capital is by selling the firm to non-local owners.~~

~~There are many roles for the City, or a City-supported intermediary such as an Economic Development Corporation, to play in facilitating local ownership. These could include finding financing for a local buyer, guaranteeing loans for a local buyer, providing information on employee ownership options such as ESOPs (Employee Stock Ownership Plans) and finding technical assistance for that buyer. The City or Economic Development Corporation would have to develop mechanisms to learn of impending owner retirements or company sell-offs, though some such situations are already known. In cases where the firm's workers were interested, they could be the local buyer. It seems prudent for this effort to focus initially on smaller firms, to help build up a credible record for later efforts to intervene with larger firms.~~

~~C. Strategies for Improving the Level of Neighborhood Serving Retail~~

~~Some West Berkeley residents feel the area is short of neighborhood serving retail. Food stores are the key issue. In a 1989 survey of Berkeley households, 57% of West Berkeleyans responded that there were too few food stores near their house. More West Berkeleyans felt they were lacking for food stores than any other neighborhood's residents—in South Berkeley 38% felt there were not enough. West Berkeley residents missed food stores more acutely than any other category, though 48% also desired more specialty stores and 39% more drug stores. (Most West Berkeleyans—54%—felt they had too many liquor stores.)~~



~~Unfortunately, it may be rather difficult to increase food stores in West Berkeley. West Berkeley already has 27 of Berkeley's remarkable total of 157 food stores[1], or 17%. West Berkeley's food stores racked up some $12.5 million in sales in 1990, almost 10% of the Citywide sales of $128 million, despite the absence of a major supermarket in West Berkeley. The portion of Berkeley's population which could be expected to rely on West Berkeley food stores is also 10%, suggesting that the area is capturing a fair share of sales (This adds Census Tract 4233—the San Pablo Park area—to West Berkeley proper, because San Pablo Ave. is the closest major shopping street for them). Berkeley has only some 9 supermarkets—depending on exactly what stores are considered supermarkets—again suggesting that West Berkeley's population may be too small (and too low income) to attract one.~~

~~However, most of West Berkeley's food stores are in the area from Addison St. north, suggesting that the southern residential areas are relatively underserved. In addition, a West Berkeley supermarket might be feasible if it could capture some of the traffic from outside West Berkeley which use West Berkeley arterials. In addition, it has been suggested that the Redevelopment Agency explore the idea of establishing an outdoor "mercado" or farmers/arts and crafts market at the Delaware St. Historic District (Delaware St. between 5th and 6th). Such a mercado might be able to draw on the regional traffic 4th St. draws while providing locally useful services (and re-establishing the retail importance of Oceanview's historic main street).~~

~~[1]Food stores as a category in the Standard Industrial Classification includes both general grocery stores, such as supermarkets and corner groceries, and more specialized shops such as bakeries, fish markets, and meat markets. Perhaps one reason West Berkeley residents feel underserved by food stores is that many area food stores are specialized, while others are small. Small stores also generally have higher prices than supermarkets. However, Berkeley as a whole has significantly more food stores than typical for a California city its size.~~

VII. Implementation Measures

Priority Implementation Activities

The first group of activities are activities which have been selected for both their particular importance in implementing the goals of the Element and for the likelihood that they can be at least partially implemented in the short run.

1. **Targeted industrial retention and attraction program**—Develop and implement a targeted West Berkeley industrial retention and attraction program, including preparation of appropriate and timely informational and promotional materials.

Goals and Policies Implemented: Goal 1, Policy 1C; Goal 4, Policy 4A

Responsibility: Community Development Services, Community Development Department

Funding: Costs not yet analyzed, but general Berkeley promotional brochure published, West Berkeley promotional brochure planned.

2. **Large Site Reuse Project**—Make reuse of large sites such as Colgate and Utility Body priorities for business assistance, explore how planning tools such as the Large Site Development Process could facilitate development on these sites, and explore mechanisms for financing toxic remediation and improvements on the site, including (but not limited to) expansion of the Redevelopment Area and creation of assessment districts.

Goals and Policies Implemented: Goal 1, Policy 1C; Goal 4, Policy 4A; Goal 5, Policy 5A

Responsibility: Community Development Services, with City Planning Dept.

Funding No non-staff costs yet identified.

3. **Major Employer Training Project**—Implement the Biotech Academy provisions of the Miles Development Agreement, and seek to develop similar comprehensive education and training arrangements with other large employers, particularly those in the biotech/laboratory field.

Goals and Policies Implemented: Goal 4, Policy 4C; Goal 5, Policies 5A and 5B

Responsibility: Community Development Services

Funding: Miles Development Agreement.

General Implementation Activities:

A. Ordinances, Regulation and Policy Development

1. **Rezoning**—Rezone the West Berkeley Plan Area to reflect the land use districts, permitted and prohibited uses, and development standards of the *West Berkeley Plan*.

Goals and Policies Implemented—Land Use Element Goals and policies, also Economic Development Element Goal 1, Policies 1A & 1B; Goal 2; Goal 3, Policy 3B; Goal 4, Policy 4A

Responsibility: City Planning Department

Funding: Regular staff and operations funding

2. Arts and Crafts—Review the functioning of the arts and crafts Ordinance, and develop recommendations about how it can best be implemented.

Goals and Policies Implemented:—Goal 7, Policy 7A

Responsibility: City Planning Department, in consultation with affected parties.

Funding: Regular staff funding

3. Mitigations—Develop and adopt as Ordinances housing, child care, and possibly other mitigations which reflect both the City's goal of recovering the impacts of development, and the City's goal of maintaining manufacturing and creating jobs generally.

Goals and Policies Implemented: Housing/Social Services goals

Responsibility: Community Development Services, Community Development Department, with City Planning Department

4. Coordination with County—Increase City coordination with and participation in Alameda County industrial retention, defense conversion, job training, and other economic development programs and policy development.

Goals and Policies Implemented: Goal 1, Policy 1C; Goal 2; Goal 5, Policy 5A

Responsibility: Community Development Services, Community Development Department, with Berkeley representative on Alameda County Economic Development Advisory Commission

Funding: Regular staff and operating funds

B. Programs

1. Building Buyout Program—Implement the West Berkeley small business buyout program, established as a mitigation for the Durkee project.

Goals and Policies Implemented: Goal 1, Policy 1C; Goal 5

Responsibility: Community Development Services, Community Development Department

Funding Program Self-funded

2. Buyouts of Retiring Owners—Develop and implement a financing and technical assistance program to facilitate worker or community buyouts of retiring owners of manufacturers.

Goals and Policies Implemented: Goal 1, Policy 1C

Responsibility: Community Development Services, Community Development Department

Funding Costs not yet analyzed. Industrial Development Bonds possible source for project financing.

3. Employment/Training System—Institute a coordinated program to improve Berkeley's system for employment training, and to improve Berkeley resident workers' access to Berkeley jobs (see also Priority Activity #3)

Goals and Policies Implemented: Goal 5, Policy 5A & 5B

Responsibility: City Manager's Office, possibly to be delegated

Funding Costs not yet analyzed.

4. **Recognition**—Develop mechanisms to recognize and publicize manufacturers and other businesses with outstanding records in environmental quality, local hiring, or other contributions to the Berkeley community.

Goals and Policies Implemented:: Goal 1, Policy 1C

Responsibility: Community Development Services, Community Development Department

Funding Regular staff and operating funds

5. **Business Assistance**—Continue to provide assistance to manufacturers, retailers, and other businesses seeking to locate or expand in appropriate West Berkeley locations.

Goals and Policies Implemented: Goals 1,2,3,4; Policies 1C, 2A, 3A, 4A

Responsibility: Community Development Department

Funding: General Fund

C. Projects

1. **Business Directory**—Develop a directory of West Berkeley businesses, both for retail customers and to assist West Berkeley businesses in buying goods from each other.

Goals and Policies Implemented: Goal 1; Goal 2; Goal 3: Goal 8, Policy 8A

Responsibility: Not yet determined, directories frequently published by community organizations

Funding: Costs not yet analyzed.

D. Studies

1. **San Pablo Ave. Economic Development Study**—Analyze the social, economic, and physical conditions and potentials on San Pablo Ave., in order to formulate and implement an Improvement Strategy for San Pablo Avenue. The strategy should emphasize attracting and retaining desired businesses and improving the physical character and appearance of the street.

Goals and Policies Implemented: Goal 3, Policy 3A; Goal 6

Responsibility: Not yet determined

Funding: Costs not yet analyzed.

2. **Redevelopment Feasibility**—Study whether renewal and expansion of the Redevelopment Area would be a feasible and appropriate method to finance West Berkeley Plan proposals. The study would develop an appropriate proposed area.

Goals and Policies Implemented: Goals from Housing, Transportation, Environmental Quality Elements, also Goal 1, Policy 1C; Goal 3, Policy 3A; Goal 4, Policy 4A; Goal 6, Policy 6A; Goal 7, Policy 7A.

Responsibility Redevelopment Agency

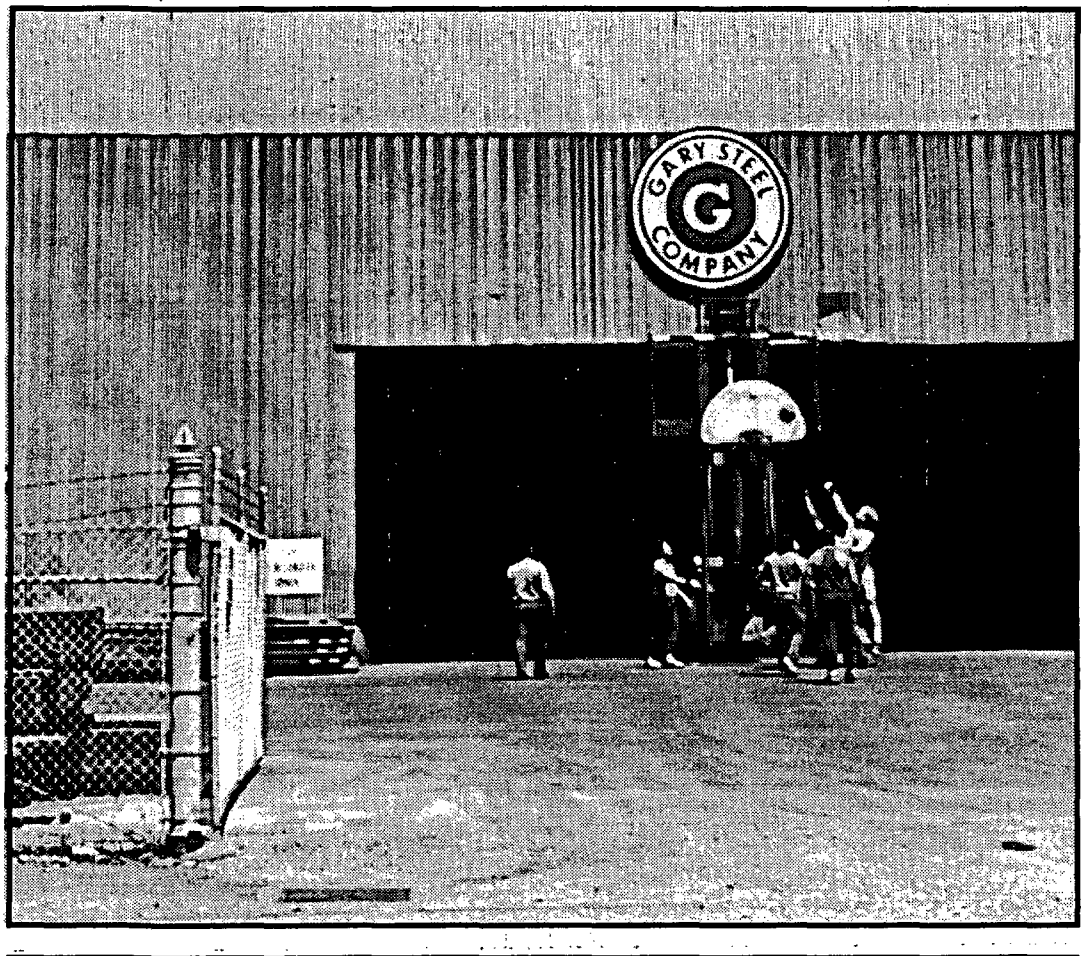
Funding Costs not yet analyzed.

~~3. Economic Development Organization—Explore the feasibility and usefulness of creating some form of West Berkeley economic development entity, such as an Economic Development Corporation, perhaps analogous to Coliseum Corporation in Oakland.~~

~~*Goals and Policies Implemented:* Potentially all, depending on entity's focus.~~

~~*Responsibility:* Community Development Services with City Planning Dept.~~

~~*Funding:* No sources identified, but Miles Development Agreement provides for Miles' in-kind support to West Berkeley economic development forum.~~



3

Environmental Quality

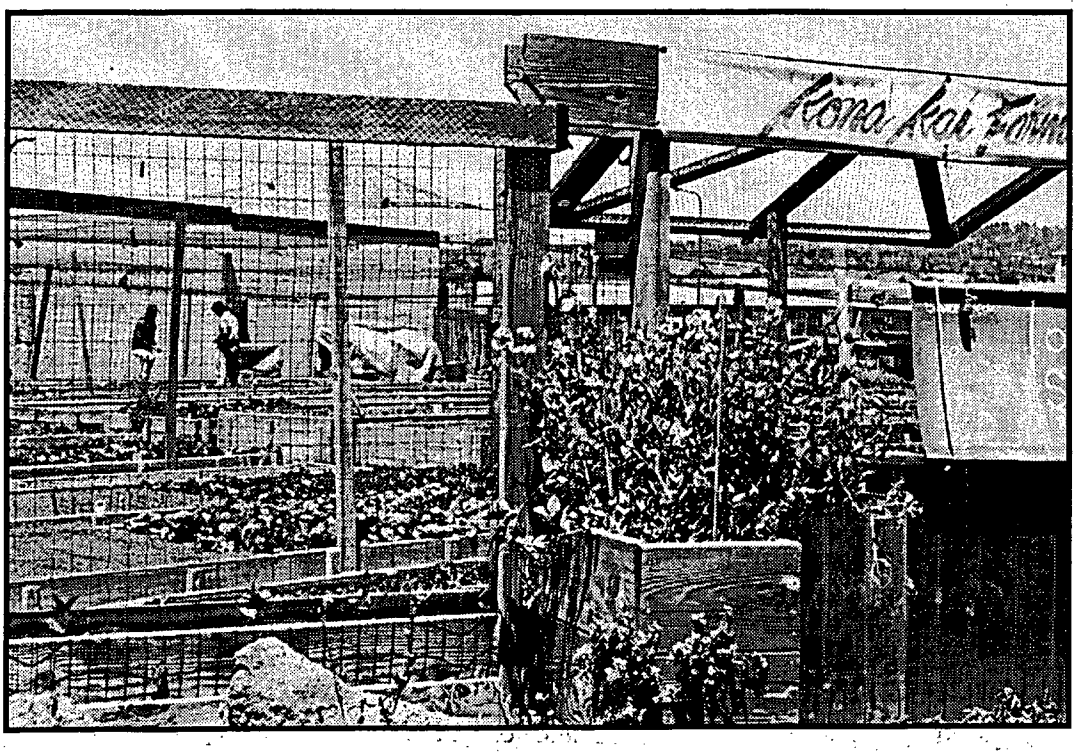
I. Strategic Statement

West Berkeley in many ways is the environmental "frontline" of Berkeley. It is adjacent to the Bay and Interstate 80, and contains the Southern Pacific Railroad and all or part of Berkeley's 2 State highways. West Berkeley has Berkeley's largest concentration of users of hazardous materials, such as manufacturers, laboratories, and auto repair shops. West Berkeley also has a thinner network of public transportation network than the rest of Berkeley, forcing greater reliance on automobiles for transportation. In this special—and especially vulnerable—context, citywide policies and strategies to protect and improve the environment become particularly crucial for maintaining West Berkeley's productive diversity of industrial, residential, and commercial land uses.

Environmental strategies are found throughout the *West Berkeley Plan* because achieving good environmental quality is a key goal of the Plan. Environmental measures are found particularly in the Transportation, and Land Use Elements, as well as this Environmental Quality Element. This Element establishes the environmental measures necessary to maintain a balance between a viable and productive economy —which provides economic opportunity (and funds environmental protection efforts)—and a decent, safe, and sanitary residential community and work environment. Implementation has already begun on a great many of its measures. The Plan is premised not on the displacement of existing manufacturers, but rather on the improvement of their (as well as other business', institutions', and households') environmental practices.

This Element's goals and policies complement those of the Transportation and Land Use (and Economic Development) Elements. The Land Use and Transportation Elements provide environmental protection through a gradation of zoning/land use districts, the careful selection of permitted and prohibited uses, strategies to reduce single occupant vehicle trips, and a set of appropriate development standards. The environmental goals and policies that follow are based on a strategy of increased communication, community participation, regulatory coordination, and a spirit of cooperation and compromise. In particular this Element addresses community awareness and the regulatory process, as well as 5 specific areas of concern: Hazardous Materials, Biohazardous

~~Materials, Air Quality, Soils and Groundwater, and Noise. On the positive side, the Element briefly reviews the actual activity and potential for further activity of recycling in West Berkeley.~~



II. BACKGROUND

A. General Introduction

On some fundamental levels, the environmental quality of West Berkeley is good and improving. The Bay Area overall has almost the lowest air pollution of the 20 largest American metropolitan areas, with most measures showing continued improvement. West Berkeley, with its strong prevailing westerlies from the Bay and the ocean, shares in this favorable circumstance. Drinking water, supplied by the East Bay Municipal Utilities District (EBMUD), is high quality, drawn from clean Sierra sources.

Yet there are unquestionably serious environmental issues in West Berkeley. Interstate 80 is a major emitter of carbon monoxide, nitrogen oxides, and reactive organic gases, joined by some industrial users. There is significant use of hazardous materials in industries and households, causing the potential for environmental problems. Aquatic Park has suffered water quality problems, many other sites have contaminated soils. The ground itself can be a cause for concern in West Berkeley, given that it has liquefaction potential in earthquake, particularly west of 3rd St. (Southern Pacific RR).

These environmental stresses do not occur in splendid isolation in West Berkeley—because from virtually its beginnings as Oceanview until today West Berkeley has encompassed the full range of uses from "heavy" industrial to residential. Conflicts over noise, odors and sometimes more severe problems are virtually structured into this pattern. Some previous planning efforts sought to deal with these conflicts by eliminating either the residential or the industrial component. The *West Berkeley Plan* by contrast recognizes conflicts, seeks to reduce them, and seeks to improve environmental performance while maintaining a mix of uses.

The response to these issues has come from a variety of levels, resulting in a complex of federal, state, regional, and local environmental regulations to protect both residents and workers. The appropriate level for regulation continues to be discussed, especially in the legislature. State laws are often particularly far-reaching. This growing mass of sometimes duplicative legislation can bewilder and irritate businesspeople. Yet the multiplication of laws does not necessarily produce effective enforcement, particularly if resources are not available to enforce them. And some Berkleyans express frustration about what they see as a lack of effective environmental protection.

The *West Berkeley Plan* Preferred Land Use Concept has a healthy environment as a central goal, without destructive overregulation of West Berkeley's economic base. One impediment to developing and evaluating environmental strategies is lack of data—local data on environmental conditions is not yet as well as developed as for areas such as housing, economic development, or transportation. Many environmental problems are broadly regional or site specific, limiting the availability of data about West Berkeley as an area. Over time more relevant data should be available.

This Element of the *West Berkeley Plan*, along with the Land Use and Transportation Elements lays out the environmental policy framework and strategies of the *West Berkeley Plan*. This Element discusses goals, policies, and implementation measures in

the areas of environmental review generally, hazardous materials, soils and groundwater, air quality, noise, and biohazardous materials. The Environmental Quality Element incorporates one of the most detailed programs for City action of any *West Berkeley Plan* Element.

Appendix A—Environmental Strategies and Implementation Measures— is a 1992 evaluation of a set of generally shorter range strategies in these areas which the *West Berkeley Plan* Committee put forward for review. In many cases, as the Appendix describes, the City is already implementing programs in these areas. Taken as a whole, the goals, policies, and implementation measures in the Element and the Appendix are designed not only to address specific environmental concerns, but to improve the environmental regulatory process as well.

B. Hazardous Materials—Use & Disposal

1. Existing Conditions

Hazardous materials raise environmental concerns because they may be released into the air, water, or soil, and then pose a threat to people who are on site or nearby. In recent years, most businesses and institutions have tried to reduce their use of hazardous materials, in part because it has become increasingly expensive to handle them. However, for many manufacturers, laboratories, and service providers, there are as yet no adequate substitutes for many hazardous materials.

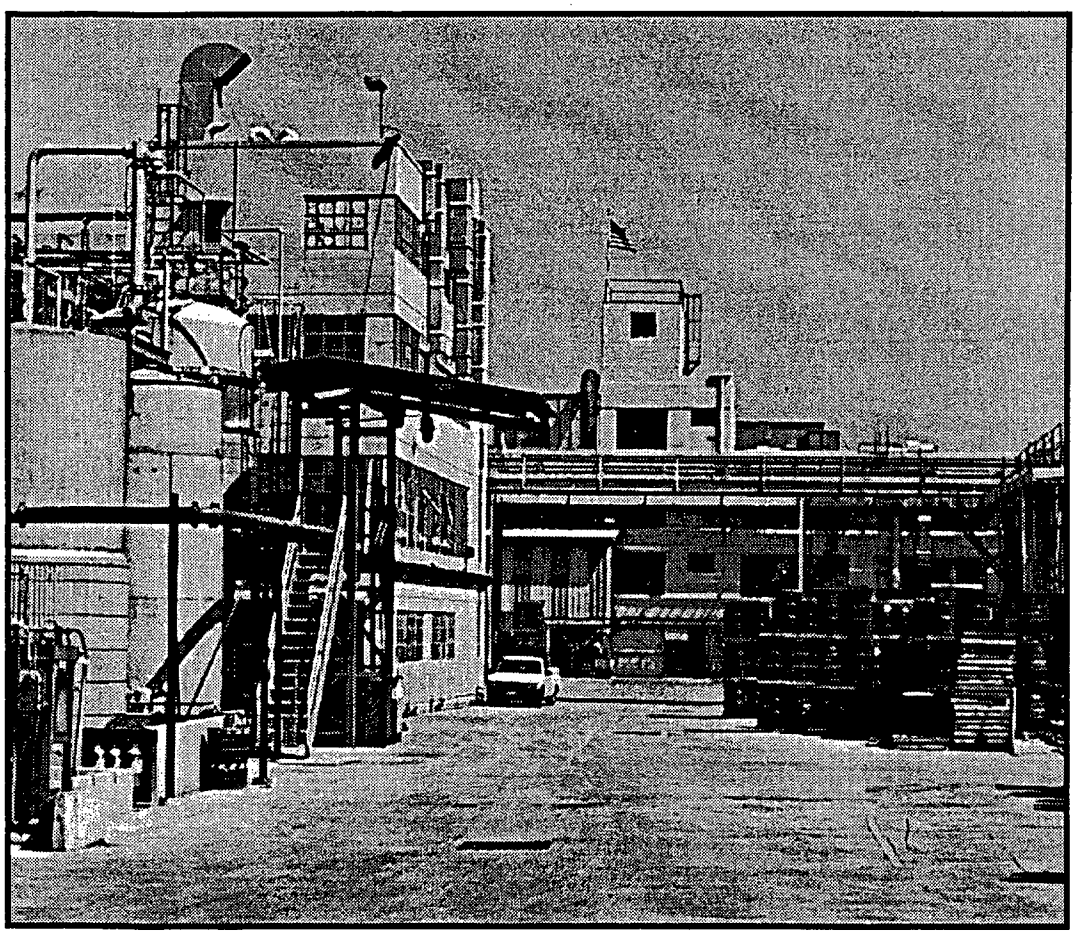
Hazardous materials releases can occur during any of the stages of use of hazardous materials. These stages are: first, hazardous materials of various types are acquired and stored by a business or institution. Secondly, these hazardous materials are used in the production of a (generally) non-hazardous product or provision of a non-hazardous service (e.g. chlorine is used to clean swimming pools). Finally, a typically much smaller quantity of hazardous waste is produced as the outcome of the production/service process. Hazardous wastes represent those portions of hazardous materials nor consumed or transformed during the production process.

At present, there is no comprehensive source of current data on the hazardous materials or the hazardous waste stream from Berkeley. City records are not yet adequate to assess the overall level of hazardous materials use in West Berkeley. As of November, 1992, 256 users of hazardous materials in West Berkeley have registered with the City. There may be additional users of hazardous materials who have failed to register. West Berkeley has more hazardous materials users than any other area, but the largest single users in Berkeley are UC Berkeley and Lawrence Berkeley Labs. The users range from gas stations and auto repair shops to foundries and pharmaceutical companies. The City—in the office of Toxics & Emergency Management—is currently assembling a data base on the various hazardous materials used by different companies and institutions.

West Berkeley hazardous materials users are generally found on commercial corridors and in "heavier" industrial areas. San Pablo Ave. has—by preliminary court—some 67 users of hazardous materials/generators of quantities of hazardous waste sufficient to require the filing of a Business Plan. However, these businesses are largely

auto repair shops, whose main waste is small quantities of used oil. The Mixed Use/Light Industrial district—which is the largest non-residential district in West Berkeley—has the largest number of users/generators—95. These businesses are not concentrated—spreading from the Emeryville to the Albany line, from near San Pablo Ave. to the railroad track. Hazardous materials users in this district largely consist of auto repair shops, wholesalers, and light manufacturers. The smaller Manufacturing and Mixed Manufacturing districts have smaller numbers of hazardous materials users—27 and 15 respectively. However, these users tend to be larger and "heavier", such as foundries, chemical plants, and pharmaceutical plants. Finally, the Mixed Use/Residential district has some 25 hazardous materials users, including auto repair shops, light manufacturers, and wholesalers.

Data on the waste stream is somewhat outdated. The most comprehensive data now available are the 1986 figures contained in the Alameda County Hazardous Waste Management Plan. The Plan indicates that Berkeley generated 6,248 of the 85,107 tons of hazardous waste generated countywide. Thus Berkeley generated slightly over 7% of the County's waste stream, while representing slightly under 9% of the County's population. Berkeley wastes were made up of 3,267 tons of manifested waste, 2,744 tons from small generators, an estimated 160 tons from households, and an estimated 77 tons from tank cleanups. While no data is available for West Berkeley specifically, we may safely assume it provided a major part of the waste stream. Non-West Berkeley contributors include the University of California, Lawrence Berkeley Laboratory, private laboratories, auto repair shops, and gas stations.



The composition of manifested wastes (those wastes shipped offsite) from Berkeley was dominated by "Miscellaneous Waste" (40%) which includes inorganic solids, aged organics, empty containers, photo and lab wastes, household wastes, pharmaceuticals, and asbestos. Soils contaminated by leaks or spills represented 21% of the waste stream. Non-halogenated solvents (solvents whose composition does not include chlorine) accounted for an additional 18% of the manifested waste. The wastes represented a wide range of hazard levels.

Since 1986, source reduction and pollution prevention efforts seem to have reduced the waste stream. One major change is a dramatic reduction in hazardous waste disposal by DeSoto, Inc (now Courtalds). DeSoto's 1,104 tons disposed of in 1986 accounted for 34% of Berkeley's manifested waste stream and 18% of the city's total hazardous waste stream[1].

2. Regulatory Framework

There are over 15 major state, federal, and local laws which regulate the use of hazardous materials and waste in (West) Berkeley. Each has a variety of complex reporting, inspection, and monitoring programming requirements. Virtually any business using hazardous materials in Berkeley is required to submit a Hazardous Materials Management Plan, which contains basic information on the facility, materials used there, and emergency response plans for handling incidents. Risk Management and Prevention Programs, specifying engineered backup safety systems—to protect the community in the event of a primary systems failure, are required for a small number of large scale hazardous materials users. Berkeley's own Disclosure Ordinance also requires users to disclose known carcinogens or reproductive health hazards that they use. Alameda County is preparing to adopt a Hazardous Waste Management Plan, to coordinate and guide hazardous waste management in the County. The City has recently enacted 2 hazardous materials Ordinances—the Ozone Depleting Compounds Ordinance (July, 1989) and the Hazardous Waste Importation Regulation Act (Feb. 1991), and is considering adoption of a Pollution Prevention Act.

C. Biohazardous Materials—Use and disposal

1. Existing Conditions

Biohazardous materials are specific subset of hazardous materials. Biohazardous materials are those with the potential to cause infection and disease. Such materials are used in West Berkeley by "biotechnology" manufacturers, by laboratories, and to lesser extent by medical, dental, and veterinary offices (which are relatively rare in West Berkeley). Biotechnology is a growing industry in the Bay Area, and one which Berkeley is well positioned to capture—thus it may well expand in West Berkeley in the years ahead.

1 The prominence of DeSoto reflected a Countywide pattern. In 1986, 12 manifestors (or .01% of all manifestors)—DeSoto and 11 non-Berkeley establishments—created 13,257 tons of waste, or 20% of the Countywide manifested waste stream.

2. Regulatory Framework

The use and disposal of biohazardous materials is regulated by a very extensive network of state, federal, and local law. The National Institutes of Health (NIH) has developed Guidelines for use of recombinant DNA. One of the requirements of the Guidelines is establishment of an Institutional Biosafety Committee at each site using DNA. The manufacture of pharmaceuticals intended for human use is regulated by the Food and Drug Administration (FDA). The FDA not only inspects the final product, but inspects manufacturing facilities to insure that they follow Current Good Manufacturing Practices. (Bio) hazardous waste generation and management are regulated by state statutes such as the California Hazardous Waste Control Law. The City has been restructuring its regulation of biohazards. A former City Ordinance, now repealed, dealt solely with recombinant DNA, and required public hearings to use it. Current City law is much broader and includes disclosure requirements for such items as the use of biosafety level 2 and 3 organisms, safety and health information for emergency responders, and certification of compliance with safe laboratory practices.

Miles, Inc. is the largest biotech company in Berkeley. The Development Agreement which they recently signed with the City (which will allow them to pursue a 30 year development program) contains a number of measures to both reduce the risk of biologically hazardous material, and to increase community awareness about the topic. Miles' Waste Reduction program applies to biohazardous material as well as other hazardous material, a requirement which goes beyond current California law. Similarly, Miles' Risk Communication program incorporates material about biohazards as well as "conventional" hazardous material.

The State of California adopted the 1991 Medical Waste Management Act. The Act regulates the generation, transportation, disposal, and treatment of medical wastes. Medical waste generators include medical and dental offices, clinics, hospitals, laboratories of all types, veterinary treatment facilities, and pet shops. The state's expectation was that local "Administering Agencies" such as the City of Berkeley would administer the Act's regulations. However, upon reviewing the costs of administration and the state's proposed fee structure, the City decided not to assume responsibility for the program. This decision was also made by a majority of the other administering agencies in the state.

D. Soil and Groundwater Contamination

1. Existing Conditions

Soil and groundwater contamination can occur if hazardous materials (or biohazardous materials) are not handled safely. Such contamination can be caused by incidents, such as a spill of materials. It can also result from losses of material during operation of a facility. Leaks from underground tanks have been a particularly common source of contamination. Typically, contamination is a site by site issue, but if contaminants have leaked into the groundwater there can be "plumes" of contaminants to neighboring properties. Soil and groundwater contamination is more dispersed throughout Berkeley than some other environmental problems. Of the properties in Berkeley

known to have experienced underground tank leaks, less than half are in West Berkeley. These leaks occurred at a great variety of types of uses—manufacturers, gas stations, auto repair facilities, private and University-related laboratories, apartment buildings (out of heating fuel tanks), and other types of sites.

2. Regulatory Framework

Like other environmental arenas, soil and groundwater contamination is subject to both state and local regulation. The California Health and Safety Code sets out the basic requirements that all underground tanks be registered, that permits be obtained before they are installed, and that they meet construction and operating standards. The Uniform Fire Code—which the City of Berkeley adopts as its own Fire Code—also includes provisions concerning fire safe fuel storage and tank installation. The Regional Water Quality Control Board is responsible for monitoring the cleanup of hazardous materials that have contaminated groundwater. The State Department of Health Services is responsible for approving soil remediation goals, and thus has overlapping jurisdiction with the Regional Board. Once contamination is detected, soils and groundwater must be remediated before sites can be released for further use.

The City's Toxics and Pollution Prevention Program acts as lead agency and administering agency for the Regional Board, and therefore oversees granting of permits, monitoring of conditions, tank removal, and release investigations. However, closure—regulatory signoff than work is completed—on sites with hazardous wastes is handled by Alameda County rather than the City of Berkeley.

E. Air Quality

1. Existing Conditions

While environmental problems related to hazardous materials are site specific, air quality problems tend to spread across multiple sites. Depending on the source of air pollutants, and the particular pollutant being emitted, the problem may spread over a greater or lesser area. Unlike some parts of the Bay Area, air quality in Berkeley meets clean air standards almost every day of the year.

Transportation is the greatest source of air quality problems in the Bay Area. Over half of the background concentration of toxic air contaminants in the Bay Area comes from motor vehicles (cars, trucks, and other vehicles). Motor vehicle emissions account for 83% of ambient carbon monoxide, 43% of human-caused reactive organic gases (gases which react with nitrogen oxide in sunlight to form dangerous low level ozone), and 56% of nitrogen oxides. The remainder come from a variety of stationary sources, notably fuel combustion by utilities, manufacturers, and households. Use of paints, solvents, and chemicals, in manufacturing, business, and household situations also contributes. The most severe problem in the Bay Area (although relatively mild by large metropolitan area standards) is ozone in photochemical smog. Particulate matter has also become an increasing concern. West Berkeley's foremost local air pollution problem—likely to get worse with worsening traffic conditions— is Interstate 80. There are also other major roads and some major manufacturers contributing to pollution problems.

2. Regulatory Framework

Authority to regulate air pollution descends from the federal government to the state government to regional agencies. In California, the California Air Resources Board coordinates and oversees both the Federal and State air pollution control programs. These are implemented through regional districts. In West Berkeley, the Bay Area Air Quality Management District (BAAQMD) is responsible for both air quality planning and enforcement. The District has recently adopted a Clean Air Plan which includes a number of Transportation Control Measures and controls on stationary sources in an effort to bring the Bay Area as close as possible to 100% attainment of state pollution standards. Specifically, the Plan seeks to reduce per capita exposure to pollutant levels above the state standards by 50% by 1994 and by 75% by 1997 (it should be noted that inland valleys, San Jose, and Vallejo are more likely to have excessive pollutant levels than the East Bay). For air emissions compliance, the District has a full-time Berkeley inspector, and the Toxics Program maintains a reciprocal referral and monitoring system with BAAQMD for responding to air quality complaints.[1]

BAAQMD has enacted on a regulation which would require every employer of over 100 people in the region to develop measures to increase "Average Vehicle Ridership"—to increase the number of people who commute by transit, carpool, bicycle, and other "alternative" means. The City could accept "delegation" of authority from BAAQMD to implement this Program, but has chosen not to do so at this time. The City's Trip Reduction Ordinance complements this regulation. It requires—among other provisions—that employers designate a commute coordinator and provide information about alternatives to driving alone to their employees (see the Transportation Element)

[1] In addition, at this time—October, 1993—the Mayor of Berkeley, Loni Hancock, sits on the Air Quality District Board.

F. Noise

1. Existing Conditions

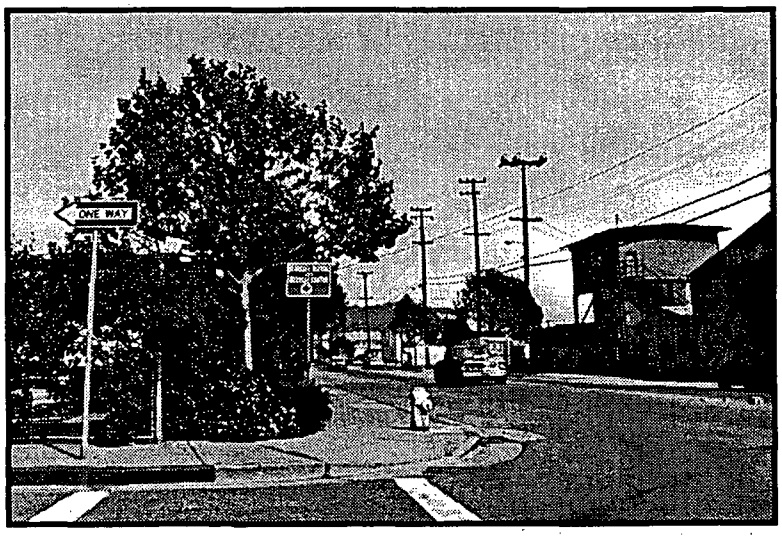
Like air quality, noise is a problem of contamination of the ambient environment, in this case by excessively loud sound. Noise can be a problem in the outdoor environment, for those who work and/or play there. Noise can also enter the indoor environment, although some measures can be taken to reduce noise impacts on indoor places.

According to environmental studies, the primary source of noise in West Berkeley is auto and truck traffic on major roads. Typically, this noise will most impact the first row of buildings along the street, which attenuate (lessen) the impact for people in buildings behind them. However, a major highway like I-80 has literally far-reaching noise impacts. Another noise source is the Southern Pacific railroad line, which currently accommodates some 36 trains per day (2 direction total). A secondary noise source is from various industrial operations.

Noise is difficult to measure, because it not only varies from place to place, but also from time to time. The *West Berkeley Plan* Environmental Impact Report projects noise contours—areas where overall noise levels are likely to exceed 60 decibels. 60 decibels is the level the 1977 *Master Plan* sets as a generally acceptable level. The EIR indicates that noise is likely to be higher on major travel corridors, and generally from 4th St. west, due to the impact of freeway noise. Aquatic Park is one of the more heavily noise-impacted sites in Berkeley, although this should improve somewhat with the construction of soundwall along I-80 near the park.

2. Regulatory Framework

Noise is one of the few environmental areas where regulation is almost completely local. The City's Noise Ordinance—last amended in 1982—sets limits for permissible noise levels during the day and night according to the zoning of an area. Residential zones have quieter standards than industrial or commercial zones, but the Ordinance does not recognize residents living in non-residential zones. However, if ambient noise—the general level of noise in an area—exceeds the standard, that ambient noise level becomes the allowable noise level. The Ordinance is widely viewed as both inadequate and hard to enforce, therefore the Health Department is in the process of documenting the current state of Berkeley noise problems as a prelude to revising the Noise Ordinance.



III. Goals and Policies

A. Community Awareness and the Regulatory Process

Goal 1:

Improve the efficiency, coordination and effectiveness of environmental review and regulation, and provide recognition and reward to firms which exceed environmental standards.

Rationale:

The West Berkeley community—residents, businesses, environmentalists and others—seek to improve the existing local environmental review and regulation process. All parties seek a more "transparent" and understandable process. Environmentalists seek to assure that environmental information will be accessible, that there will be citizen participation in the policy-making process, and that any new users of hazardous materials will be carefully reviewed. Businesses seek to assure that regulation will not be so onerous as to threaten business viability, and that regulatory requirements are not duplicated or conflicting. All sectors of the community recognize the need to improve preparedness for environmental emergency, compliance with environmental law, enforcement, and clean up efforts. They also acknowledge the value of recognizing and rewarding those firms which exceed environmental standards or otherwise undertake extraordinary environmental efforts.

Policies

1.1 Provide environmental information which is accessible to the community and in a central location, through a coordinated staff effort.

1.2 Coordinate environmental regulation, both within the City of Berkeley, and with County, regional, state, and federal agencies, to avoid duplicative and unnecessary efforts by regulators and businesses, while meeting environmental standards.

1.3 Increase[1] citizen participation in environmental policymaking, in coordination with City staff programs.

1.4 Increase preparedness for environmental emergencies, utilizing existing neighborhood organizations and watch groups, as well as other resources.

1.5 Retrofit seismically unsafe buildings.

1.6 Avoid the establishment of new uses which pose unmitigable environmental hazards (see Permitted and Prohibited Uses in Land Use Element).

1.7 Require new uses to demonstrate an ability to meet applicable environmental laws and standards.

[1] In this document, the terms "increase", "reduce," or "enhance" mean (unless otherwise specified) increase, reduce, etc. from 1990-91 levels.

~~1.8 Enforce new and existing environmental laws in coordination with non-City regulatory agencies.~~

~~1.9 Assist existing manufacturers (and other businesses and institutions) to achieve compliance with environmental standards.~~

~~1.10 Require businesses which close or leave Berkeley to clean up contaminated sites, as mandated by State law.~~

~~1.11 Recognize and reward those companies which exceed City of Berkeley or regional environmental standards, or undertake other extraordinary environmental efforts.~~

~~*B. Hazardous Materials*~~

~~*Goal 2:*~~

~~*Reduce the generation of, importing importing into West Berkeley, transportation, use, storage, and disposal of all hazardous material/hazardous waste.*~~

~~Rationale:~~

~~It is in the interest of all West Berkeley stakeholders to see that the transport, use, and disposal of hazardous materials is minimized. Recognizing this, an increasing number of West Berkeley industries have indeed sought to minimize or eliminate the use of hazardous materials, or to use materials with a lower level of hazard. They have done so because it is increasingly expensive to handle and dispose of hazardous waste, and because there is an increasing market for products produced in an environmentally sound manner. Nevertheless, there are many firms and research organizations—large and small—which still must use hazardous materials for producing goods or providing services. Although on a much smaller scale, ordinary households use hazardous materials. Given these realities, and given the close proximity of industrial, laboratory, and residential uses in West Berkeley, the effective regulation of hazardous materials and waste is critical.~~

~~*Policies*~~

~~2.1 Reduce to the greatest feasible extent the amount and/or hazard intensity of hazardous materials and hazardous waste imported into West Berkeley, transported through West Berkeley, used or stored in West Berkeley and disposed of by West Berkeley businesses, institutions, and households.~~

~~2.2 Promote risk management and communication~~

~~2.3 Promote hazardous waste reduction and recycling~~

C. Biohazardous Materials

Goal 3:

Assure that biohazardous materials are appropriately regulated, by the City or other agencies.

Rationale:

Biohazardous materials—even more than other environmental problems—are regulated by complex network of agencies at various levels of government. The City should work to assure both that regulation covers important issues, and that businesses are not subject to unnecessary and repetitive regulation.

Policies:

3.1 Implement the City's new biohazards amendments to the Hazardous Materials Disclosure Ordinance

3.2 Coordinate City regulatory action with other agencies.

D. Soil and Groundwater Contamination

Goal 4:

Decrease the level of contamination in West Berkeley soils and groundwater.

Rationale:

The degree to which soils and groundwater in West Berkeley are contaminated is not fully understood at present. Unfortunately, there have been cases of contamination, the apparent result of decades when industrial, commercial, and even residential environmental practices were less than careful. Nonetheless, increased disclosure requirements, inspections, and enforcement efforts can both provide information about conditions and improve the conditions.

Policies

4.1 Increase contaminated site clean up efforts

E. Air Quality

Goal 5:

Enhance air quality in West Berkeley

Rationale:

Air quality in the East Bay (as measured by state standards) has been generally good in recent years. Nevertheless, the I-80 Freeway, and to a lesser extent industrial sources, continue to be significant sources of air pollution. Some air emissions are actually

or potentially hazardous to health, while others are not, but result in unpleasant odors. By working— along with the Bay Area Air Quality Management District—for trip reduction, and improvements in industrial emissions, air quality in West Berkeley can continue to improve.

Policies

5.1 Improve communication and coordinate responsibilities for assistance, enforcement, and complaint response with the BAAQMD.

5.2 Reduce existing traffic and adequately mitigate the impact of future traffic (see Transportation Element)

5.3 Regulate the use of ozone depleting compounds.

5.4 Promote risk management and communication practices.

5.5 Reduce the importing, transportation, use and storage of materials which will become airborne hazardous waste.

5.6 Avoid the establishment of new uses which would create unmitigable odors in residential districts.

5.7 Institute tree planting as an anti-pollution measure (see Physical Form Element for Implementation Measures)

F. Noise

Goal 6:

Reduce irritating noise by mitigating existing noise conflicts and preventing the development of future noise conflicts.

Rationale:

There are many quiet times in West Berkeley, yet the area is also often subject to freeway and highway noise, railroad noise, and industrial noise, along with other ambient urban noise. However, there are many measures which can be taken to reduce the amount that noise impinges on "sensitive receptors" such as residents. Separating industrial and residential uses to prevent the creation of additional noise conflicts.

Policies

6.1 To the extent feasible, separate noise emitters from sensitive receptors (see Buffer Standards in Land Use Element.)

6.2 Develop performance standards for new uses (see Performance Standards in Land Use Element).

6.3 Investigate problem noise sources and develop appropriate solutions through negotiation or enforcement.

~~6.4 Regulate truck circulation. (see Transportation Element for Implementation Measures)~~

~~6.5 Construct sound walls around freeways where feasible.~~

~~*Goal 7:*~~

~~*Support and increase the recycling of a broad range of materials.*~~

~~Rationale:~~

~~Berkeley has historically been a leader in recycling activity, and West Berkeley has historically been a location for recycling businesses. Recycling of discarded materials such as glass, paper, metals, plant debris, and construction materials is more important than ever, to help us towards a sustainable economy, to help preserve resources, and to fulfill local, State, and Federal mandates.~~

~~These issues are discussed in detail in the Source Reduction and Reduction Element, by the City to fulfill the requirements of the California Integrated Waste Management Act of 1989 and subsequent amendments.~~

~~West Berkeley is the Berkeley portion of the Oakland-Berkeley Recycled Materials Development Zone (RMDZ), a state designated zone where businesses are encouraged and assisted to use recycled materials in producing products. In this way, recycling of materials can support the goals of the Plan to retain and attract manufacturers.~~

~~*Policies:*~~

~~7.1 Support the growth of businesses using recycled materials in the West Berkeley RMDZ. Assist existing manufacturers and other businesses to convert to recycled materials in their production processes, and attract new businesses that use recycled materials.~~

~~7.2 To the extent feasible, and consistent with other land use goals, provide locations for recycling businesses in West Berkeley.~~

~~7.3 Implement citywide recycling programs in West Berkeley.~~

~~7.4 Encourage local businesses to use products — especially locally-made products — made from recycled materials, such as packaging, office supplies, and construction and landscaping materials.~~

IV. Implementation Measures

A. Implementation Programs

General Programs:

1. Centralize and coordinate environmental information—using measures such as an improved software program—through the Emergency & Toxics Management Office, Office of Special Community Services. This will provide Community Right to Know information.

Goals and Policies Implemented: Goal 1, Policy 1

Responsibility: Emergency & Toxics Management Office

Funding/Status: Ongoing operations

2. Develop and implement work program for the Community Environmental Advisory Commission.

Goals and Policies Implemented: Goal 1, Policy 3

Responsibility: Emergency & Toxics Management Office

Funding/Status: Ongoing operations

Hazardous and Biohazardous Materials Programs

3. Revise and resubmit to state Citywide Chemical Emergency Response Plan.

Goals and Policies Implemented: Goal 1, Policy 4

Responsibility: Toxics & Pollution Prevention Program

Funding/Status: 1991-92 Work Program—Completed

4. Provide risk management and communication program assistance to manufacturers and other businesses.

Goals and Policies Implemented: Goal 2, Policy 2

Responsibility: Emergency & Toxics Management Office

Funding/Status: Ongoing operations

5. Work with businesses to improve existing odor problems.

Goals and Policies Implemented: Goal 5

Responsibility: Emergency & Toxics Management Office; Community Development Department

Funding/Status: Ongoing operations

Air Quality Programs

6. Continue to review new and expanded uses for odorous potential.

Goals and Policies Implemented: Goal 5, Policy 6

Responsibility: City Planning Department

Funding/Status: Ongoing City operations, project applicants fees.

Recycling Programs

7. Provide assistance to businesses through the Recycling Market Development Zone (RMDZ)

Goals and Policies Implemented: Goal 7, Policies 1-4

Responsibility: RMDZ Program (jointly funded by Cities of Oakland and Berkeley)

Funding/Status: Ongoing Implementation

B. Projects

1. Map source sites and groundwater contamination plumes.

Goals and Policies Implemented: Goal 3, Policy 2

Responsibility: Emergency & Toxics Management Office

Funding/Status: 1994-95 Work Program

2. Construct acoustic berm along western edge of Aquatic Park, as recommended in Aquatic Park Master Plan.

Goals and Policies Implemented: Goal 6, Policy 5

Responsibility: Public Works Department (Parks/Marina Division)

Funding/Status: Caltrans to fund, design not yet finalized

C. Ordinance and Regulatory Changes to Implement Element

Hazardous Materials Ordinances

1. Implement 1991 Hazardous Material Importation Regulation Act.

Goals and Policies Implemented: Goal 2, Policy 1

Responsibility: Emergency & Toxics Management Office

Funding/Status: Ongoing operations—to be reviewed in *Hazardous Waste Management Plan*

2. Create a hazard ranking system for use in charging fees and evaluating Use Permits

Goals and Policies Implemented: Goal 1, Goal 2; Policies 1.2, 1.6, 1.7, 2.1,2.2

Responsibility: Emergency & Toxics Management Office

Funding/Status: To be developed in Fiscal Year 1993-94, in conjunction with rezoning of West Berkeley

3. Develop and implement standard Use Permit conditions for hazardous waste hauling in West Berkeley.

Goals and Policies Implemented: Goal 2, Policy 1

Responsibility: City Planning Department, Emergency & Toxics Management Office, Public Works Department (Traffic Engineer)

Funding/Status: Will be developed with Hazard Ranking System

4. Adopt requirement for pollution prevention planning (proposed in the Petris bill) to reduce hazardous waste generation and encourage hazardous waste recycling.

Goals and Policies Implemented: Goal 2, Policy 1

Responsibility: Emergency & Toxics Management Office

Funding/Status: Business/Generator fees (potential)

Soil and Groundwater Ordinances and Regulations

5. Implement Non-Point Discharge Program which regulates runoff of water into storm sewers and Bay.

Goals and Policies Implemented: Goal 3, Policy 1

Responsibility: Public Works (Engineering) with Emergency & Toxics Management Office

Funding/Status: Being implemented using business Fees

Air Quality Ordinances and Regulations

6. Work with Bay Area Air Quality Management District to assure that BAAQMD Clean Air Plan Transportation Control Measures and Stationary Source Control Measures are implemented in a fair and effective manner.

Goals and Policies Implemented: Goal 5, Policies 1,2

Responsibility: City Planning Department, with Community Development Department

Funding/Status: Ongoing operations.

7. Implement ozone depletion Ordinance through preparation of self- enforcement and waiver materials.

Goals and Policies Implemented: Goal 5, Policy 3

Responsibility: Emergency & Toxics Management Office

Funding/Status: Implementation Program submittal to Council 2/92—numerous CFC inspections already conducted.

Noise Ordinances

8. Revision of Noise Ordinance

Goals and Policies Implemented: Goal 6, Policies 1 and 2

Responsibility: Health & Human Services Dept.

Funding/Status: To be completed mid-1994

~~9. Improve the consideration of noise in Use Permit decisions—particularly for new residential or industrial uses—by measures such as performance standards, standard Use Permit conditions, or other appropriate mechanisms.~~

~~*Goals and Policies Implemented:* Goal 6, Policy 2~~

~~*Responsibility:* City Planning Department~~

~~*Funding/Status:* To be included in rezoning of West Berkeley~~

~~D. Studies~~

~~General Studies~~

~~1. Review benefits and drawbacks, including potential to jeopardize companies' existence (see Economic Development Element, Policy 1.1) in Berkeley, from requirements for increased public notification for environmental review, particularly when related to hazardous materials.~~

~~*Goals and Policies Implemented:* Goal 1, Policies 2,3~~

~~*Responsibility:* Emergency & Toxics Management Office with City Planning Department~~

~~*Funding/Status:* Source not yet identified~~

~~2. Study possibility of extending tax credits or other incentives for pollution prevention, source and toxic use reduction.~~

~~*Goals and Policies Implemented:* Goal 1, Policies 9,11~~

~~*Responsibility:* Emergency & Toxics Management Office with Community Development Dept.~~

~~*Funding/Status:* Source not yet determined~~

~~Hazardous Materials Studies~~

~~3. Research more comprehensive Hazardous Materials Transportation Ordinance, to extend regulation beyond BART right-of-way.~~

~~*Goals and Policies Implemented:* Goal 2, Policy 1~~

~~*Responsibility:* Fire Department, with City Planning Department, Public Works Department (Traffic /Engineer)~~

~~*Funding/Status:* Source not yet identified~~

~~4. Research a mandatory commercial hazardous waste recycling Ordinance, including costs to Berkeley businesses and effects on their competitiveness.~~

~~*Goals and Policies Implemented:* Goal 2, Policy 3~~

~~*Responsibility:* Toxics and Pollution Prevention Program~~

~~*Funding/Status:* Source not yet identified~~

Noise Studies

5. Identify sources of night noise, and develop appropriate mitigations when possible.

Goals and Policies Implemented: Goal 6, Policy 3

Responsibility: Health & Human Services Dept. with City Planning Dept., Community Development Department

Funding/Status: Source not yet identified

4

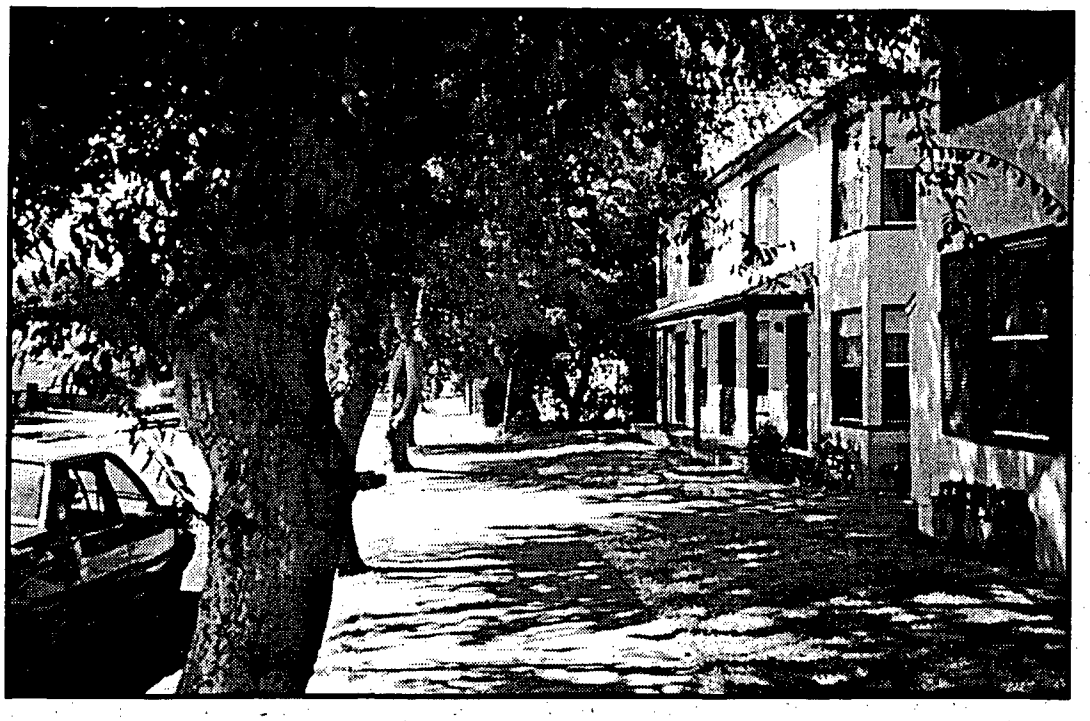
Physical Form

I. Strategic Statement

West Berkeley is a unique urban environment within Berkeley (and indeed the East Bay). West Berkeley's built environment encompasses Berkeley's widest range of building and site types—from massive "heavy" industries to single family houses on small lots. It encompasses an equally wide range of building dates—from the 1870's to the 1990's—the result of a virtually continuous process of building and rebuilding. West Berkeley's built form is the product of decades of additions and subtractions, not of the vision of single developer. This incrementally achieved richness should be conserved and improved as West Berkeley continues to evolve.

West Berkeley is home to striking industrial architecture, historic Victorian homes, and urbane new commercial buildings, as well as purely utilitarian structures and highway-oriented "strips". Industrial West Berkeley's bold forms and sharp edges communicate a message of motion and machine force. Large low buildings on large sites give a valuable sense of (relative) openness in industrial areas. By contrast, the dense weave of smaller structures in mixed use areas convey the sense of a busy workshop. The parks of West Berkeley—despite their deficiencies—are key open spaces softening the environment.

The *West Berkeley Plan's* design and physical form policies accept and celebrate this diversity of form and use, while recognizing that design can be improved within any given use type and geographic area. On the physical level, the Plan seeks to integrate historic preservation and urban design policies, not treat the two as separate issue areas. On the functional level, the Plan's and the Element's policies seek to continue and accentuate West Berkeley's history as a successful multi-ethnic, multiracial, industrially-based community. The *West Berkeley Plan's* design and historic policies and programs thus seek to preserve the historic and urban character of West Berkeley in the context of—not in opposition to—its land use and economic development goals. The Plan's premise is that the character of West Berkeley is the product of West Berkeley's buildings and landscapes, the activities carried on in and around the buildings and landscapes, and the people who live and work here. Thus, the whole Plan—not just this Element is broadly



"preservationist," and clearly in contrast with the development path some Bay Area communities have chosen.

Yet West Berkeley's urban landscape can be made better—more welcoming of walkers and bicyclists, more gentle with trees and landscaping. The area does suffer from certain problems in the built environment—from pedestrian-unfriendly commercial areas, from unmarked gateways to the area which weaken its sense of place, from overly harsh transitions between different types of areas, and from underutilized parks. Moreover, while the great majority of West Berkeley buildings will remain over the course of the Plan period, some new ones will be added, and some old ones subtracted, and these changes must be integrated as much as possible into the West Berkeley urban environment. These Plan policies therefore seek to further define and develop the urban form of all parts of West Berkeley, to highlight West Berkeley's historic character, revitalize its parks, organize its commercial corridors, intensify the use of commercial nodes while making them more pleasant for pedestrians, and to improve the design of new industrial, commercial, and residential buildings.

II. Background

A. West Berkeley's History

West Berkeley's history is intertwined with, yet clearly a quite distinct part of, the broader history of Berkeley in the Bay Area. West Berkeley originated as the community of Ocean View, separated by miles of fields from the Campus-based community of "Berkeley." Oceanview and then West Berkeley was a working class community whose residents held jobs in local factories, while "uptown" Berkeley was dominated by academics and professionals. By the end of the 19th century, West Berkeley was a predominantly immigrant community, but native born Whites dominated most of the rest of Berkeley until World War II. Even today, the residents, jobs, and buildings of West Berkeley are distinctive within Berkeley. Thus West Berkeley's history demonstrates both tension with and participation in the broader city of Berkeley.

The periods of West Berkeley's history and development might very roughly be divided into 6 major periods:

1) 1853-1878—Pre-incorporation—Initial Settlement of Ocean View

2) 1878-1906—"Nineteenth Century" Development;

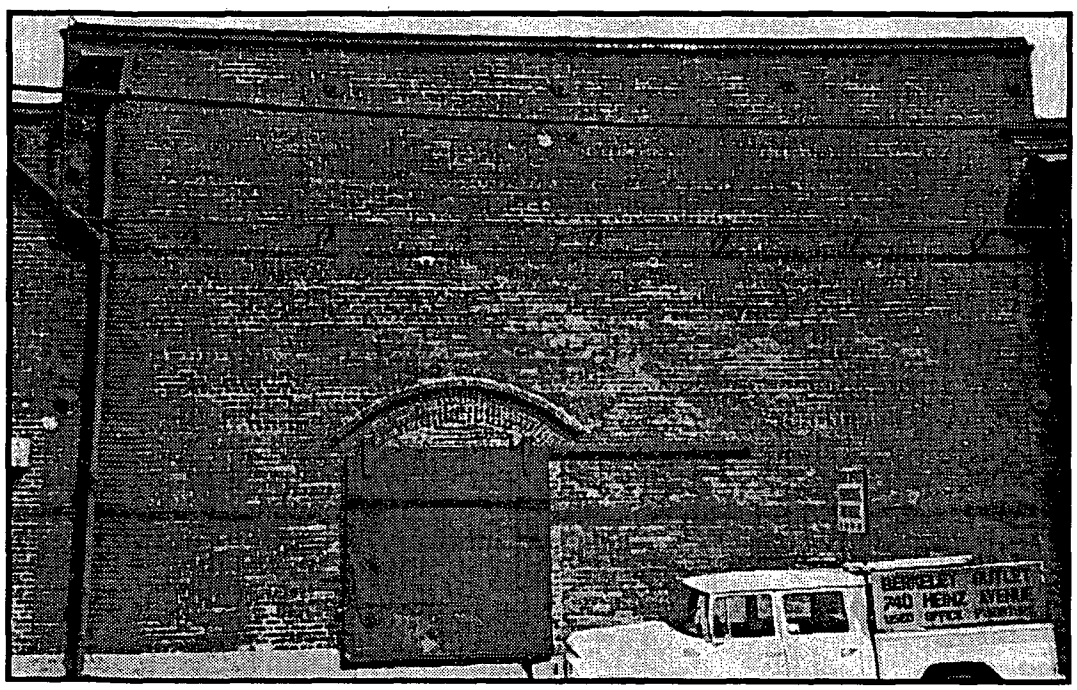
3) 1906-1941—Twentieth Century Growth;

4) 1941-1945—World War II Boom

5) 1946-1978—Post-War Stability and Decline;

6) 1979-____Contemporary Restructuring and Resurgence

This section will outline key social, political, and architectural developments in each period.



1. 1853-1878—Pre-Incorporation—Initial Settlement of Ocean View

San Francisco was already an "instant city" of at least 50,000, and Oakland a budding town when Oceanview's first American settlers arrived in 1853. Jacob's Wharf, established in 1853 near the foot of Delaware St. was the port of entry into the community. It was quickly followed by an inn, a grocery store, and a school (at the Franklin School site). Ocean View in this period developed primarily in the area between (current) Delaware St. and University Ave. It served as an agricultural and industrial (and commercial) center, supplying San Francisco and Oakland. In 1860, the area reported 69 residents, most of them working on area farms. By 1874, there was a horsedrawn stage connecting Ocean View and Berkeley.

Ocean View was also an industrial center virtually from its beginning. The first factory—the Pioneer Starch and Grist Mill—opened in 1855. It would be joined by enterprises such as a soap plant and a gunpowder maker. Industrial development got further boosts with the 1876 development of a "shoreline railroad" (the current SP mainline) and of gas mains in 1877 (well before central Berkeley got this service).

Few structures from this era remain. One which does is Higgins' Grocery at 834 Delaware—a simple 2 story redwood building which originally served as both inn and grocery store. The storefront now occupied by the Carpet Center (875 University) dates from an 1875 commercial development.

2. 1878-1906—"Nineteenth Century" Development

Oceanview's decision in 1878 to jointly incorporate as a city with Campus-based Berkeley (which was also then unincorporated) would profoundly shape its history. It

may seem odd that Ocean View chose to incorporate with another community with clearly different residents some 2 miles away. In the 1870's—before electric trolleys or automobiles linked the two areas the separation was substantial. The communities decided to join forces in part because they both feared being absorbed into Oakland, which was seeking to annex the area. Community leaders also sought improved water service, sewers, and law enforcement. However, the joint incorporation initiated an era in which East and West Berkeley fought over how taxes should be levied and used, where City Hall should be located, and to what extent alcohol should be regulated. East Berkeleyans attempted to impose local prohibition on Berkeley in 1899, and were successful in doing so in 1909 (ultimately the prohibition grew so stringent that Oakland grocery stories could not deliver alcohol to Berkeley customers). The City Hall building, for example, was physically moved several times until settling in its current Downtown location, considered to be "neutral" territory between East and West.

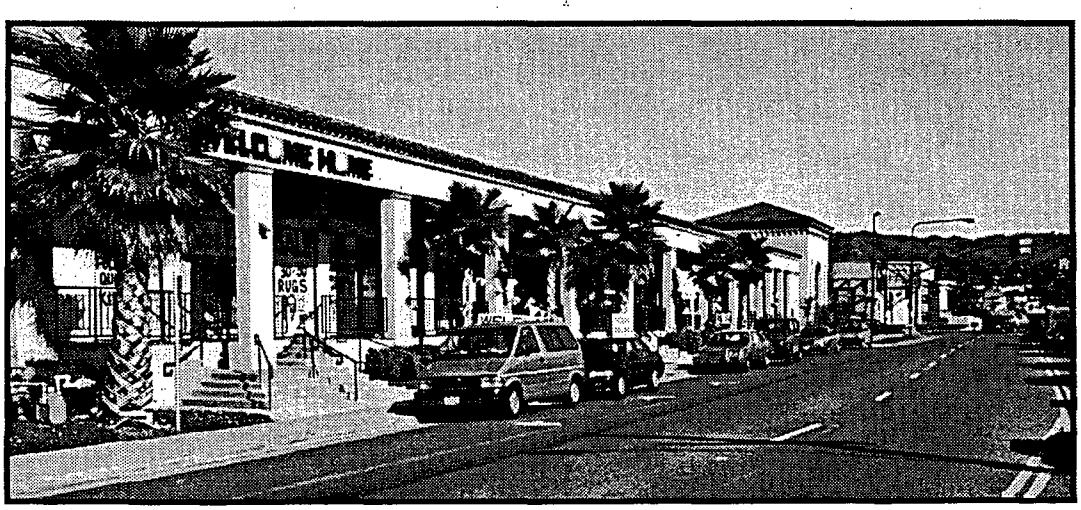
West Berkeley's economic development accelerated in this period, as its industrial life came increasingly to overshadow (but not completely eliminate) its agricultural life. Improved transportation was a significant factor—the building of a railroad station in 1878 at Delaware St. (which would later be joined by Corbin Station north of Gilman) was an important stimulus. Even more important was the 1891 opening of an electric trolley line on San Pablo Ave., followed by a line on 9th St. (the reason for that street's great width). 1891 also saw the inauguration of trolley service on University Ave., but east-west routes were never as important to West Berkeley as north-south ones. New and expanded enterprises included a lumber yard with a pier 1/3 of a mile long for shipping lumber, the Manassee Tannery, and a cement works. By the end of the period, Cutter Labs and California Ink (now Flint Ink) had begun to establish their manufacturing on their current sites. A very few other West Berkeley businesses can trace their origins to this era—Spenger's began frying fish (at its current location) in the late 1880's.

West Berkeley's population grew with its economy. By 1900, the area's population had reached 1,544, or about 12% of the city's 13,000+ population (West Berkeley today represents 7% of Berkeley's population). In that year, for the first time, a majority of the West Berkeley population was foreign born—including Finns, other Scandinavians, and Germans. Just as today West Berkeley has the city's most diverse population, it was in the late 19th and early 20th Century the center of the foreign-born population.

Incorporation was thus followed by both residential and industrial growth. In 1874, the Berkeley Land Title and Improvement Association was formed to sell lots in West Berkeley, but the promotion had little success until 1878. But the succeeding years saw a proliferation of Victorian cottages, as well as a few grander structures. One modest cottage is the Italianite 2105 5th, erected in 1886. Twin to its southerly neighbor, in the 1890's it housed Thomas F. Dowd, an English immigrant framemaker and Berkeley town trustee from the 6th Ward. 5th St., 6th St., and the block of Delaware between 5th and 6th are particularly rich in homes from this era. Perhaps the grandest structure of the era is the currently abandoned Niehaus House at 7th & Channing. Built in 1889 on a lot originally incorporating a full block, the flamboyant woodwork advertised the products of Niehaus' planing mill a few blocks away. The late 19th Century also generated the Gothic spires of St. Procopius' Church at 8th & Hearst, and Church of the Good Shepherd at 9th & Hearst. Changing technological needs has all but eliminated factory buildings from the period, although there are some remaining portions from California Ink's original plant.

3. 1906-1941: 20th Century Growth

West Berkeley became an integral industrial and residential part of the Bay Area metropolis in the early 20th Century. As noted above, the early 20th Century saw growth in West Berkeley even before the 1906 earthquake. Expanding industries were relocating from San Francisco to the East Bay shore, with Standard Oil's development of a "new town" of Richmond being the most spectacular example. But the 1906 San Francisco earthquake and fire spurred greatly accelerated economic and population growth. Berkeley's population more than tripled between 1900 and 1910, from approximately 13,000 to some 40,000, making it one of the fastest growing cities in the country (no



~~separate figures are available for West Berkeley, but numerous houses were built here in this period). Berkeley was the region's booming fringe suburb. Over 30 factories were constructed in Berkeley in the 3 months after the earthquake (Macaulay Foundry is one example). The Census of Manufactures found 84 factories in 1909.~~

~~Rapid although somewhat slowed growth continued between 1910 and 1930. Berkeley's population doubled again by 1930 to 82,000, when West Berkeley reached 5,900. By 1929, there were 173 manufacturers with some 3,400 production workers (the available employment statistic). It was in this era that national manufacturers such as Colgate, Heinz, and Durkee Foods established their California branches in Berkeley (earlier firms were usually locally based).~~

~~Many of the buildings of this era remain today. The added factories filled what was then the waterfront (well east of today's shoreline) and blocks along railroad tracks and spurs. The Pfister Knitting (1906), Kawneer (1913), and Heinz Buildings (1929) are all landmark-designated examples of the industrial growth of the era. The area west of 7th St. between Dwight and Heinz—the Plan's Mixed Manufacturing District—was first developed in this era as "an early industrial park". Although residential growth was somewhat scattered, and not in large scale tracts, 1900-1910 saw substantial development in the University-Dwight and Grayson- Heinz areas. By the 1920's homebuilding had moved north and become more systematic—19 of the 25 houses on assessor's block 2125 (9th-10th, Virginia- Cedar) were built between 1919 and 1928. Hundreds of these "workingmen's homes" from these decades survive in West Berkeley, forming the fabric of most of residential West Berkeley. 2515-27 10th St., for example, is an intact group of "Mission cottages" built between 1925 and 1935. Yet not all were owner-occupied: the 1940 Census found virtually an even split between owners and renters in West Berkeley.~~

~~Socially, West Berkeley was dominated by White working class immigrants, but not by any one nationality. Over time, Italians and Mexicans (counted as White in the 1940 Census) joined the Finns and Northern Europeans who dominated earlier. However, the Non-White population in 1940 was less than 3% of West Berkeley's total.~~

~~Some of the Finns gathered at Finn Hall at 1819 10th St., later known as Finnish Comrades Hall, after non-communist Finns split and established another hall. Others worshipped at the Finnish Evangelical Lutheran Church on Channing between 8th and 9th. Another kind of gathering place were the backyard public saunas which some Finns established in this pre-zoning era. Finns would later play an important role in founding the Berkeley Coop grocery.~~

~~Yet while all parts of Berkeley benefited (in that era's perception) from growth, political issues remained between West and East Berkeley. West Berkeley made a serious, though unsuccessful attempt to secede from Berkeley in 1908. One major reason for the effort was its incorporation in the "reform" City Charter of 1909 of a complete prohibition on bars and alcohol sales in Berkeley, more than a decade before national prohibition. The new Charter also replaced 7 ward representatives on the City Council with 5 at large ones. Even as the Charter was approved by voters Citywide, West Berkeleyans voted it down. Political differences were again highlighted in 1911, when Socialist J. Stitt Wilson was elected Mayor on the strength of winning every precinct west of Shattuck Ave.~~

~~The Depression of the 1930's reversed industrial growth—production employment in manufacturing shrank. But to compensate for the economic slowdown, the federal government sponsored many important public projects. Aquatic Park was created this way, as was the Eastshore Highway and the Ashby Ave. extension and University Ave. overpass which accessed it.~~

~~4. 1941-45—World War II Boom~~

~~World War II was a critical event in the Bay Area generally, and West Berkeley specifically. The War vastly increased the population of the Bay Area, brought large numbers of African-Americans to the region for the first time, and greatly strengthened its industrial base. West Berkeley participated in this boom as an integral part of an East Bay industrial belt now stretching virtually unbroken from East Oakland to Richmond. Berkeley, however, did not suffer the massive overcrowding and strain on public facilities that plagued mushrooming cities such as Richmond and Vallejo. A new "Shoreline Railway" from West Oakland to the Richmond shipyards was opened, using recycled New York City elevated train cars to carry its passengers. The War resulted in the development of the last undeveloped areas of West Berkeley—generally north of Gilman St. and around the newly extended (to the Eastshore Highway) Ashby Ave., where Potter Creek was still open.~~

~~The War produced instant industrial and residential growth in West Berkeley. The building which now houses Weatherford BMW at the foot of Potter St. was built in 1942 by the U.S. Navy as a foundry making parts for the Richmond shipyards. Other already established industries—such as Pacific Steel Castings and Berkeley Steel Construction (now Berkeley Forge & Tool) near 2nd and Gilman—expanded dramatically to meet wartime needs. West Berkeley's manufacturers generally boomed on the strength of wartime orders.~~

West Berkeley's population jumped from 6,100 in 1940 to over 8,200 in 1944, with much of the gain being in Codornices Village [1], wartime housing adjacent to Albany Village. The war's presence was also felt at 9th & Ashby, where Camp Ashby was established as a training site for Black soldiers in their segregated units. More permanently, the War established West Berkeley's first large African-American community. West Berkeley's 1940 population was only 2% Black, and still had substantial contingents of "foreign born Whites", especially Italians, Mexicans, and Finns. Codornices Village where many of the blacks lived was originally to be closed to blacks (as many wartime projects were). However, pressure from the Berkeley Interracial Committee, backed by Governor Earl Warren, opened it to them. Blacks faced equally difficult conditions in the private housing market, where then legal restrictive covenants prevented blacks from buying, and many landlords openly discriminated against black would-be renters. By 1950, the area was 30% Black, a proportion it has more than maintained ever since.

5. 1945-1978—Post War Stability and Decline

The post-war era brought stability to West Berkeley manufacturing, but change to its population. West Berkeley was now a mature area—not part of the (then) declining regional core, but certainly no longer on the suburban fringe. Manufacturing employment and (real dollar) value added would continue to rise through the Census of Manufactures of 1972. There was substantial industrial building in the late 1940's and 1950's, though by the 1960's construction had declined. West Berkeley's residential population became increasingly African-American, with a Black majority found in 1970 and 1980. In this period, the City Council (and some others) increasingly perceived West Berkeley as blighted and in need of redevelopment, occasioning many political struggles.

Throughout this period, there were battles over what parts of West Berkeley would be designated for industry, what parts for residences. These battles were presumably spurred by the fact that—for the first time in West Berkeley—there were no more undeveloped areas. The relative economic strength of industry in the period, and economic weakness of the residential sector also probably spurred the calls for industrial expansion.

From the late 1940's through the mid-1950's West Berkeley manufacturers sought to have parts of the residential area south of University Ave. zoned for manufacturing. In 1955, when Berkeley's first Master Plan was passed, the City opted for a more modest approach—designating the area between 4th and 6th Streets as a Special (light) Industrial zone. At the same time, however, the Council approved the demolition of Codornices Village's wartime housing, removing over 1,000 rental units with over 3,500 residents. The Council argued that the land was needed for industrial expansion, but some felt the fact that Codornices tenants were largely Black spurred the demolition. The issue was again joined in 1967 when the City, led by manufacturer Mayor Wallace

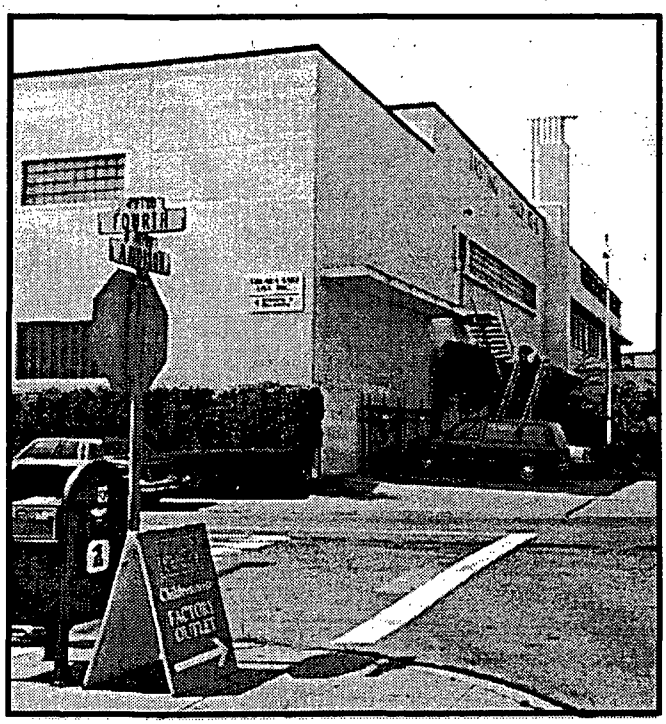
[1] Codornices Village was built in part on a site mapped for development around a small oval-shaped park, analogous to South Park in the South of Market area of San Francisco. The only remaining trace of this proposal is the block long street named Park Way in the Manufacturing District (between Gilman and Harrison, 3rd and 4th) which was to lead into the park. One notable resident of Codornices Village (in his childhood) was Bobby Seale, later a leader of the Black Panther Party.

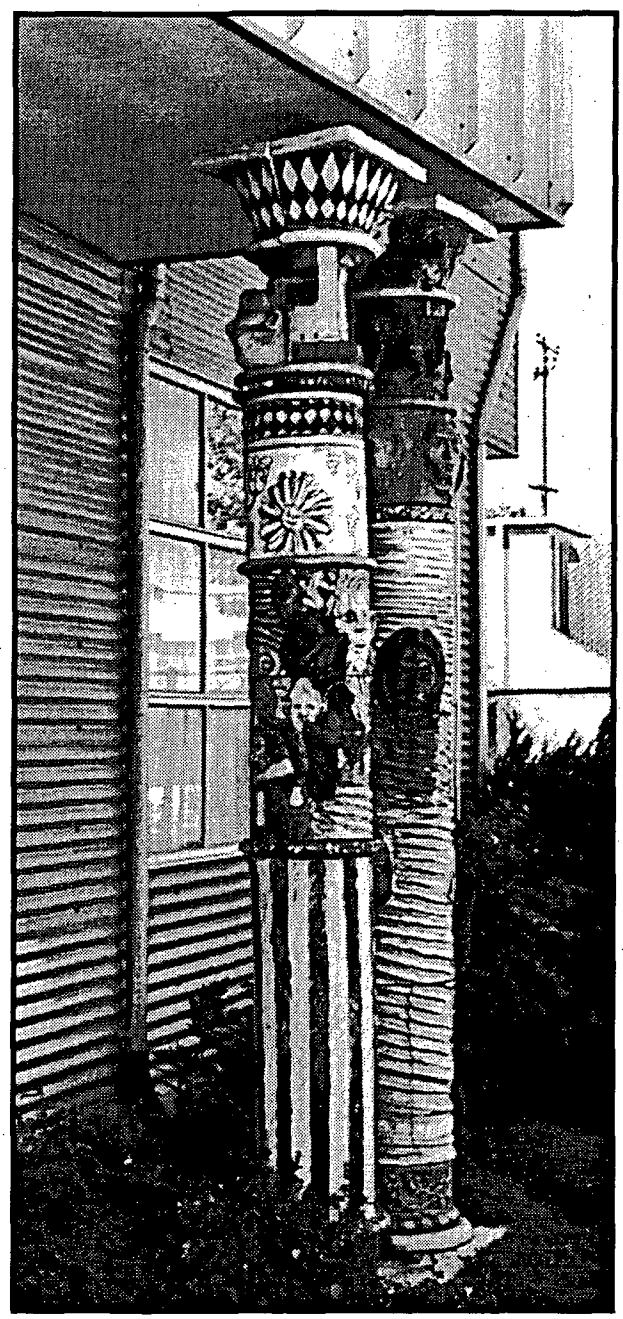
Johnson designated the "West Berkeley Industrial Park". This issue continue to play itself out into the 1980's and is discussed under the next historical period.

The strength of manufacturing in Berkeley was apparent in this period. The number of plants grew from 187 in 1947 to 263 in 1963, declining to 231 by 1972. In 1967, the peak year for large plants, 86 reported employing 20 or more. In 1964, Berkeley geographer James Vance wrote that the region's growth industries were the East Bay's industries.

Residentially, small (often 5-9 unit) apartment buildings dominated constructed in this era. West Berkeley was in part reshaped by the wave of low rise apartment building which swept the East Bay between roughly 1955 and 1965. In 1967, West Berkeley's residential core was downzoned from R-4 (multi-family) to R1-A (limited two family). Rezoning to R-2—as part of a Flatlands wide downzoning—had been recommended in 1962 by the City Planning Department, but action here was delayed. The area between Delaware St. and Dwight Way, from 6th St. to San Pablo Ave. had the most apartment construction. Ethnically, West Berkeley was 46% Black in 1960, more so in 1970 (Census errors invalidate West Berkeley's statistics in that year). The West Berkeley Neighborhood Plan proposed in 1967 called for creation of service facilities such as the West Berkeley Senior Center and placement of traffic diverters. Much of the plan was realized.

This era was architecturally dominated by "modernist" ideas. Stylistically, buildings were radically simplified in the effort to achieve the pure functionality much valued in this era. One notable industrial building is Takara Sake's off 4th & Addison, built for Challenge Butter & Cream in 1947 in streamline moderne style. Other industrial building examples from the period include the reinforced concrete buildings on the Colgate site, constructed between 1946 and 1960. The unusual round building occupied by Berkeley Equipment Rental (2747 San Pablo Ave., near Grayson) was built in 1952 as a Mel's Drive In. Allston House at 2121 7th (near Addison) is a 1967 publicly assisted (but privately owned) apartment house.





6. 1979-____ - Contemporary Restructuring and Resurgence

The most recent phase of West Berkeley's history has been marked by major changes in the nature of the area, although many continuities remain. This "period" brings us to the circumstances which generated the need for the *West Berkeley Plan*. The manufacturing base has shrunk, though it remains substantial with many strong firms. New commercial areas, largely catering to regional shoppers arriving by Freeway, have developed. West Berkeley has increasingly gained an image as a desirable place to live, with predictable effects on housing prices. In this context, unsubsidized housing development has largely shifted to owner-occupied housing, although some live-work rental units have been created. Clearly, the "history" of this period is not over — the *West Berkeley Plan* itself will be a part of it.

Changing political, social, and economic conditions changed the directions of City policy. In 1979 (and again in 1982) the City Council amended the West Berkeley Redevelopment Plan from a strictly industrial to a mixed-use orientation. New low income housing was built, and most remaining historic housing in the Redevelopment Area was rehabilitated, although not without generating new industrial-residential issues. This era's issues increasingly became how vacated industrial sites should be reused, rather than what non-manufacturing areas should be designated for industrial expansion. Indeed, the mid-1980's reuse of the large former Durkee Foods site near 7th & Heinz primarily for office and laboratory uses pointed up the need for area-wide planning policies, and led to the initiation of this *West Berkeley Plan*.

The volume of new building in the last 15 years has not been as large as in the preceding decades. Perhaps future historians will judge it to be of higher quality — certainly contemporary architects have had more complex, decorative, and historically

minded intentions than their immediate predecessors. One notable public building is 1981's West Berkeley Senior Center. San Pablo Avenue received a rare infusion of new retail space with the development of a gourmet food "mini-mall" at the corner of Cedar. Industrial development has been relatively limited, though a number of companies have added to their facilities. Two major examples have been Pacific Steel Casting's Plant #3 (1979) at 2nd & Camelia, and a research and development facility at Miles (1985). Much of the period's architectural activity has been in the reuse of old buildings at sites such as 4th St. Center (4th north of Hearst), Parker Plaza (9th & Parker), in the remaining Durkee Building (Heinz west of 7th) and Acme Bakery at 9th & Pardee.

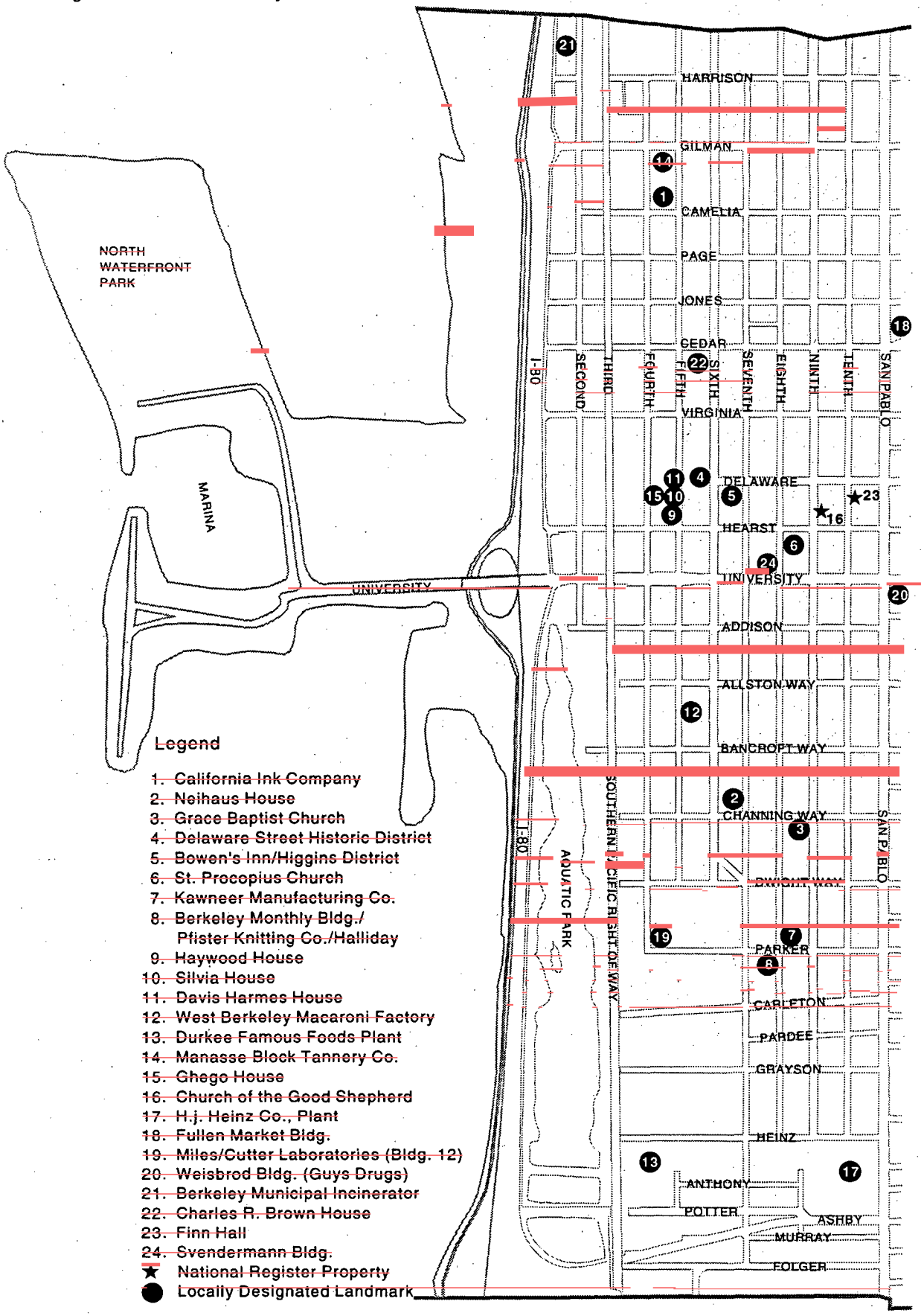
By historical standards, there has been relatively little residential building in this period. Publicly assisted housing and live-work have been the leading forms. Live-work spaces were initially created by conversion of industrial buildings, but are increasingly created through new construction. There have also been a few conventional residential condominiums built.

This Element now looks at what the juxtaposition of these variegated buildings, the streets they are on, and the open spaces between them have made as the physical form of contemporary West Berkeley.

Major Historic Documentation

Berkeley Architectural Heritage Association
State Historic Resources Inventory (unpublished, Berkeley, 1979)
Berkeley Architectural Heritage Association
Discovering West Berkeley—A Self-Guided Tour (Berkeley, 1987)
Warren Campbell
Berkeley Downzones the Flatlands (Syracuse, 1973)
Warren Campbell
Berkeley Initiates a Master Plan (Syracuse, 1973)
City of Berkeley, Planning Department
Historical Trends in Population and Housing Characteristics, Berkeley, 1940, 1950, 1960, 1970 (Berkeley, 1972)
Lawrence Crouchett, Lonnie G. Burke III, Martha Kendall Winnacker
Visions Toward Tomorrow—The History of the East Bay Afro-American Community, 1852-1977 (Oakland, 1989)
Karen Jorgenson-Ismaili
A History of West Berkeley (Berkeley, 1983)
Harriet Nathan & Stanley Scott, editors
Experiment and Change in Berkeley, Essays on City Politics, 1950 to 1975 (Berkeley, 1978)
George Pettit
Berkeley: A History (Oakland, 1977)
W.J. Rorabaugh
Berkeley at War (New York, 1989)
Sanborn Map Company
Berkeley Fire Insurance Maps (Chicago, 1903, 1911, 1929)
United States Bureau of the Census
1940 Census of Population and Housing (Washington)
United States Bureau of the Census
Census of Manufactures, Census of Manufacturing (various years, 1899 to 1987)
James Vance
Geography and Urban Evolution in the Bay Area (Berkeley, 1964)
Mark Wilson with photographs by Monica Lee
A Living Legacy—Historic Architecture of the East Bay (San Francisco, 1987)
Charles Wollenberg
Vista College Berkeley history lectures, 1988
Writers Project of the Works Projects Administration
Berkeley—The First 75 Years (Berkeley, 1941)

Figure 4-1: **West Berkeley Landmarks**



~~B. West Berkeley's Places—An Overview of Subareas and Strategic Locales~~

~~The various land uses, scales of building, street grids, histories, and levels of traffic, and density of tree cover in different subareas of West Berkeley give them distinctly different urban design characters. These existing conditions form the context for both public and private development of buildings, street improvements, and other constructions. This analysis now highlights some of the major conditions and issues throughout West Berkeley by looking at 5 types of areas. Obviously, there are internal differences within the areas—this section seeks to capture the major features and issues in each. It is acknowledged that, because the conscious shaping of all of West Berkeley as a physical unit is a relatively new activity, and because this Plan divides West Berkeley in a new way, there remains much analytical work to be done for these areas. The 5 major area types are:~~

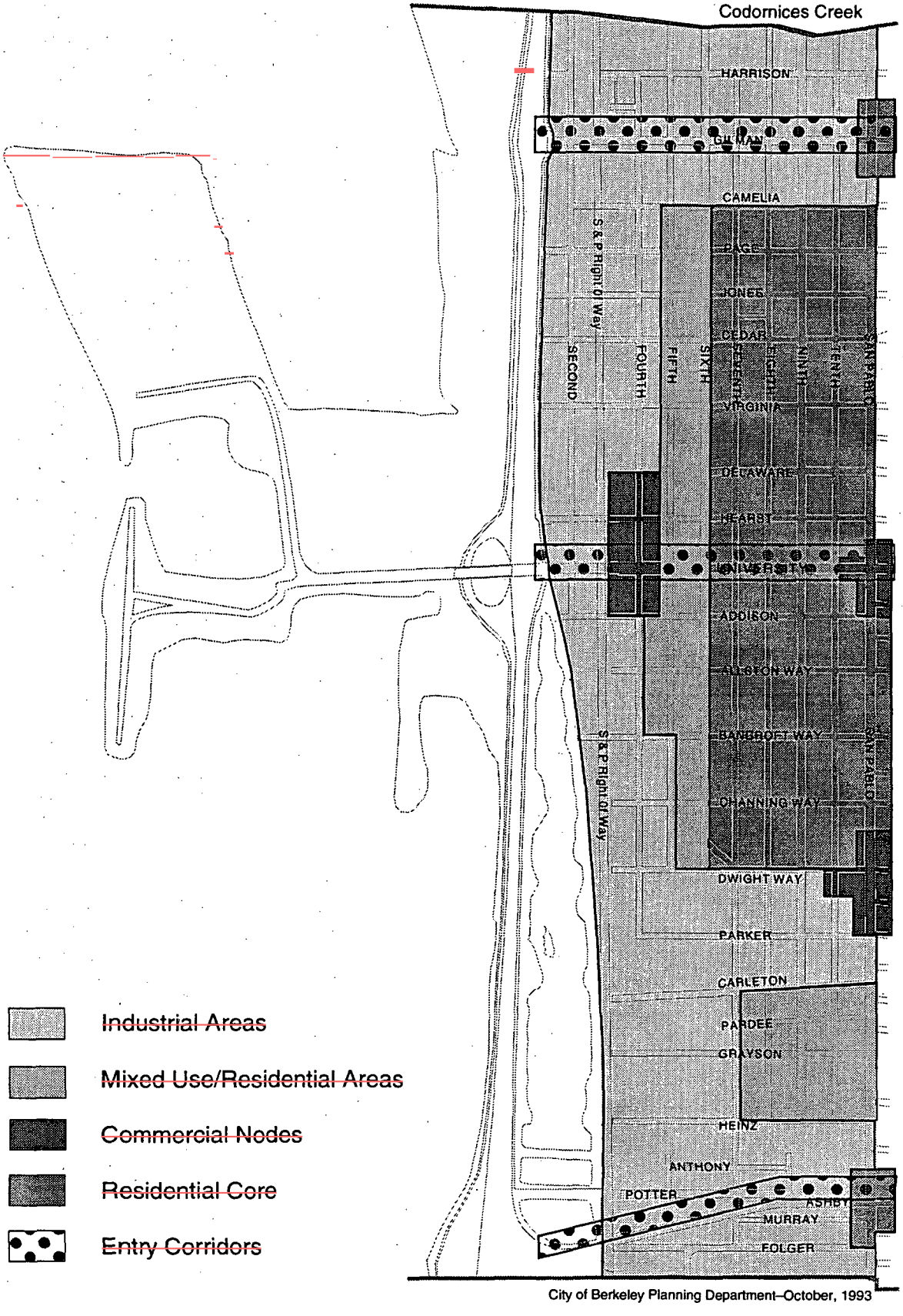
1. ~~**Commercial nodes**—Areas of commercial concentration such as 4th & Hearst, University & San Pablo~~
2. ~~**Entry Corridors**—such as the University Ave. gateway and other Freeway exits~~
3. ~~**Mixed use/Residential**—districts along 5th St. and around Grayson St.~~
4. ~~**Industrial areas**—general industrial districts (the Manufacturing and Mixed Manufacturing Districts) and the Mixed Use/Light Industrial districts.~~
5. ~~**Residential Core**—The districts with Residential (R) zoning.~~

~~This section describes existing physical conditions and suggests problems or issues, and opportunities for physical action in various of the subareas of West Berkeley. Because of the large size of West Berkeley and the many distinct areas within it (described below), this section does not attempt to describe existing physical conditions across the whole of West Berkeley. However, the Goals and Policies section does develop concepts to link all of West Berkeley together as a physical unit (without losing subarea distinctiveness). These concepts are based on the issues and opportunities identified for specific areas in this section of the Element.~~

~~1. Commercial Nodes~~

~~The commercial nodes—the concentrated retail districts and those locations which could become such—are undoubtedly special places within West Berkeley. A commercial node is defined as a commercial area small enough for people to comfortably walk around in (thus we treat University at 4th and at San Pablo as 2 separate nodes). The nodes serve as places where West Berkeley residents gather, and which attract non-residents to the community. For many people, they symbolize the physical character of West Berkeley. Developing concentrated, compact commercial districts serves both the Plan's land use goals—creating a district that can be served by transit and centralized parking, preventing retail from sprawling into areas needed by industrial uses—and physical goals such as creating areas enjoyable for people to walk around in. In addition, most of the commercial nodes have important historic elements, giving them the potential to be places where large numbers of people can learn of West Berkeley's history. The commercial nodes are thus deserving of special attention in crafting an urban design concept for West Berkeley.~~

Figure 4-2: **Physical Form Subareas of West Berkeley**



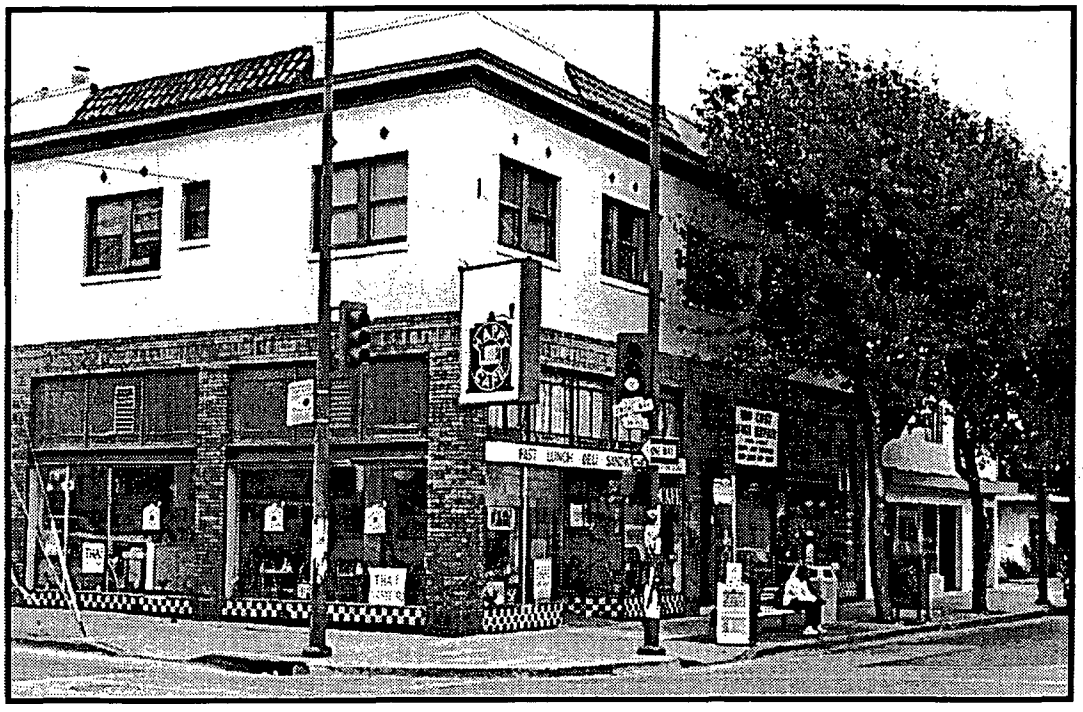
City of Berkeley Planning Department–October, 1993

~~One proposal this Element makes—building off the Preferred Land Use Concept—for all nodes is to require retail as the ground floor use in the nodes, allowing a variety of upper story uses. This requirement will strengthen the nodes and prevent the intrusion of uses (e.g. a monolithic office building) which break up the node's streetlife.~~

~~a. San Pablo & University~~

~~San Pablo and University is the crossroads of West Berkeley—where its 2 busiest streets, its 2 busiest bus lines come together. Yet the blocks around this busy intersection also form the one true neighborhood-oriented commercial district in West Berkeley (although many stores also attract a regional clientele). Developed initially in the early 20th Century trolley era, the district has often suffered difficulty competing and social problems in the automobile age.~~

~~There are no precise borders to the district, since commercial zoning stretches in both directions for blocks along San Pablo and University. Uninterrupted retail stores reach north along San Pablo to Hearst, south to Addison and just past, east perhaps 1/2 block along University (to the West Berkeley Library) and west to about 9th St. (Freight & Salvage is an outlying "retail" site on Addison east of San Pablo). Within the area one finds a small general grocery, groceries specialized by ethnicity, groceries specialized by type of food sold (cheese, canned goods), a post office, a drug store, a bank and a check cashing company, low-priced restaurants and thrift stores, as well as a stationery store and an artists supply store. The University to Addison block of San Pablo has continuous 1 to 2 story retail frontage, is the heart of the neighborhood serving business district, and clearly attracts the most pedestrian traffic. Property owners have made little attempt to highlight the distinctive brick and wood facades, even on the landmark drug store at the southeast corner of University and San Pablo. Scattered properties have upper story~~



uses—an apartment building at 1970 San Pablo, upstairs offices on University between 9th and 10th, but these are relatively rare.

Perhaps nowhere else in West Berkeley is the physical gap between the real and the ideal more clear. Yet the challenge for redesigning the district will be to make it physically more pleasant, without driving away the low-moderate income clientele it largely serves. One recent important interior improvement was made by the bulk grocer Smart & Final, which removed the false ceiling covering the magnificent 1920's theatre ceiling of what was then the Rialto Theatre. Developing further appropriate approaches for the area will take careful analysis, but some preliminary ideas can be suggested. Plugging the "hole" at the northeast corner of University & San Pablo (left by the vacation of the Chevron station and the scuba shop) with a strong, street oriented building is a clear priority. As of August, 1993, retail development has been approved for the site, but construction is projected to proceed in phases. Encouraging new housing through methods such as modified parking requirements will be important at this node.[1] Slowing traffic on these major arterials will be difficult, but if any methods (through additional traffic signals or other means) could be found, it would no doubt improve the "ambience" of the area. Improved bus shelters—perhaps with historical or artistic posters—would be very valuable at this main transfer point. Facade improvement projects could be quite important here. Billboards which loom over the intersection could perhaps be removed.

[1] It is instructive to note that virtually none of the mixed-use retail/residential buildings anywhere on San Pablo Avenue meet current parking standards, and that they could not be built if they had to meet them. Some provide no parking whatsoever. In other cases, parking falls well below current requirements. For example, 2501-07 San Pablo (illustrated above), the brick-faced building built in 1925 at the southeast corner of San Pablo & Dwight has 6 residential units above a restaurant and 2 storefronts, totalling some 4,700 commercial square feet. The site currently has 4 parking spaces in the rear, and could probably accommodate a total of 6 if an on-site shed were demolished. However, current parking requirements would require that 15 spaces be provided.

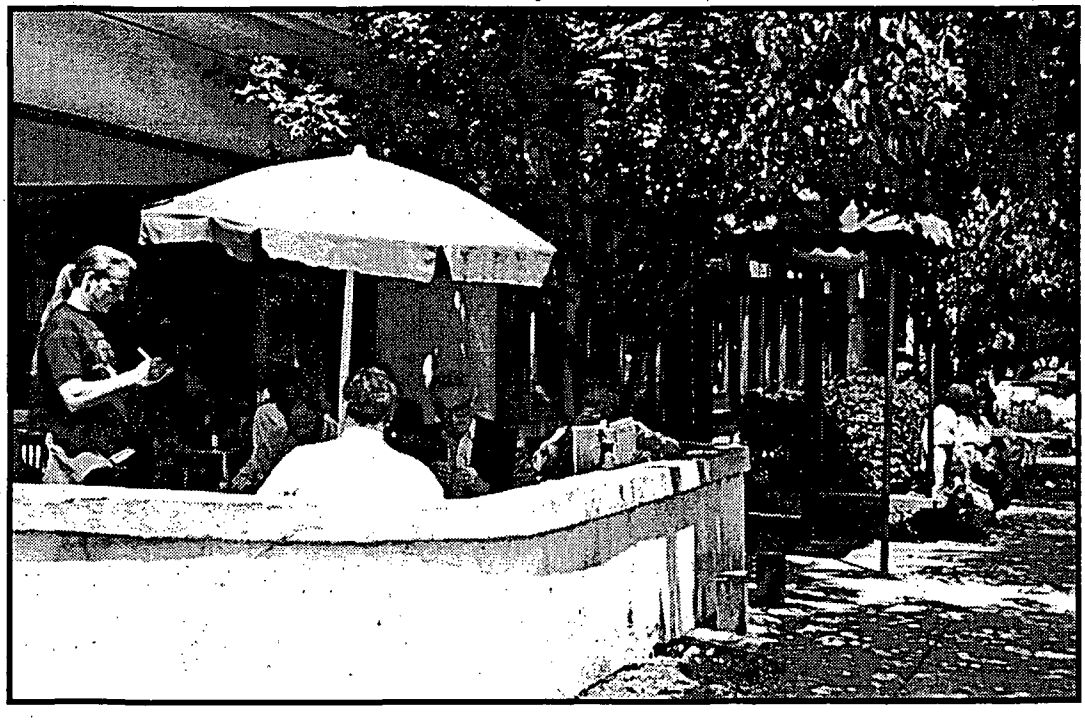
b. 4th & University/Hearst

The 4th & University/Hearst commercial area sits at Oceanview's historic center, but has been substantially renewed in recent years. Although the area is functionally an "island", largely surrounded by industrial uses, it is internally a quite pedestrian friendly shopping area. Its mix of old and new buildings, small and large shops, many with comfortable "street furniture", has proven very attractive to shoppers and diners from throughout the East Bay.

Locationally, retail and restaurant uses of various types are strongly present along both sides of 4th St. from the former right-of-way of Delaware St. (and just beyond) across University Ave. to Addison St. The *West Berkeley Plan* seeks to also "loop" the retail district down Addison St., past tourist attracting Takara Sake, and across the railroad tracks to the entrance to Aquatic Park. In addition, the Truitt & White lumber sales complex along 2nd St. between University and (old) Delaware seems linked to 4th St. economically.

Each main retail block of 4th St. has a different commercial and physical character. The Delaware-Hearst block is largely taken up by a complex of small boutiques, restaurants, and home goods stores, with offices above them. The 2 story stucco-sided buildings are a carefully designed blend of rehabilitated and new structures. The neo-classically styled Ghego House on this block, built by the politically prominent Heywood family in 1877, has been rehabilitated for retail and housing use.

The next Hearst-University block is almost totally dominated by the centenarian Spenger's Restaurant on one side, its full block parking lot on the other (with the modern Nature Company occupying one corner). Although Spenger's has several building styles—as the complex has been expanded over the decades—and entrances, it is a large scale use, listed as one of the 10 largest restaurants in America. To the west of this block, at the 3rd St. railroad track & University, is the shelter structure currently serving as



Berkeley's train station, and terminus for 3 bus routes (and soon to be a stop on the Gateway employee shuttle). The City is seeking funds to improve, and ultimately replace the train station.

To the south, past a rather discouraging passage under the University Ave. viaduct, is the University-Addison block of generally mid-sized stores and restaurants set amidst parking lots. The west side houses the stucco box of Brennan's, a decades old bar and—along the train track—the Mission Revival style China Station restaurant, built in 1913 as Southern Pacific's Berkeley mainline station.

Despite the success of the area, physical improvements here are possible and useful. One example is a revived train station. With the current expansion of rail service on the San Jose-Sacramento corridor, it is possible to build a new train station which will be an anchor and itself a gateway to West Berkeley. The Redevelopment Agency is planning to highlight a pedestrian path from the district up 5th St. to Cedar, to more closely link the area to surrounding residential uses. There is little travel between 4th St. and the Delaware St. Historic District, only one block, where commercial activity has been much lower. Signs for historic buildings and sites would help highlight the past of this oldest of West Berkeley districts. The area is close to the Waterfront and Marina, but it is very difficult to reach them except by car, since the pedestrian/bicycle path is circuitous and even dangerous.

c. 7th & Ashby

The 7th & Ashby area is the newest, and perhaps most unconventional, commercial node in West Berkeley. Dominated by just 2 major retailers (Whole Earth Access and Weatherford BMW) with Ashby Lumber just across Ashby Ave., the area has begun to attract smaller retailers—and is linked to San Pablo & Ashby by the massive Heinz Building. Retailing here functions not in the purpose built structures found on San Pablo Ave. or even 4th St., but in converted industrial buildings—creating such unusual features as an auto dealership with vast high ceilings. 7th & Ashby to date has provided little in the way of amenities, and has indeed lacked even such usual basics as sidewalks (with public rights of way normally used for sidewalks devoted to parking here). Nonetheless, with its strategic location, and despite traffic problems worse than those experienced at any other West Berkeley node, the area seems poised for future growth.

Functionally, the borders of the 7th & Ashby commercial area is still being determined. The *West Berkeley Plan* defines the commercial district as extending from roughly 9th St. on the east to the 3rd St. railroad tracks on the west, from Anthony St. on the north to Ashby Ave. on the south (not all of that area is designated commercial). The building materials merchants south of Ashby Ave. (such as Macbeath Hardwood) identify themselves as primarily wholesalers, and thus preferred to be in the more appropriate Light Industrial district, though there is presumably some relationship with such businesses as Orchard Supply Hardware north of Ashby. The "Durkee" Aquatic Park office complex is on the fringe of the retail district.

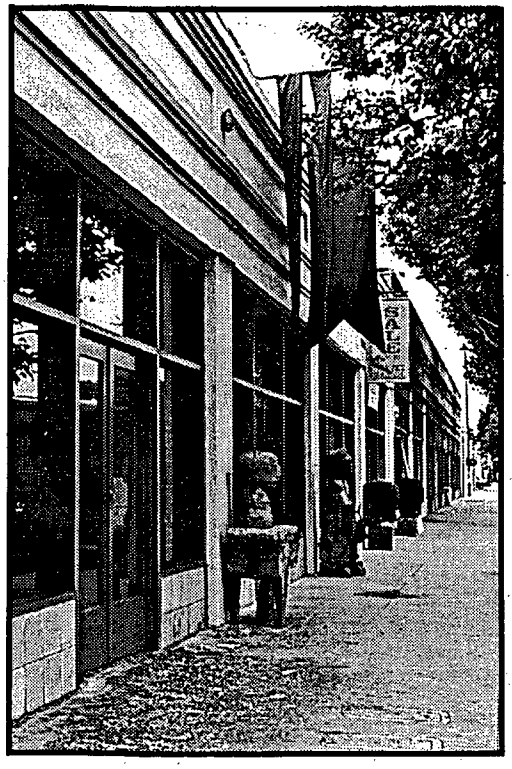
Since 7th & Ashby is now, in name and in fact, a commercial district, it should be appropriately equipped as one, and no longer viewed as an industrial area. Analysis is beginning to see if consolidated parking is need for the area, and where such parking

should be if needed. A traffic signal is being installed at 7th & Anthony, with another planned at 9th & Ashby, to improve traffic circulation in the area. Pedestrian movement across 7th St. at Potter—typically from one part of Whole Earth Access to another—must be improved. Basic sidewalks through the area—to encourage pedestrians to walk from one place to another (and "external" destinations such as the Heinz Building)—must be created. In another vein, a historic marker for Camp Ashby—the all-Black World War II training camp—would be appropriate.

d. Other San Pablo Ave. nodes

Along San Pablo Ave., the intersections of Gilman St., Dwight Way, and Ashby Ave. are commercial nodes—to some extent actual nodes, to some extent potential ones. Each of these major streets has a bus line serving it, has commercially designated area to the west of San Pablo Ave. (although none to the east beyond the 100 foot wide commercial zone.) and has existing commercial uses and buildings. Gilman and Ashby have freeway exit traffic. Dwight is close to the concentrated office-based employment along 9th St. of Parker Plaza and Fantasy Records. In the context of the San Pablo Ave. "strip," each already represents an upwelling of retail stores amidst generally non-retail uses (although the distinction is least clear at Gilman). Ashby and Dwight are far from competing retail nodes (with 7th & Ashby apparently complementing San Pablo), while Gilman has a small one east of Santa Fe Avenue. These nodes are thus good sites to encourage further retail, housing, and office use.

The nodes extend roughly 1 block north and south of their main intersection on San Pablo, and 1 to 2 short blocks west on the east-west street. The precise configuration varies—at Dwight, for example, continuous retail frontage extends almost 2 blocks south on the west side of San Pablo Ave., but is blocked almost immediately to the north by auto repair and residential buildings without commercial uses. The Ashby node arguably extends across the Heinz building towards the 7th & Ashby concentration. Uses at the nodes vary—Dwight and Gilman have several restaurants, Ashby and Gilman now have drug stores, Gilman has entertainment uses of various kinds. None have a full range of neighborhood serving uses—for example none has a full line grocery store of any size (though Gilman does currently have a fish market and Dwight a produce market).



Many of the same measures which could aid University & San Pablo could aid these nascent nodes as well. Facade improvement programs, improved street furniture, and improved linkages to their retail "watersheds" (through means such as routes planted with "signature" trees) would aid these dis-

tricts as well. Gilman and Ashby are likely to provide the most opportunities for positive new developments, while Dwight has the most buildings which already contribute.

2. West Berkeley's Entry Corridors

The points of entry and the passages leading from them (by road or other means) into a city or an area are critical in establishing a locality's identity. These gateways and entry corridors are the first sight a visitor arriving in the city sees. They are areas of transition, places which communities use to highlight their identity. Doing so can build community pride and strengthen community image, which perhaps can be translated into retail sales and other economic activity in the community. The ways communities mark their gateways are various—San Leandro has built a monumental gateway structure at the entrance to the city on East 14th St., while Oakland has erected oversized Welcome to Oakland signs (with the City's logo) at various entry points. The Lorin District signs and historic African-American figures banners on Adeline St. mark both a gateway and a commercial area. The multilingual "Welcome" banners which were hung on University Ave. are in part a gateway-marking effort. In the 1920's, San Pablo Ave. just north of University sported a gateway arch, with arrows pointing east towards Downtown Berkeley and west towards "Industrial District".

This section discusses West Berkeley's major entry corridors, which also serve as the entrances into Berkeley as a whole, and how they might be improved. The ideas expressed on specific actions to improve the corridors are preliminary, and are expected to change.

a. University Ave.—The Major Gateway

University Ave. has almost always been the primary western gateway into West Berkeley and Berkeley. With the viaduct over the railroad tracks giving one an aerial view of central West Berkeley, it is easy to gain a sense of entry on University Ave. With a railroad station, University is the only western gateway for the non-motorized traveler. University leads into old Oceanview, to the University & San Pablo node, and beyond through central Berkeley.

University as a gateway clearly divides at 6th St., the westernmost intersection where overpass users can turn off into West Berkeley (the viaduct "touches down" just east of 5th St.). East of 6th, University Ave. becomes one of the denser commercial stretches in West Berkeley, with a new 2 story "shopping center" between 7th and 8th on the north side, a large scale motel on the south side of that block, and the UA Homes (residential hotel) between 9th and 10th, among other uses leading to the San Pablo commercial node. Beyond San Pablo, development on the street thins out, although there is not the sharp "industrial" to single family residential transition found on Gilman and Ashby.

University is clearly the aesthetically strongest of the 3 major gateway streets. Strengthening the streetwall of buildings as additional properties redevelop is one design consideration. Coordinated tree planting could also reinforce University's image. If the historic San Pablo/University gateway were restored it would point out University's gateway role, although less grandiose signage could also serve this purpose.

b. Ashby Ave.—Southern Entry

Ashby Ave. is an increasingly important route, especially into West Berkeley. Yet, other than glimpses of Aquatic Park and dramatic buildings like Weatherford BMW and the Heinz Building (sharing space with some undistinguished ones), there is little to highlight this gateway into the city. There is no landscaping along the street, have never been any banners, and are many buildings which turn their backs to the street. Ashby has the longest route across Berkeley of the 3 entry streets, and connects to other regional routes. Yet much of West Berkeley Ashby is in an underpass (from the railroad tracks to just west of 7th St.), limiting its power as a portal there.

The only entry corridor with different land use districts on its northern and southern sides, Ashby presents unusual problems in developing a coherent character. Ashby probably presents more difficulties because it is not part of the oldest street grid of West Berkeley, but was extended in the late 1930's, giving it less time to develop character, and creating oddly shaped blocks. Despite these problems of physical setting and contrasting uses, there is potential for visual and physical improvement of the street. This work should clearly proceed in conjunction with work in the 7th & Ashby district.

c. Gilman St.—Industrial Entry Corridor

Gilman St. is an important route into West Berkeley for the Manufacturing District, and a large part of the Light Industrial district, as well as for North Berkeley generally. The *West Berkeley Plan*'s land use concept designates Gilman St. west of 10th primarily for industrial (and secondarily for office) uses. Likely to become more important in the future, with the development of the University's 12 acres of Harrison lands, Gilman must be recognized as a key industrial corridor. The Gilman Freeway exits, unlike University or Ashby deposit the driver at street level, in a somewhat confused intersection. Crossing the tracks is followed by the landmark and visually distinctive Tannery complex. This "gate" is the entry to "West Berkeley." It is followed by a series of generally industrial buildings which—in their utilitarian lack of obvious effort to appeal to passers by—may seem monotonous, but actually vary in materials used, height, roofline, window treatment, and other aspects. At San Pablo Ave., one passes from the industrial zone to an area of small houses.

How can Gilman be improved as an entry corridor, while recognizing that it is to remain an industrial corridor? Many of the answers may simply involved improved design of both private sites and the public right-of-way. New buildings can come forward on their properties to strengthen the "street wall" of buildings where it exists and shape a new one where it does not. This can be done without a loss of industrial utility (as the many existing "street-holding" industrial buildings demonstrate). Buildings need not be retail sites to "turn their faces"—their doors and windows—to Gilman St. They need not present a blank wall or parking lot on Gilman, as some of the newer buildings east of 6th St. do. Even industrial buildings can at least in part "turn their faces" to Gilman St. rather than side streets or parking lots. Gilman may be a situation where greater design uniformity—similar setbacks, heights, landscaping, etc.—may improve the image of the street, since present diversity is not perceived positively.

3. The Mixed Use/Residential Districts

The Mixed Use/Residential districts are among the most urbanistically and historically interesting and complex in West Berkeley. They consist primarily of a highly unusual mix of moderately scaled light industrial uses (with occasional larger scale plants) with residential ones. Their complexity is the product of successive periods of predominantly residential development, followed by mostly industrial development, and most recently residential and live/work development again. Once thought of as among the city's least desirable locales, these areas are becoming increasingly sought after. This complexity, along with the renewed sense of desirability of the area, means that the area requires particular sensitivity in new development (see Goal D).

Most of the area designated Mixed Use/Residential (MU/R) is within the existing Special Industrial (SI) district, a fact which has shaped its development. The MU/R district stretches from Camelia St. to Dwight Way (interrupted by University Avenue's commercial zone), from 4th St. or the 4th / 5th midblock line to 6th St (covering all or part of 23 blocks here). Between Camelia and Dwight, 5th St. is the one street almost entirely zoned Mixed Use/Residential and best reflects its character. The other MU/R district takes in all or part of 12 square blocks between 7th and the San Pablo commercial strip, Carleton and Heinz St.'s (currently zoned M). The portion of the MU/R between University and Cedar St. is in the West Berkeley Redevelopment Area.

The area is characterized by intense of lots in the context of modestly scaled development. Buildings—especially industrial buildings—typically cover most of their (usually rather small) lot, with no or minimal front yards. Even many houses have essentially no front yard or only a few feet of setback. Building heights are most commonly 1 and 2 stories, although such structures as De Soto, Libby Labs, and some large houses are taller. Most blocks have a mix of uses and periods of building such that no single building style predominates. Exceptions are the Victorian buildings that have been regathered on the Delaware Street Historic District on Delaware St. between 5th and 6th

St. (though these have modern housing behind them) and small groups of Victorian/Edwardian houses in locations such as Camelia St. near 5th.

The area's physical character is generally perceived as pleasant, though opportunities for improvement remain. In the Redevelopment Area (as noted above), 5th St. is scheduled to be improved as a strengthened pedestrian axis to the 4th St. commercial area, with installation of missing sidewalks and intensified tree planting. The pedestrianization of the street is also designed to buffer the effects of those "heavier" industries whose properties span the block from 4th to 5th St. The area also abuts heavy industry along 7th St., and while its scale is much lower than west of 7th St., few actual residents are on or near 7th St. The physical form of new development—especially live-work buildings—is an important concern in the area. While residents have access to James Kenney Park, Aquatic Park, and San Pablo Park, there is no public open space within the area itself. Development of such a space seems unlikely, but added tree planting (many blocks have few or no trees) and new accesses to Aquatic Park at Channing and Heinz would improve landscaping and open space conditions there.

4. Industrial Districts

Despite the changes of recent years, most of West Berkeley's economically active area continues to be in districts which are predominantly industrial. The *West Berkeley Plan* designates two general industrial districts—the Manufacturing District in the north and the Mixed Manufacturing district in the south. It also designates much of the area as Mixed Use/Light Industrial (green)—covering light industrial areas from Harrison St. near Albany to Folger St. near Emeryville. Most of these industrial areas are not seen or used by people who do not work or do business there, although 7th St., Ashby Ave., and Gilman St. are major streets which pass through or alongside them.

The industrial districts illustrate almost the full range of 20th Century industrial development—in building and lot size, building age, materials used, building/roof shape and height. Landscaping and setbacks are almost universally absent, although some of the larger sites (such as Miles) and a few of the newer sites (such as General Parametrics at 9th & Gilman) devote much of their land to parking. The Mixed Manufacturing district is dominated by large, multi-building sites (Miles, Colgate, Temescal), whose development was initiated in the early 20th Century. 4th St. south of University is typified by post-War concrete "warehouse" type structures, though there are exceptions (e.g. the 1910 brick building—now used for auto repair—at 4th & Dwight). Tall metal "sheds" for working metals are common around Gilman St. in the Manufacturing district. Industrial area landmarks include the Kawneer building at 8th & Parker, the City's original garbage incinerator near 2nd & Harrison, and the Durkee Building on 7th St. west of Heinz. Ironically, West Berkeley's only open creek—Codornices Creek—edges the industrial area.

Usefulness has generally been the chief design criterion in these areas, as is appropriate in districts whose primary users are workers and people doing business there. Thus, new buildings (and building rehabilitations) here should first of all be functional for the businesses and comfortable for their employees. However, there are instances

where building decisions in these areas can affect the broader public. The "edges" of these districts—such as Dwight Way, 7th St., Heinz St. are places where they meet less intense ones—buildings and sites should be landscaped and scaled accordingly. Particular care is required where general industrial districts meet areas which are wholly or partially residential (see Goal 4). The role of Gilman St. and Ashby Ave. as corridors through and along the districts has been noted. Tree planting and landscaping along these edges and corridors provides far more benefit to the general public than it does on streets interior to the general manufacturing districts (Manufacturing and Mixed Manufacturing) although such interior plantings would presumably be seen as amenities by area workers. Development on major sites of an acre or more in these districts are key in shaping the overall character of their districts and West Berkeley, and should thus aim for both internal coherence and integration with the broader fabric of West Berkeley (see Goal 5).

Policies towards older buildings in these districts, particularly in the relatively small general manufacturing districts (where non-industrial uses are deliberately limited) can present painful choices. City policy seeks to maintain historic buildings, and most historic industrial structures have been preserved in recent decades. What is termed "adaptive reuse" of buildings (i.e. change of use from industrial to another use) is often possible, particularly in the Mixed Use/Light Industrial zone—although this must be balanced against the district's central purpose of maintaining light manufacturing sites. In other cases there is market demand to reuse older industrial buildings for industrial purposes. The City should certainly support the reuse of existing industrial buildings for manufacturing and other industrial purposes, and should explore how such reuse can be encouraged. However, there are cases, particularly on "heavier" industrial sites, where buildings have become obsolete for industrial purposes. In some cases, buildings may be moved (if sites and users are available), in other cases they are too fragile to survive a move. In these cases, there may be no choice but demolitions if the industrial use of the site is to be maintained.

5. The Residential Core

The core residential areas of West Berkeley have been physically quite stable, even as they have struggled with the social problems of poverty, crime, and drugs. The core areas are built up almost exclusively with single family and small multi-family buildings, with the occasional church, or the even more occasional corner grocery breaking the pattern. Along with the evidence of poverty, there is much evidence of care for the environment.

The residential core area covers some 60 square blocks (some only partially) between Camelia and Dwight, 6th St. and San Pablo. The University and San Pablo Ave. commercial frontages are in commercial zoning districts, although the uses there obviously influence the character of the blocks they are on. Generally zoned R-1A (limited 2 family), portions of the blocks north and south of University are zoned for multi-family construction, although opportunities to do so are limited.

The residential core can be subdivided for analysis in different ways. Apartment buildings are almost exclusively concentrated in the blocks between Delaware St. and Dwight Way (except for a cluster around 7th & Camelia), although even in this area there are large numbers of single family homes. Thus these blocks tend to mix early 20th Century single and 2 story homes, with 2-3 story mid-20th Century apartments, although apartments are somewhat more common towards the corners than at mid-block.

The historically oldest parts of the residential core are the areas between roughly Addison St. and Delaware St., although the blocks surrounding Channing Way also saw significant development in the 1880's and 1890's. The area developed last is that north of Cedar St., which was largely built up with cottages and bungalows in the 1920's and 1930's. Major landmarks of the area include the Niehaus House at 7th & Channing, built

in 1889 by the owner of West Berkeley's then leading planing mill (and currently abandoned, along with 10 attached apartments). Two strong Gothic style churches on Hearst are Church of the Good Shepherd at 9th St. (1878) and Saint Procopius' Church (built as Westminster Presbyterian Church at 8th St. However, much of the historical/ architectural significance of structures here comes from groupings of houses, rather than from individual structures.

A full block of open space, as well as a recreation center, exists in the northern residential area at James Kenney Park (7th to 8th, Delaware to Virginia)—bought by the City before it was developed. The southern area has no such large park, but has playground equipment and playing fields at Columbus School, and a mini-park (G. Florence Park) on 10th between Addison and Allston. In recent years, both desire for additional open space, and concern about the crime and drug activity that sometimes occur there have been expressed by neighborhood residents.

There has been little physical change in recent years in the residential core, and there is little reason to expect much in upcoming years. One reason for this is that most of the area is built close to or more densely than the density permitted by current zoning. Some of the apartments were poorly built in the 1950's and 60's and will require rehabilitation to maintain them as affordable housing stock—such work provides an opportunity to improve some of their aesthetic qualities as well. Similar conditions exist in some units occupied by elderly homeowners. While some blocks have magnificent stands of trees, others are relatively barren, tree planting could beautify these blocks through community based effort.

III. AN URBAN DESIGN VISION FOR WEST BERKELEY

What threads together this Element's proposals for various areas—its goals and policies, its implementation measures is an urban design vision for West Berkeley. It is not a vision of stasis—of keeping all buildings and sites exactly as they are, and assuming that nothing ever need be changed or removed. Nor it is a vision of clearance—of recklessly blasting away existing buildings or existing uses in search of what is believed to be "modern." It is rather a vision of conservation, creativity, and integrated development—of maintaining West Berkeley's historic, architectural, and use character(s) while welcoming suitable new development (which can sometimes be formally innovative development). West Berkeley's rich past has given it a wealth of historical and architectural resources which should be preserved, its future should give it buildings and places that will be landmarks for future generations.

The urban design vision seeks to link the many diverse elements of West Berkeley various areas of West Berkeley. A resident, a worker, a visitor should know when she passes from the Commercial to the Mixed Use/Residential to the Manufacturing district. Yet there should be features which link this large and diverse collection of places together and give it a sense of overall "West Berkeley" identity. Some of the most important linking features (which are discussed in greater detail in the Goals and Policies Section) are:

- Enhancement of commercial nodes and corridors: The commercial nodes and corridors are the places in West Berkeley used by the most people. It is important to improve the visual character and physical layout of key commercial corridors, and encourage nodal development along these corridors.
- Entry Corridors: The entry corridors are important in setting the tone for West Berkeley. Defining the image and character for the city's major gateway—University Ave.—and for the other entry corridors which lead into West Berkeley—Ashby Ave., and Gilman St., and the northern and southern ends of San Pablo Avenue is a major urban design task.
- Greening of the Streets: Trees provide green relief amidst the concrete and asphalt of West Berkeley. Expanding street tree planting to additional streets in West Berkeley will further this task. Street tree planting can be designed to address specific needs or conditions, such as enhancing residential areas, visually connecting residential and commercial areas, framing views, or improving the visual appearance of commercial streets and major roadways.
- Connections to existing public parks: West Berkeley's open spaces resources are not used to their fullest extent. Improving the pedestrian, bicycle and vehicular access to existing public parks, especially to the Marina area and Aquatic Park, will help West Berkeleyans (and Berkeley residents generally) enjoy their parks and will also help link the area together.

IV. Goals and Policies

Urban Design Goals and Policies for West Berkeley

Rationale:

See the Urban Design Vision for West Berkeley above, for the overall rationale tying together these goals.

Goal 1

Preserve and enhance the vital commercial corridors, particularly San Pablo and University Ave., with intensification of commercial and mixed-use development at key intersections or "nodes".

Policies for nodes

1.1 Encourage nodal development, to intensify commercial at major intersections along commercial streets. Nodal development should be encouraged at and around the intersections of: San Pablo at University, San Pablo at Dwight Way, San Pablo at Gilman, San Pablo at Ashby, 4th and University/Hearst, and Ashby at Seventh.

1.2 Provide consolidated parking as needed to serve commercial nodes, and encourage concentrated rather than dispersed parking.

1.3 Focus pedestrian improvements at nodes, including cross walks, adequate sidewalks, night lighting, transit stops, telephones, disabled accessibility improvements, consolidated newsracks, public clocks and other features.

1.4 Require retail as the ground level use in nodes, with residential or office uses above the ground floor.

1.5 Encourage neighborhood-serving retail business to locate at these nodes.

Policies for commercial corridors, including nodes

1.6 Develop standards and incentives for facade and signage improvements along the commercial corridors. Encourage signage and facade design to improve the appearance of the street, and to minimize the appearance of strip commercial development. Signage and facade design should be urban instead of suburban in character, and pedestrian in scale. This can be done through the design of signs, building materials, storefront windows, and other exterior features.

1.7 Insure that new construction along the corridors maintains and strengthens the urban character of the street by locating new buildings at the front property line to reinforce the streetwall; locating parking at the side or rear of the lot, and designing street facades and ground level doors and windows to include elements of pedestrian scale and three-dimensional interest.

~~1.8 Develop incentives to encourage new construction to be 2-4 stories in height (and to incorporate residential and office uses above the ground floor) along these corridors, especially at nodes.~~

~~1.9 Encourage conservation and active utilization of existing buildings which contribute positively to the character of the streetscape.~~

~~1.10 Encourage infill buildings on vacant and low intensity use sites along these corridors. Residential and/or office uses should be encouraged, where appropriate.~~

~~1.11 Develop incentives to encourage housing along these corridors, such as a reduction in parking and other site development standards.~~

~~*Goal 2*~~

~~*Use the interrelationship between the urban design and transportation goals to improve accessibility between jobs, homes, commercial, recreation and educational centers to minimize dependence on the automobile. (Also see goals in Transportation Element.)*~~

~~*Policies*~~

~~2.1 Coordinate transit routes and transit improvements with the commercial nodes, to provide transit in key areas, and to integrate the transit so as to reinforce pedestrian circulation and support the design and function of the node.~~

~~2.2 Improve transit amenities at bus stop locations by providing bus shelters, improved bus signage, maps, telephones and benches, and other transit improvements as needed.~~

~~2.3 Evaluate construction of one or more consolidated parking lots or parking structures, to be located in West Berkeley with good access to the freeway and to mass transit, and the train station, to be used for West Berkeley businesses, and pursue their development if they are needed/ Seek to integrate the design of these structures with their areas as much as possible.~~

~~2.4 Take aggressive action to develop an adequate train station in West Berkeley, near University Avenue, for commuter and long-distance train service.~~

~~2.5 Encourage consolidated locations for shared parking facilities, where several different uses would share parking in a consolidated location.~~

~~2.6 Promote bicycle usage by providing adequate, safe bicycle lanes throughout West Berkeley, which connect to the existing network of bike paths in Berkeley and connect to parks, schools and commercial areas.~~

~~2.7 Provide adequate sidewalks and other forms of pedestrian connections to nodes and key locations throughout West Berkeley.~~

Goal 3

Visually improve the University Ave. gateway and the other entry corridors into West Berkeley, so as to provide a positive image as one enters Berkeley. In addition to the University Ave. gateway, the entry corridors into West Berkeley are Ashby Ave. and Gilman St., and the northern and southern ends of San Pablo Ave.

Policies

3.1 Explore ways to improve the visual character of these entry corridors, to highlight the sense of place and image of Berkeley along these corridors.

3.2 Encourage new construction and renovation of existing buildings (those that contribute significantly to the streetscape) and restoration of historic structures to address in a positive manner their location along an entry corridor. New buildings should generally be placed along the front property line to strengthen the urban character of streets, and maintain or strengthen the "streetwall" of buildings along these corridors, while parking should be placed at the side or rear of the lot. Signage and facade design (of features such as doors and windows) should be urban instead of suburban in character, providing visual interest while remaining appropriate to the use(s) of the building.

3.3 Encourage landscaping and screening of existing parking along these entry corridors, adjacent to the streets (in the right-of-way) and on private property.

3.4 Consider special lighting on the gateway corridors to enhance them at night.

3.5 Encourage high-quality, urban style, cohesive signage along these streets. Monument signs with appropriate bases are encouraged, instead of pole signs. Remove both ground level and building-mounted billboards whenever possible.

3.6 Support and reinforce University Ave. as the primary gateway to West Berkeley and Berkeley generally. Explore reconstruction and replication of the historic gateway structure which was located on San Pablo Ave., near University Ave. Assure that any changes to the University Ave. viaduct are consistent with the street's role as gateway.

Goal 4

Development in locations where there is a juxtaposition of uses and building scales — particularly when concentrations of residential uses are adjacent to more intense uses — should be sensitive to the character of both the less intense and the more intense uses. This will be particularly important in the Mixed Use/Residential zone and on the "edges" where industrial zones (especially general manufacturing zones) meet zones which permit residential uses.

Policies

4.1 Developments in such "edge" locations should seek to minimize—to the greatest degree possible—abrupt changes of building scale.

4.2 Developments in these locations should use tools such as increased building setbacks or upper story stepbacks, landscaping, and other means to reduce the impacts of differences in scale, style, and site plan.

4.3 Developments in these locations should be generally respectful of existing architectural styles in their location, but need not simply imitate these styles.

Goal 5

Development on major sites of 1 acre or more should be both internally cohesive and sensitively designed on the site's publicly used edges.

Policies

5.1 Development on major sites should use building scale, architecture, building placement, landscaping, and other site elements to create the sense of a cohesive development which is integrated with its surroundings.

5.2 Such major projects should—to the greatest degree possible—reinforce the existing street pattern, development pattern, and overall fabric of an area, rather than being isolated from these patterns.

5.3 Major developments should—to the greatest degree possible—be compatible with existing development on the edges of their sites, particularly on those edges which are heavily used by the public.

Historic Preservation Goals and Policies for West Berkeley

Rationale:

Historic preservation is an integral part of the *West Berkeley Plan*. Much of West Berkeley's distinctiveness is in its history. The Plan seeks to preserve both the physical forms—the buildings—history has bequeathed the area, and the substantive activities which have historically occurred in West Berkeley. Conserving the greatest possible number of historic buildings is part of the Plan's overall approach of working to conserve and improve the existing fabric of West Berkeley. Taken together, Goals 6, 7, and 8 set out a policy framework for a broad historic preservation approach in West Berkeley. The goals call for greater education on West Berkeley's built and human heritage, and on historic preservation (Goal 6). They seek to identify—under clearly understood criteria—and designate the historic structures of West Berkeley (Goal 7). They encourage maintenance and appropriate rehabilitation of historic buildings (Goal 8).

The *West Berkeley Plan's* historic preservation approach encourage the City to support preservation of buildings whenever possible, in the framework of other planning policies. In addition, the Plan seeks to integrate new development into the older, existing fabric (see especially Policy 7.4). This Element's goals and policies are formulated within the context of the Plan and its Land Use Concept, which seek to preserve the longstanding

use character of several residential and industrial districts. This Physical Form Element—with its historic preservation goals and policies—proposes a wholistic approach to design and preservation in the context of a Plan which seeks such approaches generally.

Goal 6

Develop and disseminate an understanding and appreciation of West Berkeley's heritage.

Policies

6.1 The City should develop criteria to identify and designate heritage areas—particularly strong concentrations of historically and architecturally significant buildings—in West Berkeley and educate the public about these areas. If the residents come to support doing so, the City should formulate guidelines for development in these areas.

6.2 The City should support preservation efforts by private organizations in West Berkeley.

6.3 The City should innovate programs to educate the public concerning West Berkeley's architectural, ethnic and industrial history.

Goal 7

Preserve West Berkeley's existing architectural and historic resources in the context of the district goals, permitted uses, and other goals of the West Berkeley Plan. Seek to develop the built environment as a whole in a way consistent with this Goal.

Policies

7.1 The City should review each of the 112 West Berkeley buildings on the State Historic Resources Inventory (SHRI) and the Landmarks Preservation Commission Priority List for Landmark Designation. Designations should be according to criteria which are clear, specific, understood and supported by the community and reflect the balance of preservation and other goals in the *West Berkeley Plan*.

7.2 The City should facilitate the completion of the West Berkeley Historical Survey and designate further landmarks in accordance with the findings of this Survey. Designations should be according to (new or existing) criteria which are clear, specific, understood and supported by the community and reflect the balance of preservation and other goals in the *West Berkeley Plan*.

7.3 To improve the economic feasibility of preserving historic buildings, the City should creatively use the tools which the *West Berkeley Plan* Preferred Land Use Concept provides, and should explore the possibilities for changes in development standards, fees, or placement of uses, without, however, violating Plan policies, district purposes, or district permitted uses. In situations where a whole building cannot be preserved, preservation of facades should be explored. In very exceptional cases, where all Variance

~~findings can be made—with particular reference to the Finding that the variance not be detrimental to people working in the neighborhood or to property in the neighborhood—allow use Variances.~~

~~7.4 The City should encourage infill development to be sensitive to the character and scale of existing development in areas which are architecturally or historically cohesive.~~

~~7.5 The City should encourage the University of California—particularly if the University acquires any additional buildings in West Berkeley—to preserve and maintain these buildings to the greatest possible degree.~~

~~*Goal 8*~~

~~*Preserve West Berkeley's architecturally and historically valuable buildings.*~~

~~*Policies*~~

~~8.1 The City should encourage building maintenance and rehabilitation in West Berkeley and if possible offer financial incentives or assistance.~~

~~8.2 The City should encourage the sensitive reuse of existing buildings in West Berkeley and offer incentives such as permit-streamlining and other assistance.~~

~~Open Space Goals and Policies for West Berkeley~~

~~Rationale:~~

~~West Berkeley has the advantage of being an urban district which sits adjacent to major open space resources—Aquatic Park, the Marina, the Waterfront. West Berkeley's residential population—largely low income, many with children, many living in apartments—is precisely that which most needs public open space. In this context, the Plan seeks to develop a broad vision for open space as well. The existing parks in West Berkeley—Aquatic Park, James Kenney Park, G. Florence Park—are clearly a central part of the open space strategy. So is Columbus School, with its adjacent playground and park space. The parks outside West Berkeley which West Berkeley residents can most easily access—especially the parks currently being developed on the Waterfront—are also visual and functional open space resources for West Berkeley and are therefore discussed generally. The bicycle lanes and sidewalks which allow non-vehicular access to the parks, and even the rows of trees which do (or could) link neighborhoods to them are also open space resources. Tree plantings also give character to many West Berkeley neighborhoods, especially residential neighborhoods, and provide environmental relief. Formally, the Aquatic Park Master Plan is incorporated into the *West Berkeley Plan* by reference.~~

~~*Goal 9*~~

~~*Provide an accessible, aesthetically pleasing network of green spaces and corridors—that is functional for varied types of users—to visually and physically link parks, creeks, and shoreline to residential and commercial, and light industrial areas.*~~

Policies

9.1 Promote extensive tree planting along major streets in West Berkeley, by individuals and organizations in West Berkeley. Focus on long-lived and drought-resistant trees.

9.2 Develop pathways and protected lanes for bikes which link to the existing bicycle lanes in Berkeley and link to parks, commercial areas, and community facilities.

9.3 Provide sidewalks for pedestrians which provide adequate, safe access to parks.

9.4 If community residents are supportive at the time opportunities arise, acquire additional neighborhood parks if possible, especially south of University Avenue.

9.5 Promote the utilization of school playgrounds as neighborhood serving parks, to the extent consistent with their functions for schools.

9.6 Upgrade facilities, maintenance, and security in existing neighborhood parks to improve utilization.

9.7 Encourage early implementation of the Aquatic Park Master Plan, especially improving access to the Park for pedestrians and bicycles.

9.8 Design the sound wall along I-80 to allow views toward Berkeley and from Berkeley toward San Francisco, if feasible, while still buffering the noise of the freeway from Aquatic Park.

9.9 Improve physical and visual access to the Marina area, to Aquatic Park, and to shoreline parks.

9.10 Improve the visual character of Berkeley as seen from the Freeway—in a manner suitable for the adjacent industrial districts and parks—with additional landscaping and controlled signage.

9.11 Improve the usability of and access to Codornices Creek and explore opportunities for uncovering other creeks in the area.

9.12 Encourage the retention of existing trees in front yards in residential areas in West Berkeley.

V. Implementation Measures

A. Urban Design Implementation Measures

Note: Please see the Transportation Element for implementation measures related to transportation projects and programs, such as those outlined under Goal 2.

Activities Already Underway

1.1 **Redevelopment Area Public Improvements**—Improve sidewalks, street trees, and streets within the Redevelopment Project Area, with the goal of linking area residents to the 4th St. commercial district. The project is underway, with some sidewalk work and wells for tree planting having been done.

> *Goals and Policies Implemented:* Goal 2, Policy 2.7; Goal 8, Policy 8.2; Goal 9, Policy 9.1
> *Responsibility:* Berkeley Redevelopment Agency with City Planning Department
> *Funding Sources:* Redevelopment Tax Increment

1.2 **Soundwall Design and Construction Monitoring**—Work with CALTRANS to assure that the soundwall planned along Aquatic Park—to buffer it from the Freeway—is constructed in a timely and aesthetically pleasing manner. The City Council has conceptually approved this activity.

> *Goals and Policies Implemented:* Goal 9, Policies 9.7, 9.8
> *Responsibility:* City Planning Department with Public Works (Traffic Engineering)
> *Funding Sources:* CALTRANS

1.3 **Newsrack Ordinance**—Explore the feasibility—given both aesthetic and First Amendment concerns—of an Ordinance regulating the placement and design of newsracks. Implement the Ordinance in commercial districts which have newsrack congestion. The City Council has requested that such an Ordinance be developed.

> *Goals and Policies Implemented:* Goal 1, Policy 1.3
> *Responsibility:* Finance Department (License and Collections)
> *Funding Sources:* Existing operating funds.

1.4 **Train Station Design Concept** (see Transportation Element for description) City has applied for state funding to upgrade existing facility.

> *Goals and Policies Implemented:* Goal 2, Policy 2.4
> *Responsibility:* City Planning Department, with Redevelopment Agency
> *Funding Sources:* Capital funds from state rail bonds.

1.5 **Facade Improvement Program**—Seek funding to develop a facade and signage improvement program, particular for commercial streets such as San Pablo Ave., perhaps similar to programs which have operated in South Berkeley. Funds for this program on

University Ave. have been set aside by the City Council. This program could operate in conjunction with overall small business assistance programs.

Goals and Policies Implemented: Goal 1, Policies 1.6, 1.9; Goal 8, Policies 8.1,8.2
Responsibility: Community Development Department with City Planning Department
Funding Sources: None currently identified. Possible sources include Redevelopment Tax Increment (in Redevelopment Areas), Economic Development Administration, State Historic Preservation Office (see item 2.1)

Other Recommended Urban Design Activities

Studies and Plans

1.6 4th St. Area Strategic Plan—Develop a Strategic Plan for the 4th & Hearst/University commercial node. This Plan should provide an economic development strategy linked various elements planned for the district, including consolidated parking, an improved train station and additional retail stores. It should also discuss how these elements should fit together physically, relate to existing uses, and to other new facilities, such as possible new access to the Marina/Waterfront.

Goals and Policies Implemented: Goal 1, Policies 1.1, 1.2, 1.6, 1.7, 1.8, 1.10; Goal 2, Policies 2.1-2.5
Responsibility: City Planning Department
Funding Sources: Not yet identified. Redevelopment Tax Increment may fund partially.

1.7 Development of Design Guidelines for various areas—Develop design guidelines to provide direction to builders, and to provide a framework of policies for implementation of the Design Review Ordinance in various locations. Treat San Pablo Ave.—especially commercial nodes—as the first priority locale for these guidelines.

Goals and Policies Implemented: Goal 1, Policies 1.1, 1.4, 1.6-1.11;
Responsibility: City Planning Department
Funding Sources: Not yet identified.

1.8 Gateway Improvement Studies—Study the gateway and entry corridors, to assess how their character might be best highlighted.

Goals and Policies Implemented: Goal 3, Policies 3.1-3.6
Responsibility: City Planning Department
Funding Sources: Not yet identified.

1.9 I-80 Corridor Visual Improvement Study—Develop a plan to improve the appearance of the Freeway (especially north of University Ave.) from West Berkeley, and West Berkeley from the Freeway, recognizing the industrial character of the area.

Goals and Policies Implemented: Goal 9, Policy 9.10
Responsibility: City Planning Department
Funding Sources: Not yet identified, possible partial funding from Redevelopment Tax Increment.

~~1.10 Billboard Amortization—Analyze the legal framework for, and assess the cost of, removing billboards from San Pablo Ave., and possibly other locations.~~

~~*Goals and Policies Implemented:* Goal 1, Policy 1.6~~
~~*Responsibility:* City Planning Department~~
~~*Funding Sources:* Not yet identified.~~

~~Ordinance and Regulatory Changes—Urban Design~~

~~1.11 Zoning Ordinances Changes for and between Nodes—Amend the Zoning Ordinance to require ground floor uses on commercial street frontage in West Berkeley be retail and to provide incentives for residential/retail construction. Explore whether there are appropriate locations between commercial nodes where San Pablo Ave. could be zoned exclusively for residential use, without creating extensive non-conformities.~~

~~*Goals and Policies Implemented:* Goal 1, Policies 1.1, 1.4, 1.8~~
~~*Responsibility:* City Planning Department~~
~~*Funding Sources:* Part of *West Berkeley Plan* Zoning Ordinance revision.~~

~~1.12 Sign Ordinance Amendments—Amend the Citywide sign Ordinance so that it is consistent with current design review policies on permissible and appropriate signs.~~

~~*Goals and Policies Implemented:* Goal 1, Policy 1.6~~
~~*Responsibility:* City Planning Department~~
~~*Funding Sources:* Not yet identified~~

~~Ongoing Activities~~

~~1.13 Review of Major Public Improvements—Review the design impacts of any major public improvement projects (e.g. changes to major streets) to assure that they support *West Berkeley Plan* design goals.~~

~~*Goals and Policies Implemented:* Goal 1, multiple policies~~
~~*Responsibility:* City Planning Department, Public Works Department~~
~~*Funding Sources:* Project Funding~~

~~*B. Historic Preservation Implementation Measures*~~

~~Activities Already Underway~~

~~2.1 Designation as Certified Local Government—Apply to State Historic Preservation Office for certification as a Certified Local Government. Gives City greater role in applications for National Register of Historic Places, can make City eligible for funding sources.~~

~~*Goals and Policies Implemented:* Goal 1, Policy 1.9; Goal 5, Policy 5.2, Goal 8, Policy 8.1~~
~~*Responsibility:* City Planning Department~~
~~*Funding Sources:* No funding required for application, however, designation may require City expenditure to undertake historic surveys—funding sources not yet identified.~~

Priority for Initiating Action

2.2 Completion of West Berkeley Historic Survey—Assist Berkeley Architectural Heritage Association in the completion of the West Berkeley Historic Buildings Survey.

Goals and Policies Implemented: Goal 5, Policy 5.2
Responsibility: City Planning Department
Funding Sources: Not yet identified

Other Recommended Activities

2.3 Research for Landmark Designation on State Historic Resources Inventory buildings—As a priority for West Berkeley landmark designation, research and review information on the 112 buildings on the Inventory, and determine which should be designated as landmarks.

Goals and Policies Implemented: Goal 5, Policy 5.1
Responsibility: City Planning Department
Funding Sources: Staff time from Landmarks staff. Interns and volunteers possible source of additional assistance.

2.4 Historic signs program—Install signs at historic buildings and sites, particularly those in commercial nodes.

Goals and Policies Implemented: Goal 4, Policies 4.2, 4.3
Responsibility: City Planning Department
Funding Sources: Not yet identified

2.5 Elementary educational program—Work with Berkeley Unified School District to develop programs for students on Berkeley architectural and social history, to complement existing curricula and raise student awareness of Berkeley history.

Goals and Policies Implemented: Goal 4, Policies 4.1, 4.3
Responsibility: City Planning Department
Funding Sources: Not yet identified

2.6 Heritage Area Designation—Designate appropriate areas as Heritage Areas. Develop guidelines for rehabilitation and new construction within them if and when residents support such an effort.

Goals and Policies Implemented: Goal 4, Policy 4.1; Goal 6, Policy 6.3
Responsibility: City Planning Department
Funding Sources: Not yet identified

C. Open Space Implementation Measures *(see also Aquatic Park Master Plan)*

Activities Already Underway

3.1 Codornices Creek Regulation and Improvement—Work with the University of California and private developers on its site and others which abut Codornices Creek to assure that the City's Creek Ordinance regulating development along creeks is respected,

and to gain improvements to the Creek and adjoining properties.

Goals and Policies Implemented: Goal 9, Policy 9.11
Responsibility: City Planning Department, University of California, private developers
Funding Sources: Private developers, as part of site developments.

Priority for Initiating Action

3.2 Tree Planting Program—Facilitate the planting of trees in residential areas, along major traffic corridors, in areas needing additional identity highlighting, and in other appropriate locations. Work with neighborhood and civic organizations—through the provision of technical assistance, information, and other means—churches, businesses, and other interested parties to implement planting. Trees used in various locations should be carefully selected for appropriateness, and should not impair security efforts.

Goals and Policies Implemented: Goal 8, Policies 8.1, 8.2; Goal 9, Policy 9.1, 9.10
Responsibility: Community Development Department with City Planning Department
Funding Sources: Ongoing City program, Redevelopment Tax Increment, private foundations

Other Recommended Activities

3.3 Aquatic Park Access Improvements: Improve access to Aquatic Park, both at existing entrances (such as Addison St.) and recommended new entrances, such as Channing Way and Heinz St. Work with parties such as the Southern Pacific Railroad to overcome obstacles to creating crossings across the railroad.

Goals and Policies Implemented: Goal 9, Policy 9.7
Responsibility: Public Works (Parks/Marina) with Public Works/Traffic Engineering and City Planning
Funding Sources: Not yet identified

3.4 Other Aquatic Park Master Plan Improvements—Implement the other recommendations of the Aquatic Park Master Plan including creation of a children's play area, improvement of the bird/wildlife refuge, introduction of concessions, expansion of marshes, and other actions.

Goals and Policies Implemented:
Responsibility: Public Works (Parks/Marina)
Funding Sources: Not yet identified.

3.5 Neighborhood park Improvements/additions—Plan and seek funding to improve facilities and services at neighborhood parks, including parks on School District land, particularly G. Florence Park. If opportunities and funding arise, develop additional neighborhood parks, particularly south of University Ave., paying careful attention to residents concern about security problems in parks.

Goals and Policies Implemented: Goal I, Policies 9.4-9.6
Responsibility: Public Works (Parks/Marina), Berkeley Unified School District
Funding Sources: Not yet identified

5

Transportation

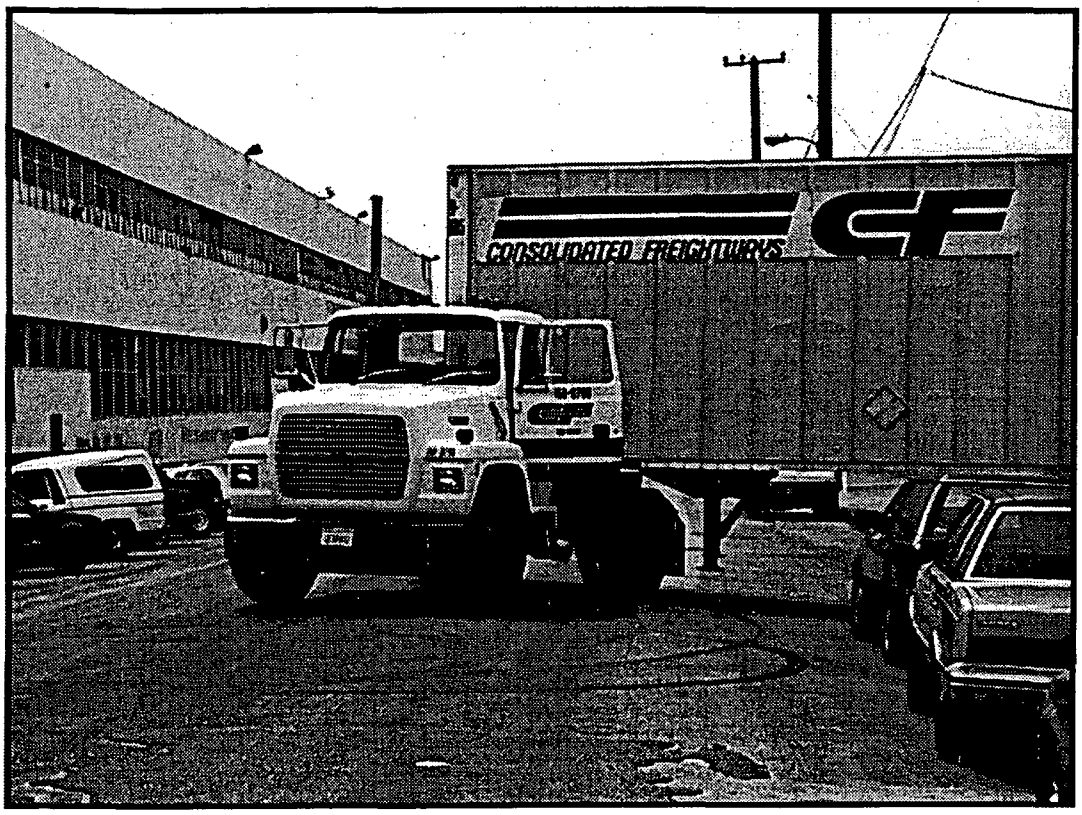
I. Strategic Statement

As West Berkeley grows and evolves, its need for efficient and environmentally sound transportation increases. Intensification of land uses—the conversion of formerly industrial sites to other uses—has strained the West Berkeley street and road system. Traffic congestion has become a serious problem along some streets and at some major intersections. Parking is adequate in many areas, but newly developed commercial and retail areas are beginning to experience shortages. The level of transit ridership in West Berkeley is lower than other parts of the City, reflecting both the historical ease of parking there and the relatively poor transit service. As an area with a high rate of solo commuting, the West Berkeley industrial and commercial area contributes more than its "share" to automobile generated air pollution.

This Element, in conjunction with the Land Use and Environmental Quality Elements, presents a strategy for maintaining and improving both the efficiency and environmental soundness of transportation in West Berkeley. The Element foresees a West Berkeley where the automobile is less dominant. The Element seeks a balance between the moderate growth policies of the Preferred Land Use Concept and the City's long term goals to limit street expansion and to accommodate growth through expanded transit use and other non-automobile transportation. The Economic Development Element's goal of increasing the proportion of Berkeley resident workers would if successful also reduce the proportion of single occupant auto drivers. This Transportation Element seeks:

- First of all to reduce the use of single occupant automobiles, with improvements in public transit and private transit like employer shuttles, bike routes, and pedestrian access. This is both a transportation and an air quality strategy.
- Minimize traffic congestion without creating the incentive for additional auto travel.
- Sensitively improve the street system to reduce congestion and to accommodate current traffic patterns and changes in land use patterns.

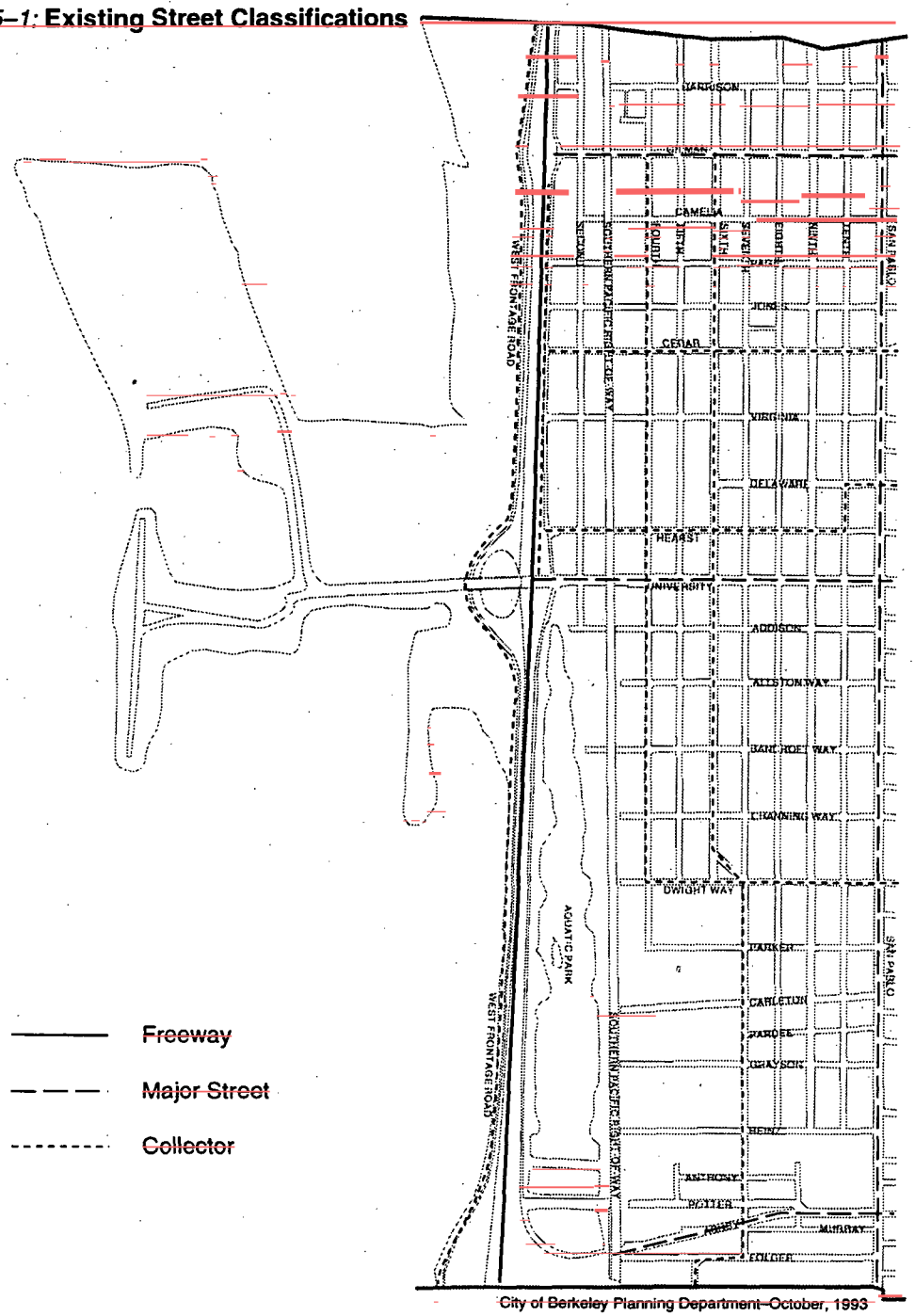
- ~~Protect local residential streets from through traffic.~~
- ~~Maintain adequate parking consistent with the goal of reducing commuting by automobile.~~



II. Background

The goals and policies in this element are best understood in the context of the current transportation situation in West Berkeley. This section discusses the circulation system, including both streets and other transportation networks, the travel patterns of West Berkeley commuters, traffic growth and the causes of congestion, and anticipated changes which will have an impact on the West Berkeley transportation system. This section also discusses the concept of "Level of Service", one of the principal ways the City and community can keep track of changes in the transportation system.

Figure 5–1: **Existing Street Classifications**



A. The West Berkeley Circulation Network

West Berkeley has the most varied circulation system of any area of the city. Within the limits of West Berkeley are a major freeway, two state highways, major and minor local streets, a rail line carrying both freight and passengers, as well as many local spurs, sidewalks and bikeways. In addition to automobiles, the street system serves a substantial volume of truck traffic, buses and transit vans. The numbers of pedestrians and bicyclists, although small compared to other sections of town, are growing as West Berkeley changes.

Streets and Roads

West Berkeley's roadways are classified as follows:

Freeways—Interstate 80,

Major streets—San Pablo Ave., Gilman St., University Ave., Ashby Ave., Dwight Way.

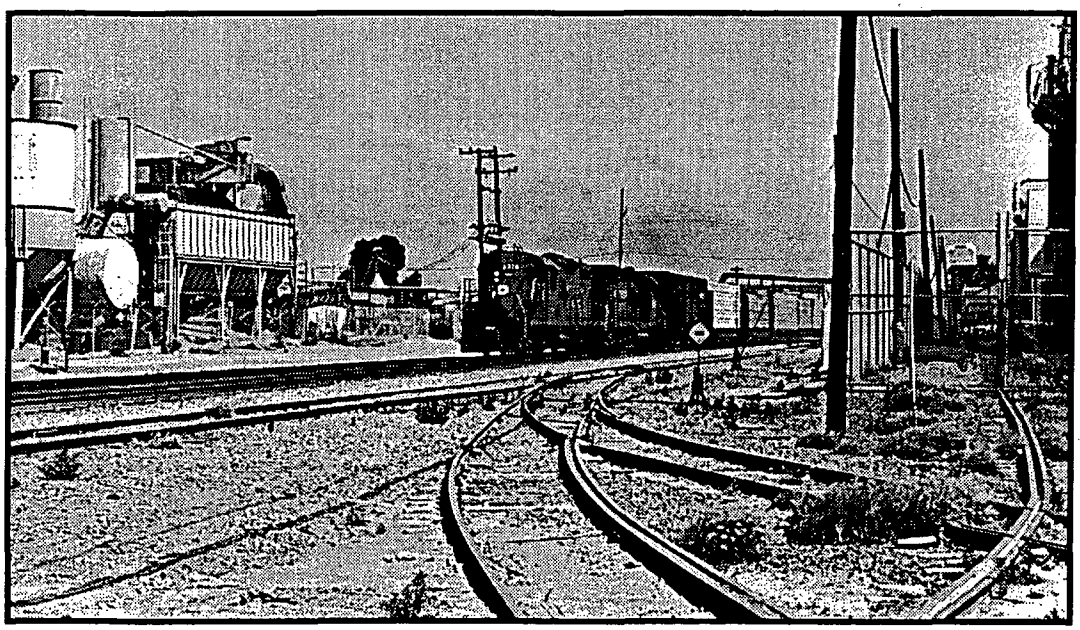
Collectors—Eastshore Hwy., 4th St., 6th-7th-Hollis, Cedar St., and Hearst-Delaware

Local streets—remaining streets.

The Freeway, major streets, and collectors are mapped on Figure 1. In addition to their status as major streets in the City's classification system, San Pablo Ave. and Ashby Ave. are both designated State Highways. San Pablo is State Route 123, Ashby is State Route 13. Because they are State Highways, the California Department of Transportation (Caltrans) controls many key decisions affecting these streets, such as the installation of signals and crosswalks. As state highways, the state pays for the maintenance and improvement of 123 and 13. The removal of Ashby from the State Highway system was a stated goal of the City's 1977 Master Plan and is currently the subject of a feasibility study to determine the long term costs and benefits to the City.

Parking

Parking is not technically part of the circulation network, but is obviously necessary if an automobile circulation network is to function. The historic absence of a parking problem is suggested by the fact that until the 1980's there was no parking requirement for West Berkeley development. Recently, however, with intensified retail and other development, areas with potential parking shortfalls have been identified in West Berkeley. These are 2 very successful retail areas—4th & University and 7th & Ashby, along with the 7th & Parker industrial/office area. The City, along with property owners in the effected areas, has begun to explore possible solutions to the shortfalls. As West Berkeley continues to develop, City policy must balance reasonable parking needs with pursuit of a policy which will not attract excess cars, exacerbating traffic congestion.



Rail Service

The Southern Pacific railroad tracks are an important non-highway circulation element in West Berkeley. They serve primarily as a freight route, but also carry S.P.'s passenger trains running north to Oregon and Washington, east to Chicago, and South to Southern California. In addition to long haul trains to these destinations the line serves several short haul services to Sacramento. Only the short haul services stop in Berkeley, near 3rd and University.

The railroad restricts access in the northern part of West Berkeley, with University, Hearst, Virginia, Cedar, Camelia, and Gilman being the only streets that cross it, while other streets do not. West Berkeley is also filled with rail spurs once serving individual plants and industries. Now many, but not all, of the spurs are unused, but the abandoned tracks present and real hindrance to pedestrian and bicycle travel, and an inconvenience to cars and trucks.

Transit and Shuttles

West Berkeley's transit service has improved, but it remains among the poorest of any economically active area of Berkeley. AC Transit operates frequent service along University Ave. (route 51) and San Pablo Ave. (#72). Other lines run less frequently — Gilman/6th St. (#9), Ashby Ave. (#6), Dwight Way (#65), and San Pablo/Cedar St. (#52). There is no all day bus along job- rich 7th St. south of Dwight. Routes 9, 51, and 65 converge at the Berkeley rail station, though waiting arrangements are poor. There is no BART station in West Berkeley and no bus line which goes from West Berkeley to the North Berkeley BART station, the station closest to much of West Berkeley. There are buses from (south) West Berkeley to Ashby BART and (north and central) West Berkeley to Downtown Berkeley BART. To go from most West Berkeley locations to most other East Bay locations by transit requires at least one transfer and sometimes more. In addition, recent gains in AC Transit service may erode, as the agency faces a funding shortfall of up to $18 million in its 1992/93 budget of $100 million.

There is some privately provided transit service in West Berkeley. A few large employers (for example, Kaiser and Miles) provide shuttle service for their employees to BART stations. A voluntary organization of employers, the Gateway Transportation Management Association (TMA) is working to expand and improve this service and well as to find other ways for employers to work cooperatively to solve transportation problems. In August, 1993, the City received a grant from the Air Quality District to initiate a shuttle that would connect several large employers to BART.

Frequent transit service geared toward commuters is currently limited to buses although business travelers are beginning to use the new San Jose-Sacramento service which stops in Berkeley.

Bicycle and Pedestrian Circulation

Outside of a few enclaves (notably around 4th & Hearst, and San Pablo & University), West Berkeley could not be called bicycle or pedestrian-friendly. Large streets with heavy traffic and (generally) few street trees do not invite the walker or the cyclist. The entrances to Aquatic Park are somewhat obscure, and the pedestrian/bicycle crossing to the Marina across I-80 is difficult to follow and potentially hazardous. In some cases sidewalks are narrowed or absent. Paving is often poor, and negotiating railroad tracks (abandoned or operating) can be difficult.

At present, designated bikeways are limited to 9th St. north of Dwight, Bancroft and Channing Way, and Gilman St. The 1977 Master Plan envisions the existing bikeway network expanded to Aquatic Park, as well as linked by shore-

line trails to North Waterfront Park. A study proposing revisions of the bikeway system in West Berkeley and throughout the city is expected in late 1993.

The City has begun to take action, particularly in the Redevelopment Area (bounded by University, Cedar, I-80, and 6th St.), to improve the pedestrian environment. The Agency plans to plant street trees along those major streets in the Area which do not already have them. It is also planning to designate parts of 5th and 4th St. as a "pedestrian pocket", and will install sidewalks on the parts of 5th St. which do not have them.

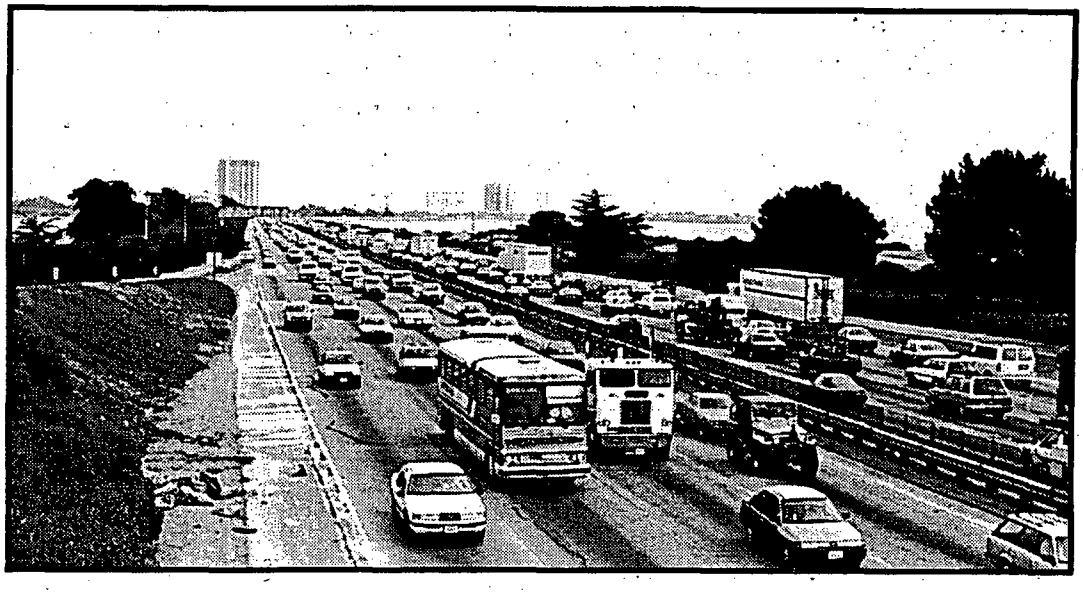
B. Potential Changes to Transit Service and the Circulation Network by Regional Agencies

Several important changes can be anticipated around West Berkeley in the next few years. First, Caltrans has begun a major project to add a High Occupancy Vehicle (HOV) lane on I-80 in each direction from the Bay Bridge to Route 4 in Richmond. Although the City has not succeeded in forcing Caltrans to redo the 1984 EIR studying the impacts of the project, the City's continued pressure has caused major changes in the project. One significant change is that the lanes are to be designated for high occupancy vehicles all day—not just at the peak hours. Construction on I- 80 may require San Pablo Ave. to take additional load during a 3-4 year construction period, although no freeway lanes will be closed during the construction. Caltrans has worked with the cities and counties on the corridor to develop improvements and expanded transit service to help mitigate any negative impacts the construction will have. In addition a "mobile commute store" along the lines of a catering truck will be providing transit information and tickets to West Berkeley workers as part of the I-80 mitigation's.

West Frontage Road will be significantly changed in the next few years. It will be reduced from three lanes to two and the extra space used to create a bicycle/pedestrian path completely separate from traffic. The intersections at Ashby, University, and Gilman with West Frontage Road will remain largely unchanged so it should be capable of carrying as much traffic as it does now—although at a slower speed.

Rail service on the Southern Pacific line has increased. The "Capital Rail Service" recently added four daily trips between Sacramento and San Jose. There is interest in establishing frequent service aimed toward commuters on this line, although there is no current funding for it. Frequent commuter trains would have both a positive and negative impact on West Berkeley, in that it would provide transit service to West Berkeley but would also further disrupt the existing street system.

Two developments at AC Transit may have an effect on West Berkeley. First, as discussed above, AC's precarious operating budget may mean that there will be cutbacks on current bus service to West Berkeley. This would make it difficult to achieve the plan objective of reducing auto traffic. On the other hand, AC is also studying eventual electrification of some of their more heavily used corridors—San Pablo Ave. among them. Electrification could offer more frequent and convenient service but it is unlikely to be implemented within the next decade even if found to be feasible. Some kinds of electrification (like the light rail line recommended for San Pablo Ave. might require replacing one or more auto lanes. In addition to the electrification of AC's lines, regional



agencies will be looking at the possibility of re-electrification of lines across the Bay Bridge.

The Metropolitan Transportation Commission—in a region wide study of potential ferry routes—recommended that ferry service be established from West Berkeley (Gilman St.) to San Francisco. The study in fact cited Berkeley as the location which has the greatest potential for ferry commuting of any new site in the Bay Area. Gilman St. was chosen because of the presence of Caltrans owned parking lots, and because the proximity of Golden Gate Fields would encourage "reverse commuter" ridership to the horse races. A great deal of fundraising, planning, and environmental assessment will need to be done if this recommendation is to become a reality.

Not all of these projects and ideas will come to fruition. However, if only a few do it will change the transportation system in West Berkeley significantly.

C. West Berkeley Commuting Patterns

Analysis of West Berkeley commute patterns is hampered by the fact that the most recent available comprehensive data for West Berkeley specifically is from the 1980 Census (1990 data is available for the city as a whole). That data suggests that people working in West Berkeley live farther away from their jobs than other Berkeley workers, and that they are more likely to drive alone to their jobs than other Berkeley workers. While slightly over half of all Berkeley workers (54%) drove alone to work in 1980, in West Berkeley over 2/3 did (68%). Berkeley and Albany residents represented a mere 18% of the West Berkeley workforce, but 39% of the Citywide total. West Berkeley conversely drew a greater proportion of its workforce (than the city as a whole) from other parts of the Bay Area—Western Contra Costa County, Southern Alameda County, San Francisco, etc. West Berkeley workers were more likely to carpool than overall Berkeley workers (21% vs. 16%). Thus only 11% of West Berkeley workers took transit, biked, or walked to their jobs, compared to 30% of Citywide workers.

This difference in residence in significant part explains the greater propensity to drive alone to West Berkeley. Local residents are far more likely to walk, bike, or take

~~transit to work than are residents of farther away cities. However, this difference is not as great in West Berkeley as in better transit served parts of the city such as Downtown. West Berkeley is also relatively easy to drive to—just off the freeway, with free parking often awaiting the worker at the jobsite. Transit is relatively difficult—no BART station, transit lines connecting only to a few points. Thus efforts to improve the West Berkeley commute pattern must seek to both increase local employment, and shift the mode of commuters.~~

~~*D. Traffic and Congestion*~~

~~Traffic Growth~~

~~Traffic in West Berkeley has increased in recent years. Between 1977 and 1987, traffic increased in varying amounts along virtually every West Berkeley Major Street. In addition demolition of the Cypress structure has changed traffic patterns, apparently adding traffic on San Pablo Ave. and other major north-south routes. Traffic generally increased faster in West Berkeley than in other parts of Berkeley, both because streets in other parts of the City were already full and because West Berkeley is changing faster than other parts of town.~~

~~There are several reasons for the growth of traffic in West Berkeley. Car ownership and auto use have increased everywhere in California, including all of Berkeley. These effects are related largely to social and economic factors, including such diverse changes as increased household income, the entrance of women into the workforce, and the dispersal of workplaces to the suburbs.~~

~~Simple population growth in the Bay Area—in Emeryville, in Richmond, and other cities, especially those along the I-80 corridor—is another cause of increased traffic. The approximately 35% increase of traffic along I-80 is a particularly clear indicator of~~

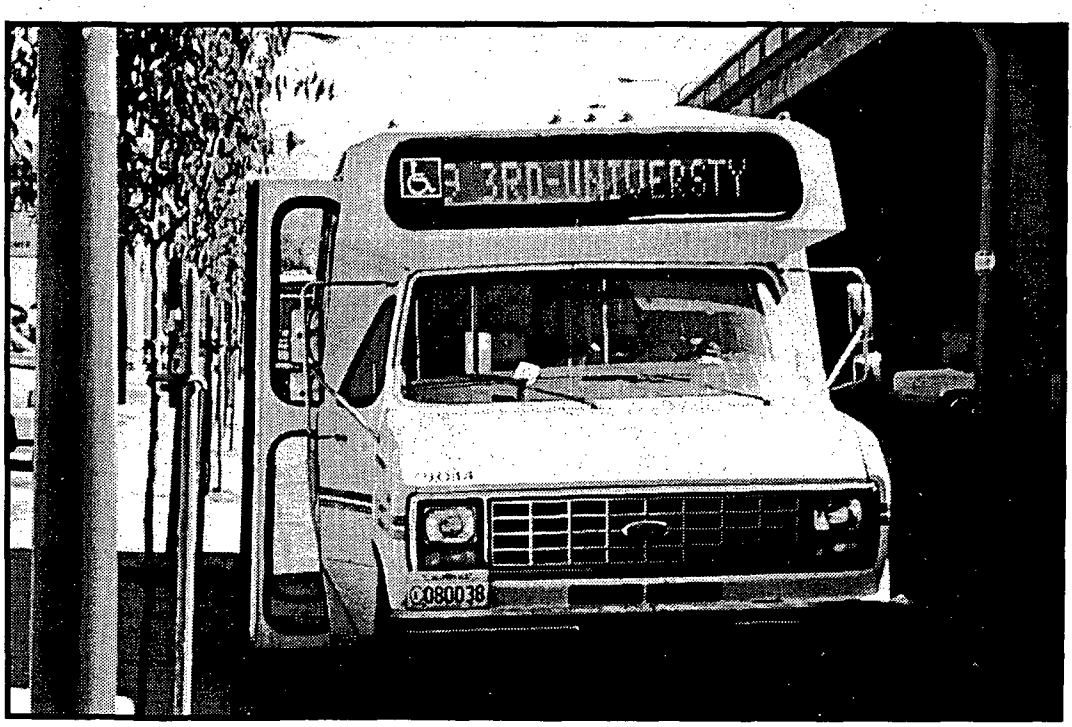
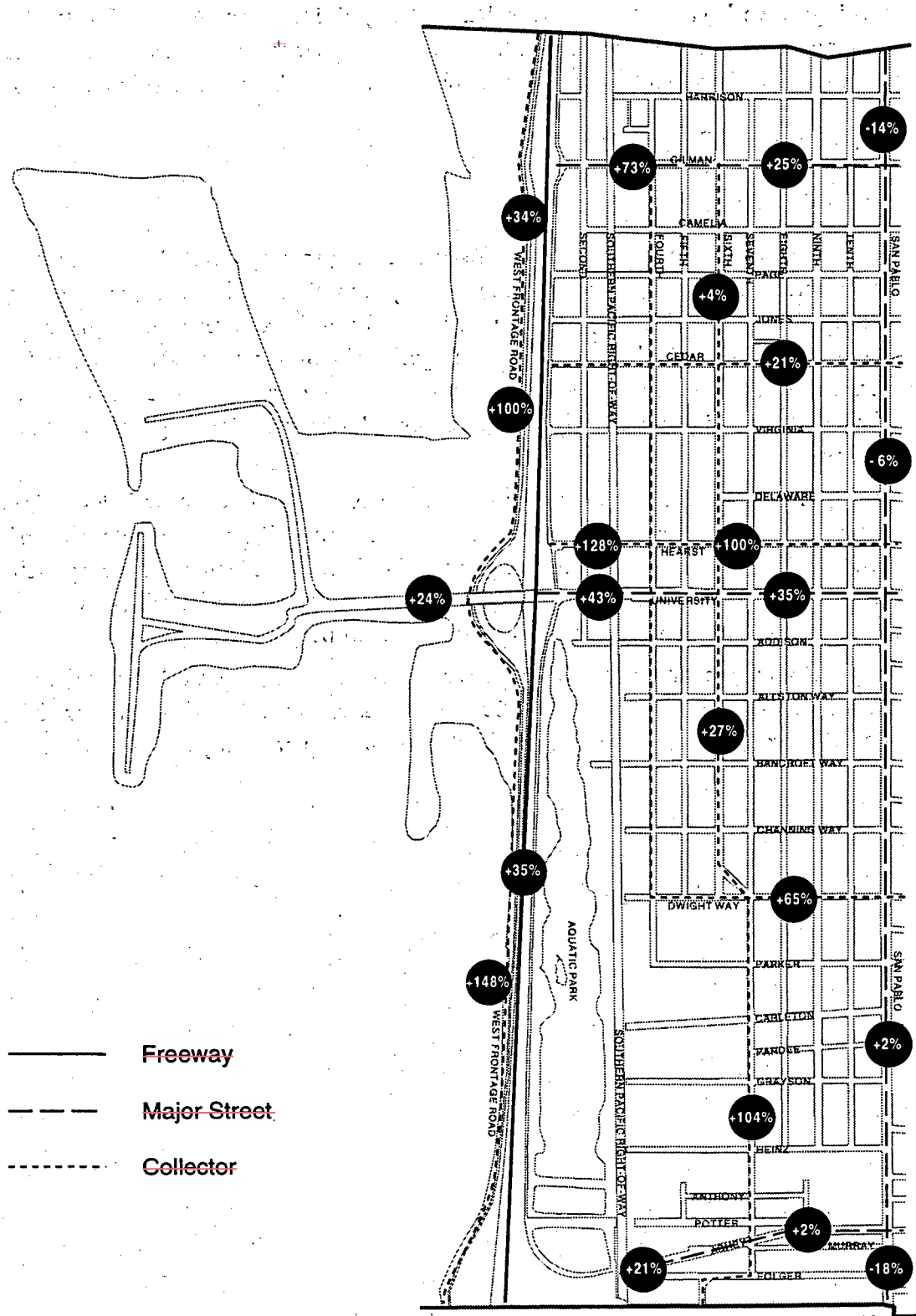


Figure 5-2: **Average Daily Trips, Percent Increase 1977 - 1987**



Source: 1977 and 1987 Caltrans Traffic Volumes

City of Berkeley Planning Department–October, 1993

regional effects, although other streets are impacted by it as well.

Intensification of land use in West Berkeley is another reason, particularly for traffic growth in local areas such as 4th & Hearst. As figure 2 indicates, Hearst St. west of 6th experienced an 128% increase in traffic from 1977 to 1987, far above the increase on most streets. The doubling of traffic on 7th St. south of Dwight presumably results from both commercial growth around 7th & Ashby and activity in Emeryville, particularly along the Hollis St. corridor.

Regional growth is likely to continue to contribute to traffic growth. Between

Table 5-1: **Level of Service, Major West Berkeley Intersections, P.M. Peak Hour**

Intersection	Type of Traffic Control	Level of Service
7th & Ashby	Traffic Signal	E
Ashby & San Pablo	Traffic Signal	F
7th & Dwight	Traffic Signal	D
Dwight & San Pablo	Traffic Signal	C
6th & University	Traffic Signal	D
Eastshore & Gilman	Stop Signs	E
6th & Gilman	Traffic Signal	B
Gilman & San Pablo	Traffic Signal	D
I-80 southbound & Ashby	Ramps, Stop Signs	F
West Frontage & Ashby	All Way Stop Signs	F
I-80 southbound at Gilman	Ramps, Stop Signs	F
I-80 northbound at Gilman	Ramps, Stop Signs	A
6th & Cedar	Traffic signal	B

Source: West Berkeley Plan EIR

1985 and 2010, the Association of Bay Area Governments (ABAG) projects a 39% increase in regional population (223,000 additional residents) along the I-80 corridor from Berkeley to Fairfield. Over the same period, ABAG projects a 43% increase in employment (96,000 additional jobs) in this corridor. In Berkeley's immediate vicinity, Emeryville plans to add hundreds of thousands of square feet of retail and office space immediately south of Powell St. Plaza and on Catellus land in southern Emeryville (and West Oakland), and hundreds of housing units at the former Del Monte Cannery on Powell St. The Albany Waterfront, currently largely occupied by Golden Gate Fields, is a very large site which may well experience more intense development, although plans are not yet determined. Figures 5-3 and 5-4 relate to the growth in traffic in Berkeley since 1977.

Operation of West Berkeley Intersections

Whenever a major project is proposed, whenever Caltrans proposes changing signalization on a state highway, whenever an EIR is done (including for the *West Berkeley*

Figure 5–3: **24 Hour Traffic Volumes, 1977**

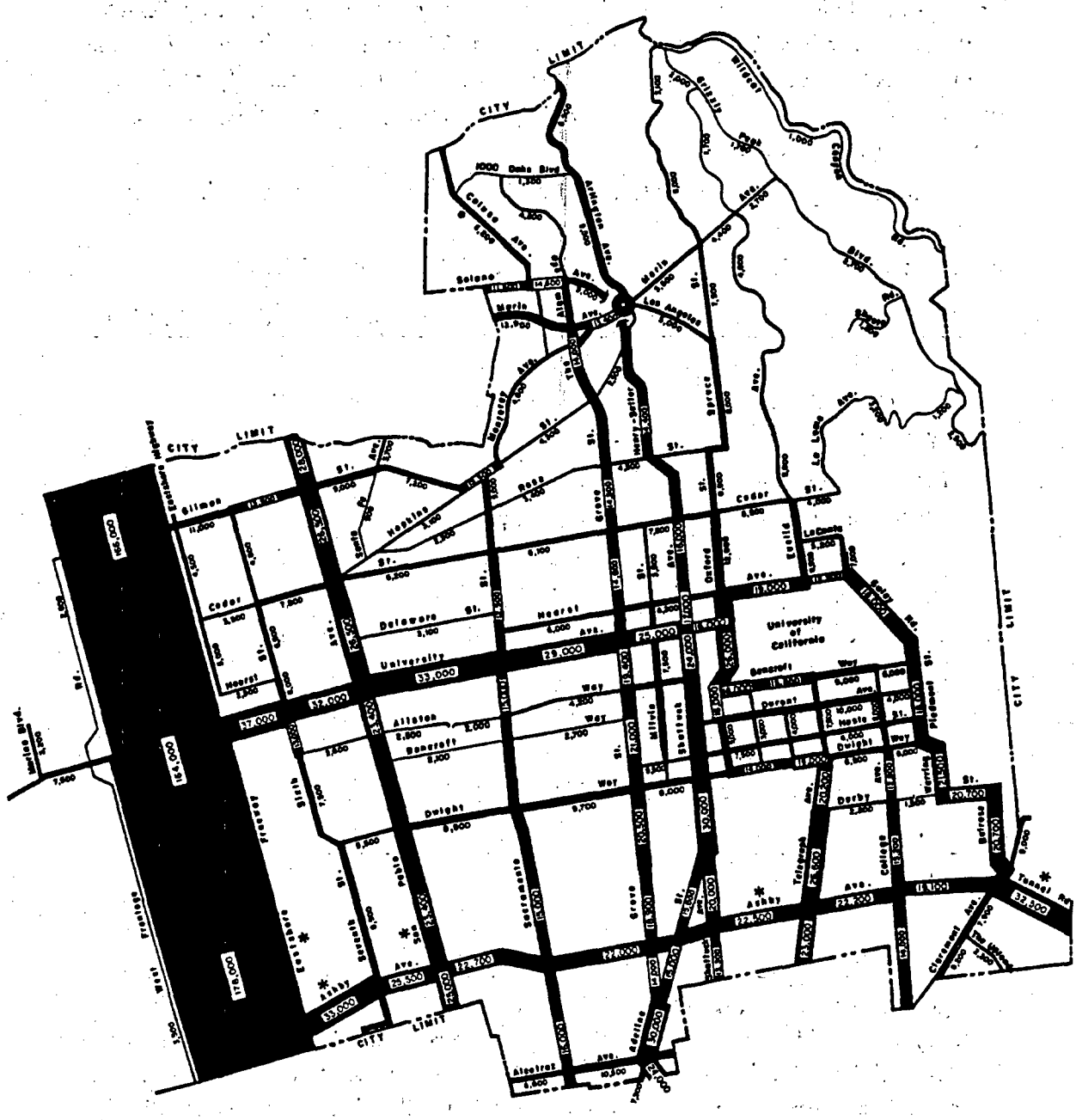
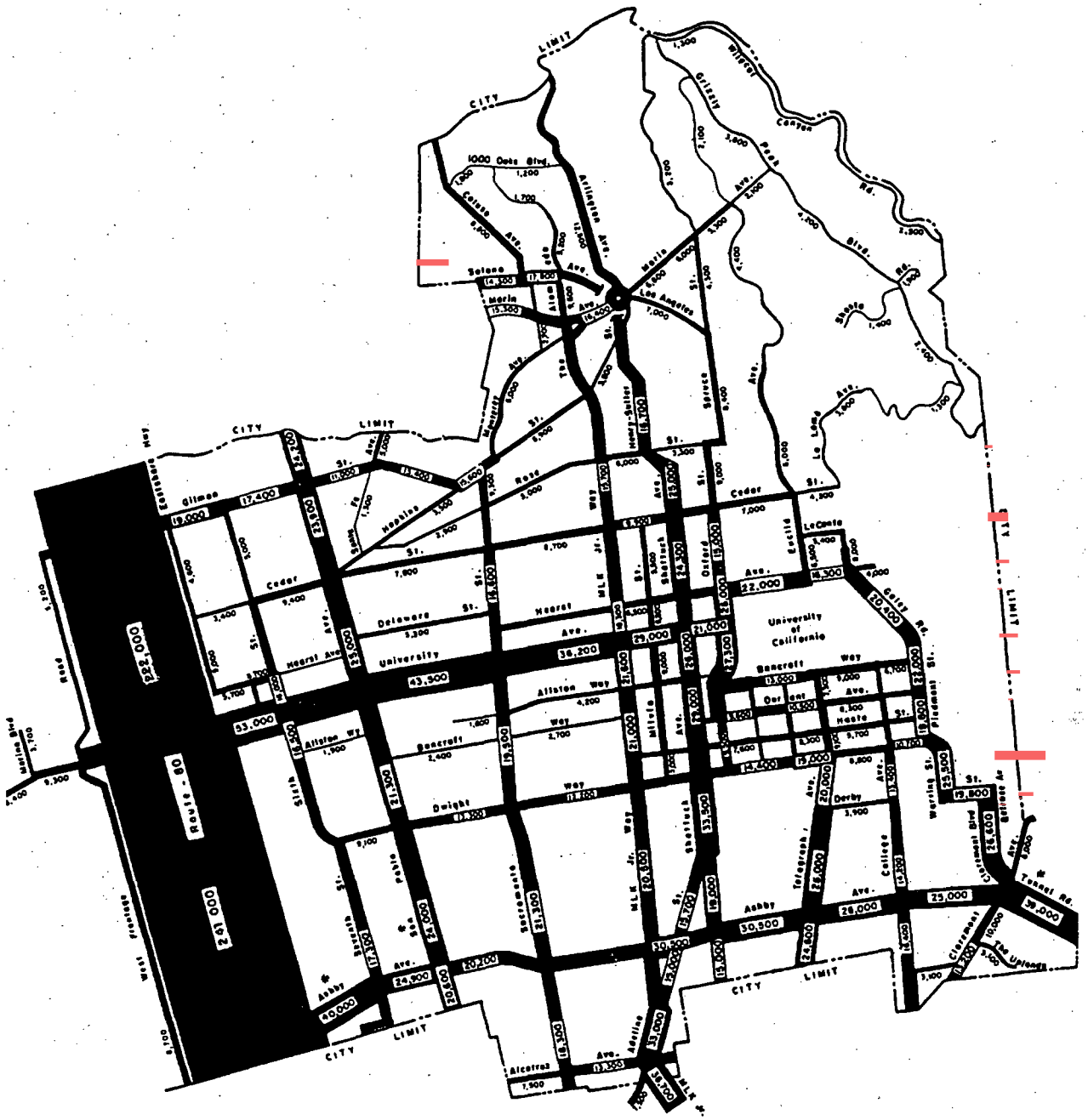


Figure 5-4: **24 Hour Traffic Volumes, 1987**


CITY LIMIT
University of California
Route 80
University
Ashby
Dwight
Allston Way
Bancroft
Hearst Ave
Delaware St.
Gilman
Cedar
Solano
Marin
Los Angeles
Alcatraz
Adeline
Shattuck
Telegraph
College
Claremont Blvd
Tunnel Rd.
The Uplands
Grizzly Peak Blvd.
Gilman Blvd
West Frontage Road
Frontage Road
Sacramento
Sixth
Seventh
Eighth
Ninth
Tenth
Eleventh
Twelfth
Fourth
Fifth
Third
Second
First
Aline
Ashby
Alcatraz
Dwight
Derby
Haste
Ellsworth
Bowditch
Channing
Durant
Bancroft
Allston Way
Hearst
Delaware
University
Gilman
Cedar
Solano
Marin
Los Angeles
Shattuck
Adeline

~~*Plan*), Level of Service Calculations are made for affected intersections. Through information gathered in this way we know that there are a number of intersections in West Berkeley which are already operating below the desirable Level of D (see next section for explanation), at least at their peak hour of afternoon traffic (although not necessarily other times). There may be others, as yet unstudied, which are also operating at E or F.~~

~~City Action against Congestion—Opportunities & Constraints~~

~~While the City can and does seek to minimize traffic congestion, there are important limitations on its ability to do so. The City has the most direct control over the portion of traffic growth which comes from new development in Berkeley. Control over traffic growth resulting from development elsewhere or from increasing levels of car ownership and usage is very indirect.~~

~~There are several ways municipalities attempt to control congestion. One way is to control congestion by increasing the capacity of the street system to keep up with projected increases in traffic or development. Another way is to seek to limit traffic growth through limiting development either in quantify or in type to that which produces little or no traffic. Lastly, municipalities can secure "mitigations" from development in the form of agreements to influence employee or client travel behavior away from automobile travel. For West Berkeley, all methods have potential drawbacks.~~

~~Increasing street capacity to deal with congestion has soon lead many East Bay communities to create giant intersections—often eight to ten lanes across a single leg since multiple turn lanes are a common congestion reliever. The size of these intersections makes pedestrian use impossible or unpleasant and can mean the destruction of surrounding buildings in order to gain space for them. Measure S—a citizen passed advisory measure—opposed street widening as a way to reduce congestion. Berkeley has been very restrained in increasing street capacity through widening.~~

~~The City can attempt to check traffic congestion by controlling the level of development in West Berkeley. Indeed, the Preferred Land Use Concept lays out a moderate growth scenario for West Berkeley. The Plan's projections site a potential net~~

~~increase of some 1,800,000 square feet (residential and non-residential), on an existing base of over approximately 12,000,000 built square feet. The major traffic impact would come from the 680,000 square feet of projected office and laboratory growth, and the 325,000 square feet of added retail space.~~

~~In addition, the City will attempt to mitigate the impact of all traffic producing development through encouraging West Berkeley travelers to use alternatives to the solo automobile. Mitigation agreements are incorporated into new development in several ways—through the EIR process, through permit conditions, or through development agreements. The City's efforts have been strengthened and extended to existing employers through the adoption of a "Trip Reduction Ordinance" requiring that all employers conduct information campaigns about alternative travel modes. In addition, regional air quality regulations will soon require all large employers in the Bay Area to meet goals related to reducing the number of commuters traveling by auto.~~

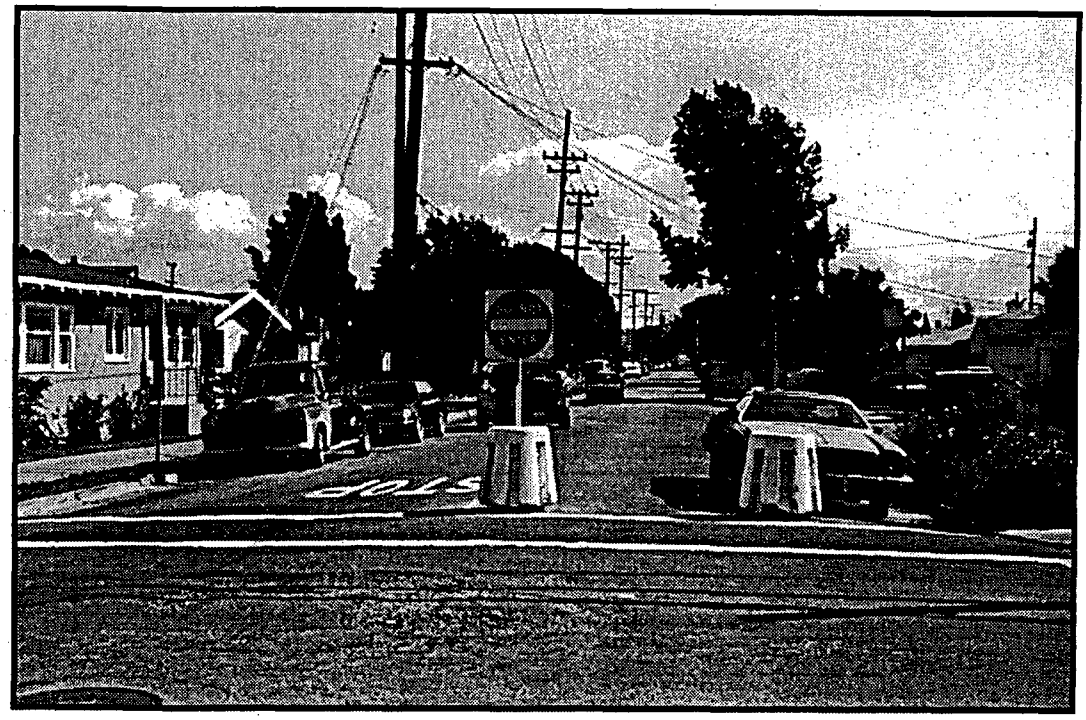
~~Measuring Traffic Congestion the Concept of Level of Service~~

~~Level of Service (LOS) has become the commonly accepted method for cities and other agencies to keep track of congestion. LOS calculations can be used in many ways including to compare congestion at the same location over time, to compare two locations, to anticipate the operation of a street in the future, and to compare how alternative projects will impact a street system. LOS is analogous to grades in school. Like grades Levels of Service range from A to F (but with E added). Also like grades, there are several different ways to compute Levels of Service and without knowing how two particular Levels Of Service were computed, one cannot know how they really compare.~~

~~The interpretation of the meaning of A, B, C, D, E, and F in level of service is less straightforward than the interpretation of school grades.~~

~~LOS A represents completely free flow—no impediment to speedy travel. On a freeway it would mean a nearly empty lane; at an intersection it would mean sailing through on the green light nearly all the time. LOS B and C represent slightly more crowded conditions. In all but the least crowded rural areas and suburbs, or least successful commercial districts, it is difficult to build major streets large enough to operate at A, B, or C, at least at the rush hour. LOS D is often cited as a desirable "minimum operating condition" for intersections or streets, and was recommended as a city-wide standard for collectors, arterials, and key intersections in advisory measure S, passed by the voters in 1988. LOS D might be considered the most cost-effective balance between an investment in street capacity and the inconvenience of some delay in travel. LOS E is where an intersection or traffic lane is handling all the traffic it can. In a sense it is the most "productive" Level of Service, although to the individual traveler it can be frustratingly slow. For example, on a freeway, LOS E occurs when traffic is traveling at a steady speed of about 35 miles per hour. LOS E is also unstable and can degenerate to LOS F quickly. Level F is failure, just as in a normal grading system. It represents jammed conditions—stop and go on the freeway, or waiting through several lights to get through an intersection.~~

~~In order to make comparisons, traffic engineers have codified the calculation of~~



Level of Service into equations which include a number of factors, commonly and principally the volume of traffic on a lane or through an intersection, and the configuration of the street or intersection. It is important when making comparisons across time or location that the same equations be used and the factors be interpreted consistently.

It is also important to remember that LOS is a moving target. Automobile drivers are continually seeking uncongested routes. Left to their own devices they soon find alternatives to intersections or road operating at LOS E or F. Thus, roads operating at A, B, C, or D may attract enough traffic to become E or F themselves.

LOS Standards and Measuring Success against Congestion

When the Preferred Land Use Concept was drafted, the goal of the *West Berkeley Plan* Committee was to maintain intersection performance at or above Level of Service D. However, further analysis demonstrated that this goal was infeasible, and not necessarily desirable. Restoring the 9 intersections known at that time to rate below LOS D to a D rating was estimated to cost at least $3.1 million in 1991 dollars. If other intersections were to be found to be performing poorly, additional costs would be incurred. Most of these projects, since they relieve existing congestion, would have to be paid for with City funds or an assessment on current landowners. In general developers are required to pay to mitigate their contribution to future congestion, or to maintain an existing level of service.

In addition, the likely increases of traffic originating in Emeryville and other communities outside Berkeley may also make it difficult to maintain LOS D. In this regard however, the City will be helped by new state "congestion management" requirements which will require communities to report anticipated traffic impacts on other communities to county Congestion Management Agencies.

~~For these reasons, the Plan moved to a more nuanced approach. It uses LOS D as a standard for those intersections which are currently performing at or above that level. For intersections already performing below that level, it uses the standard that these intersections not be degraded below LOS E as a result of development in Berkeley, and that intersections performing at F be upgraded to at least E.~~

III. Goals and Policies

Goal 1:

Improve traffic flow and air quality by reducing reliance on single occupant automobiles, by encouraging use of alternatives means of transportation

Rationale:

West Berkeley is one of the most automobile-dependent parts of the city. People working in West Berkeley are 30% more likely than their counterparts citywide to drive alone to work. There is no BART station within the area, and no direct transit connection to the nearby North Berkeley BART station. This is a particular problem because of the high proportion of long distance commuters into West Berkeley. AC Transit has improved service, but it is still less extensive in West Berkeley than in other parts of the city. Improvements in transit service, the use of carpooling, and other means of transportation can reduce single occupant automobile trips and air emissions, and perhaps ultimately free land used for parking for other purposes.

Policies:

1.1 Seek trip reduction—reduction of single occupant automobile trips—through a variety of education and regulatory efforts including implementation of a City of Berkeley Trip Reduction Ordinance, cooperation with the Air Quality Management District's transportation control measures, conditions on development and other mechanisms.

1.2 Monitor and regulate (in the policy framework established by the *West Berkeley Plan*) the amount and location of added development, intensified land use, and added parking in West Berkeley so that development in West Berkeley does not exceed transportation system capacity.

1.3 Seek the improvement of AC Transit service to and within West Berkeley, with one objective being the creation of a transit hub at the Berkeley train station.

1.4 Encourage AC Transit to reduce bus emissions

1.5 Encourage transit usage and improve amenities for riders by providing bus stop benches and bus shelters.

1.6 Through the Transportation Management Association, individual companies, and other appropriate mechanisms, improve shuttle service from West Berkeley to BART stations and to Downtown Berkeley.

1.7 Find ways to make information about transit, carpooling, and other alternatives to driving more easily available to West Berkeley workers and residents.

1.8 Take aggressive action to develop an adequate Berkeley train station near University Ave. for San Jose—Sacramento and other long distance service.

~~1.9 Over the long run, cooperate with Caltrans, the Alameda County Congestion Management Agency, and the Metropolitan Transportation Commission to create direct bus access from Berkeley freeway entrances to any HOV (high occupancy vehicle) lanes it builds.~~

~~1.10 Support programs to increase the share of West Berkeley jobs held by Berkeley resident workers, as a means of reducing automobile use (see Economic Development Element).~~

~~*Goal 2:*~~

~~*Minimize traffic at West Berkeley intersections to the extent consistent with other plan goals and city policies.*~~

~~Rationale:~~

~~Traffic congestion has worsened in West Berkeley in recent years. Deteriorating "Levels of Service" at intersections—showing longer times to pass through the intersection—are indicators of this problem. The deterioration is unsurprising, given that more traffic is attempting to flow through a street system which has received little improvement in recent decades. This traffic stems from Berkeley development and development in neighboring cities, as well as in large part from a regionwide increase in the use of cars. In future years, Berkeley can seek to control congestion through controlling its own development (and seeking to influence to our neighbors'). Street system improvements, however, are constrained both by cost and by long term city policies including our Master Plan and Measure S. Level of Service goals are set for signalized intersections—at unsignalized intersections cars on side streets seeking to turn (particularly left) onto the main street almost inevitably experience waits, generating low LOS ratings. Congestion management must be handled carefully, however, to assure that it does not induce more people to drive alone to and through West Berkeley than otherwise would have.~~

~~*Policies:*~~

~~2.1 At those signalized intersections where intersection performance is currently rated at Level of Service (LOS) "D" or better, do not allow intersection performance to fall below LOS D.~~

~~2.2 At those signalized intersections where intersection performance is currently rated below LOS "D", prevent these intersections from falling below LOS "E" as a result of development in Berkeley. If intersections are already below "E", take necessary measures to improve performance to at least LOS "E".~~

~~2.3 Install and improve traffic control devices such as signals, turn lanes, and turn arrows which will speed and smooth traffic flows along major streets.~~

~~2.4 Improve the street maintenance program as a means of facilitating traffic flow.~~

~~2.5 Seek to reduce the impact of regional traffic on West Berkeley, by working with Albany, Emeryville, and other cities and agencies.~~

Goal 3:

Improve the circulation system where necessary, particularly around Ashby Ave.

Rationale:

With streets that were laid out many years ago and properties largely built up, there is little room or reason to change the basic features of West Berkeley's circulation system, the streets themselves. One area where change may be possible is around Ashby Ave., where there is an unusually thin network of streets handling heavier and heavier traffic.

The area surrounding 7th & Ashby, especially the area north of Ashby, has developed rapidly in recent years. The growth of retail stores such as Whole Earth Access, and the creation of offices and laboratories (along with background regional traffic growth) has generated congested conditions in the area. While recent improvements (such as a left turn light at 7th & Ashby) have improved conditions, the circulation system remains poor. 7th St. is the only through street (and the only signalized street) which intersects Ashby between the Freeway and San Pablo, placing a heavy burden on it. Therefore, diverting traffic onto streets such as 5th St. and 9th St., and possibly extending them, should be explored. The emphasis on the Ashby Ave. vicinity is not meant to exclude the possibility of improvements elsewhere. Rather it implies that plans and possibilities for street improvements have been more solidly identified here than elsewhere.

More remotely, the area between Gilman St. and the Albany border, Eastshore and the railroad tracks (3rd St.) may bear reexamination. The City of Albany views its lands to the north of this area (but which are accessed by Gilman St.) as important potential development sites, which may generate more traffic.

Policies:

3.1 Develop and implement strategies to reduce traffic congestion at the intersection of 7th & Ashby.

3.2 Assess the implications of opening 9th St. between Heinz St. and Anthony St. Consider the possible impacts of this on local streets in the Grayson area and on rail service on the 9th St. rail spur, and how these could be mitigated.

3.3 Actively explore the extension of 5th St.—on some alignment— from Potter St. to Ashby Ave.

3.4 Work with the City of Albany to review existing circulation conditions and potential impact of projects in the area west of the railroad tracks and north of Gilman.

Goal 4:

Create and maintain adequate parking to support West Berkeley land use without creating increased incentives for single occupant automobile use.

Rationale:

Historically, parking was not a major problem in West Berkeley, but this has changed in recent years. Originally industrial buildings, often initially built with little or no parking space, have been converted to retail and office use, intensifying parking demand. These areas may well need centralized parking facilities. While meeting expanding parking needs is important, it is also important not to provide so much free parking that people are encouraged to drive more than they would otherwise (a la suburban shopping malls). Therefore, the policies call for consideration of parking charges in some instances.

Policies:

4.1 Actively pursue opportunities for the creation of centralized parking facilities in the 4th & University, 7th & Parker, and 7th & Ashby areas, and other locations in which they prove to be needed.

4.2 Seek to preserve needed parking in and near commercial districts for short term, rather than long term parking.

4.3 If necessary, protect the availability of parking in residential neighborhoods through Residential Permit Parking programs.

4.4 Where necessary and feasible, work with developers of new buildings to institute charges for parking.

4.5 Where necessary and feasible, work with owners and managers of existing businesses to institute charges for parking.

Goal 5:

Protect local residential streets from through traffic

Rationale:

Local residential streets are streets dominated by residential land use which are not major streets or collectors. Because of the proximity of West Berkeley residential areas to industrial and commercial areas, local streets here are somewhat more vulnerable to intrusive through traffic than in other parts of the city. Such through traffic can cause safety problems for pedestrians and bicyclists, and could conceivably lead to a spill of hazardous materials. The City has already taken some action to improve the situation by amending the Truck Route Ordinance to prohibit large trucks on local residential streets in the northern part of the residential core.

Policies:

5.1 Adopt and implement a revised Truck Route Ordinance.

5.2 Improve and install traffic control devices—such as traffic signals, stop signs, full or

partial barriers, and others—which will inhibit through traffic on local residential streets, while providing bicycle access where needed.

Goal 6:

Improve pedestrian and bicycle access in and around West Berkeley

Rationale:

From the environmental standpoint of reducing single-occupant autos, good pedestrian and bicycle access is key. Yet many parts of West Berkeley are unnecessarily "unfriendly" for pedestrians and bicycles. Some streets with significant numbers of residents have no sidewalks. Bikeways are little known and poorly marked. These conditions need to be improved.

Policies:

6.1 Develop and implement a bikeway plan for West Berkeley, using information developed during the *West Berkeley Plan* development, which would define bike routes and suggest needed capital improvements to make these routes bikeways.

6.2 Complete the sidewalk system in locations where sidewalks would be used.

6.3 Require appropriate levels of bicycle parking in new developments.

6.4 Develop an improved bicycle/pedestrian connection across I-80 from West Berkeley to the Marina

IV. Implementation Measures

1. Ordinance and Regulatory Changes

Note: Please see the Appendix for recommended changes in parking standards.

Funding Sources are possible sources.

1.1 Trip Reduction Ordinance—Pass Citywide Ordinance to decrease the percentage of people driving alone through programs at larger employers, initially through the provision of information on commute alternatives to employees. The Ordinance should implement the Bay Area Air Quality Management District program when that program is developed.

Goals and Policies Implemented: Goal 1; Policies 1.1, 1.6, 1.7, 1.10

Responsibility: City Planning Department, Berkeley TRIP (contract agency)

Funding Sources/Status: Employers, Motor Vehicle Registration fees (AB 434), Measure B funds. Ordinance and BAAQMD Regulation passed.

1.2 Bikeway Redesignations—Revise the system of bikeways in and around West Berkeley so that they more effectively and safely serve residents and workers.

Goals and Policies Implemented: Goal 6; Policies 6.1,6.4

Responsibility: City Planning Department with Public Works (Traffic Engineering)

Funding Sources/Status: Miles Development Agreement, TDA Article 3 for capital improvement, Prop. 116 grants. Bikeway study recommending route changes is being completed.

2. Projects—Capital Improvements and Other

2.1 Employee Shuttles—Work with the West Berkeley Transportation Management Association to increase shuttle service from West Berkeley companies to BART, and other employer-based transit options.

Goals and Policies Implemented: Goal 1; Policies 1.1,1.5

Responsibility: City Planning Department, Transportation Management Assn. (TMA)

Funding Sources/Status: Caltrans funding for start-up phase of TMA. BAAQMD has provided operational grant for shuttle, to be matched by West Berkeley employers. Shuttle to start-up in late '93.

2.2 Transit improvements—Work with AC Transit to maintain and improve transit service in West Berkeley. Objectives for transit service provision include:

- Frequent service (every 15 minutes or more during weekday daytimes) on San Pablo Ave., 6th/7th St., Gilman St., University Ave., Dwight Way, Ashby Ave.

- In conjunction with employee shuttles, improved transit from West Berkeley employment centers to BART stations.

- Shopper-oriented service from West Berkeley to Downtown Berkeley

The need and demand for additional service from other areas (such as the Berkeley Hills) should be explored. The City should work with AC Transit in whatever assessments (and subsequent implementation) it makes concerning the feasibility and desirability of ferries to West Berkeley and light-rail service on San Pablo and/or University Ave.

Goals and Policies Implemented Goal 1; Policy 1.3

Responsibility: City Planning Department, AC Transit, BART

Funding Sources/Status: Costs not yet analyzed, funds not yet identified

2.3 Freeway reconfiguration—Work with Caltrans to reconfigure entrances to I-80 at University Ave. to improve bicycle/pedestrian access to the Marina and at Ashby Ave. to reduce the impact on Aquatic Park. When High Occupancy Vehicle (HOV) lane is constructed, work with Caltrans to assure that buses have direct access from streets to HOV lane.

Goals and Policies Implemented Goals 1,6; Policy 1.9,6.4, also Urban Design, Historic Preservation & Open Space Element goals and policies)

Responsibility: City Planning Department, Caltrans

Funding Sources/Status: State of California on application by Alameda Co. Congestion Management Agency, MTC. City beginning discussions with Caltrans on Aquatic Park access.

2.4 Bikeway improvements—Improve the visibility and usability of existing and proposing bikeways by adding markings and signs, repairing pavement, and removing abandoned railroad spurs.

Goals and Policies Implemented: Goal 6, Policy 6.1

Responsibility: City Planning Dept., Public Works (Traffic Engineering)

Funding Sources/Status: Miles Development Agreement, TDA Article 3 for capital improvement, Prop. 116 grants. No comprehensive program of improvements underway.

2.5 Bicycle facilities—Install bicycle facilities, such as storage racks and/or parking lockers at key destinations such as major retail areas, public facilities, and recreational sites. The Train Station would be a likely installation area in West Berkeley.

Goals and Policies Implemented Goal 6, Policy 6.1

Responsibility: City Planning Department and Public Works (Traffic -Engineering)

Funding Sources/Status: Miles Development Agreement, TDA Article 3 for capital improvement, Prop. 116 grants.

2.6 Improvements for pedestrians—In order to improve the West Berkeley environment for pedestrians, in situations where there is or could be significant pedestrian use, install sidewalks where none exist and improve sidewalks, crosswalks, and wheelchair ramps where they are inadequate. Eliminate sidewalk parking. Concentrate on reinforcing commercial districts and nodes such as 4th & University, 7th & Ashby, San Pablo & University, San Pablo & Dwight, and San Pablo & Ashby. As a first step, install pedestrian improvements in the Redevelopment Area (see also Urban Design Element)

Goals and Policies Implemented Goal 6, Policy 6.2

Responsibility: City Planning Department, Public Works (Engineering), Redevelopment Agency

Funding Sources/Status:: Redevelopment tax increment, outside Redevelopment Area TDA Article 3. Redevelopment Area improvements being constructed, no comprehensive program outside Redevelopment Area.

2.7 5th St. Extension—Seriously assess the possibility of extending 5th St. from Potter St. to Ashby Ave. as a congestion relief measure, particularly in the context of development proposals on the Oscar Krenz site.

Goals and Policies Implemented Goals 2,3; Policy 3.3

Responsibility: Public Works (Traffic Engineering) with City Planning Dept.

Funding Sources/Status: Costs not yet analyzed, funds not yet identified

2.8 Street System Improvements—Identify and implement street system improvements necessary to achieve and maintain Plan traffic congestion and Level of Service goals. Actions could include changes to signal timing, traffic controls, turn lanes, and elimination or reduction of curbside parking.

Goals and Policies Implemented Goals 2,3,5; Policies 2.1,2.2,2.3,5.2

Responsibility: Public Works (Traffic Engineering) with City Planning Dept.

Funding Sources/Status: Miles Development Agreement for southern area, future development mitigation's. 7th & Parker projects under development.

3. *Studies*

3.1 Train Station Design Concept—Develop design concept in order to gain construction funding for a new train station in the vicinity of 3rd & University. The station should serve as a transit hub, as well as a gateway to West Berkeley and the Marina. Design should occur in the context of the Central West Berkeley Specific Plan (see Land Use Element)

Goals and Policies Implemented Goal 1, Goal 6; Policies 1.2, 1.7

Responsibility: City Planning Department, with Redevelopment Agency

~~*Funding Sources/Status:* Capital funds from state rail bonds.~~

~~3.2 Centralized Parking Demand and Cost Analysis—Analyze the physical and financial feasibility (including demand, traffic patterns, conceptual design) of creating centralized parking structures/facilities, initially concentrating on 3 areas: 1) 4th & University; 2) 7th & Parker (per Miles Development Agreement); and 3) 7th & Ashby.~~

Goals and Policies Implemented:

~~*Responsibility:* Community Development Department, with City Planning Department, Public Works (Traffic Engineering)~~

~~*Funding Sources/Status:* Study underway, fall 1993.~~

~~3.3 Aquatic Park Access Study—Study and assess alternatives for improving vehicular, bicycle, and pedestrian access to Aquatic Park, particularly the southern end of the park. This would be an implementation study for the Aquatic Park Master Plan. Alternatives could include extension of streets across the railroad right-of-way and/or creation of grade-separated (e.g. elevated) crossings for pedestrians and bicyclists (see also Urban Design, Historic Preservation and Open Space Element~~

~~*Goals and Policies Implemented:* Goal 6, Policy 6.1~~

~~*Responsibility:* Public Works (Parks/Marina, Traffic Engineering) and City Planning Departments~~

~~*Funding Sources/Status:* Not yet identified, funding from developers of adjacent sites possible.~~

~~3.4 9th St. Connection Study—Study the feasibility of connecting 9th St. between Anthony St. and Heinz St., so as to provide a connection to Ashby Ave. Consider how this would be compatible with existing railroad spur operations, and how this connection would relate to the Grayson Mixed Use/Residential area.~~

~~*Goals and Policies Implemented* Goal 3, Policy 3.2~~

~~*Responsibility:* City Planning and Public Works (Traffic Engineering) Departments~~

~~*Funding Sources/Status:* Miles Development Agreement, Study not yet initiated~~

6

Housing & Social Services

1. Strategic Statement

West Berkeley houses only 7% of Berkeley's population, but its role in Berkeley's housing is nonetheless vital. West Berkeley continues to have some of the lowest cost rental and owner-occupied housing in Berkeley. This low cost largely explains why West Berkeley is home to many households with special needs—such as single mothers—and why it remains the most racially integrated area of Berkeley. West Berkeley's reservoir of lower cost housing is likely to become increasingly important over the *West Berkeley Plan* period, if inflationary forces continue to quickly drive up house prices and rents elsewhere in the city. West Berkeley also provides unconventional housing, such as live-work units for artists and craftspeople. The *West Berkeley Plan* seeks (in the context of citywide policies) to maintain housing affordability in West Berkeley, and to add housing units in appropriate locations. In particular, it seeks to strengthen retail concentrations ("nodes") by adding housing there and to reinforce residential concentrations in the Mixed Use/ Residential zone.

Because a great many of West Berkeley's residents are low income they require a high level of publicly aided social services, such as childcare and low cost health care from non-market sources. These services are vital for maintaining and improving the quality of life for West Berkeley residents. Since many West Berkeley residents are not native English speakers, providing bilingual services is often necessary. Because many West Berkeley residents are likely to remain low income, despite economic development efforts, City and other agencies should maintain and augment West Berkeley's services, both in West Berkeley itself and in locations accessible to West Berkeley residents.

II. Housing Background

A. Berkeley's and West Berkeley's Role in the Regional Housing Market

Berkeley plays a distinctive role within the Bay Area housing market, as does West Berkeley within Berkeley. For the 1990 Census, Berkeley has, for the first time, been designated a central city within the San Francisco- Oakland-San Jose metropolitan area. In many ways, Berkeley does function in the manner expected of a central city within the regional housing market. Berkeley has one of the highest proportions of renters of any Bay Area city, even with recent (smaller than expected) loss of rental units. Berkeley is the 3rd most densely populated city in the Bay Area (after San Francisco and Daly City), although there are massive variations in density from area to area within Berkeley. (However, Berkeley is only 14th in the Bay Area in percentage of units in buildings with 10 or more units) With thousands of students in dormitories, fraternities, and sororities (an important factor in raising citywide density figures)—Berkeley has the Bay Area's 3rd highest proportion of residents in group quarters.

Berkeley, like other cities along the East Bay shoreline and in the core of the region, has a very ethnically/racially mixed population. Non-Hispanic whites make up 58% of Berkeley's population, slightly below the regional average of 61%. Berkeley's 18% black population is double the regional average, and gives Berkeley the 7th highest proportion of African-American population among the 98 Bay Area cities. At 14%, Berkeley's Asian proportion, mirrors the regional average of 15% Asian. Latinos are the only non-Anglo group less represented in Berkeley (8%) than in the region as a whole (15%).

West Berkeley, largely in conjunction with South Berkeley, has its own place within Berkeley's population. For planning and analytical purposes, the city has been split into 5 subareas (see map).[1] Subarea 1, the Hills, is a high income, high cost, heavily white (84%) area, which some have characterized as "the suburb of Berkeley." Subarea 2, Central Berkeley, has relatively even mixes of single family homes and other housing types, owners and renters, whites and non-whites. Subarea 3, Campus/Downtown, is dominated by multi-family units and group quarters, houses almost 1/3 (32%) of the city's population, and has a population which is 2/3 below 30 years old. Finally, South and West Berkeley (subareas 5 and 4) together have a black plurality (48%), a renter majority, and relatively modest home prices. However, as will be discussed below, West Berkeley differs from South Berkeley, notably in its ethnic mix.

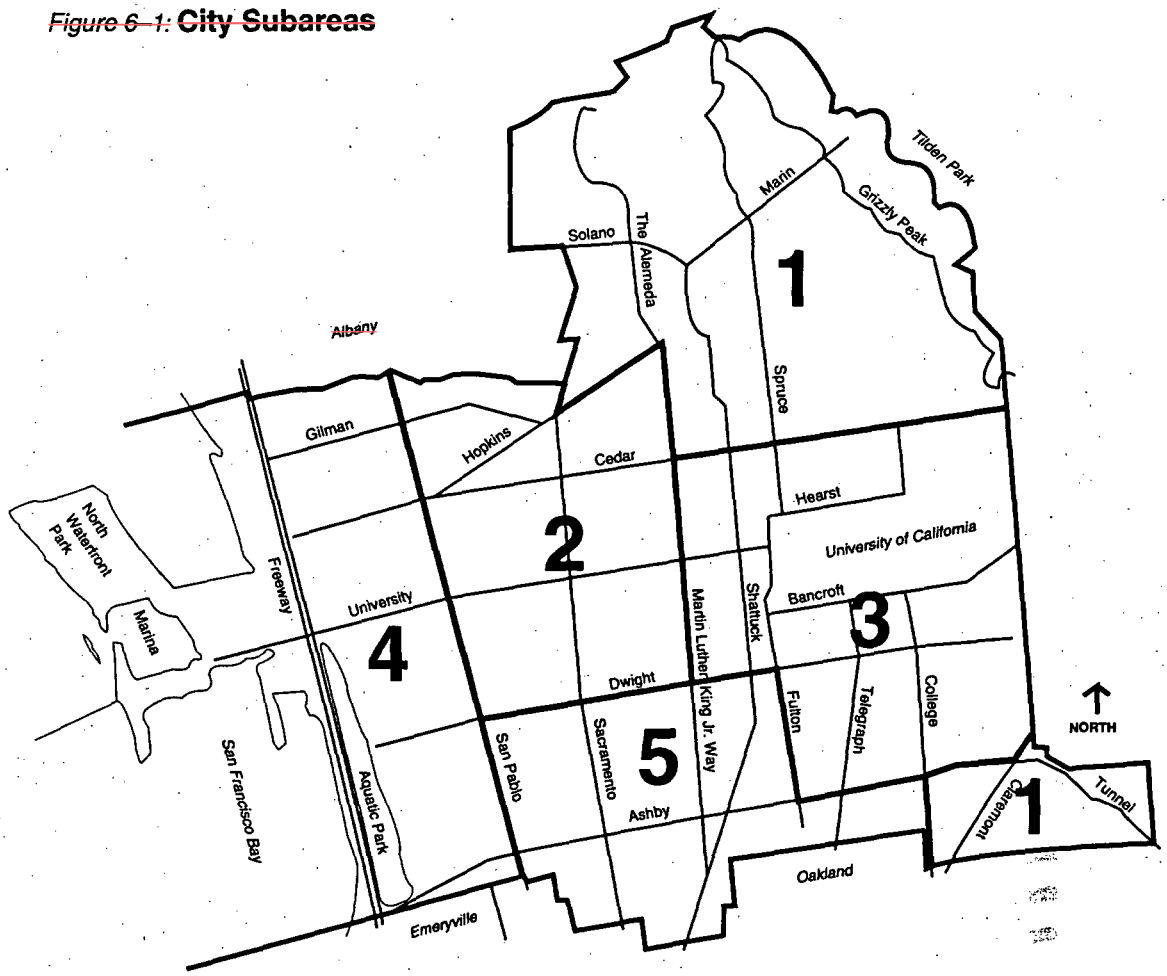
B. The Housing Stock—Small Homes in a Moderate Density Neighborhood

Small single family houses are the most characteristic form of West Berkeley housing. Single family units account for 44% of West Berkeley's housing (according to the 1989 Housing Stock Changes Report), although they are far from the only housing type.[2] An additional 35% of West Berkeley's 2,970 housing units were in 2-4 unit

[1] The 5 subareas are (see map) the Hills, including the Claremont district; Central Berkeley between MLK and San Pablo, north of Dwight; Campus—the areas around it; South Berkeley—roughly corresponding to the South Berkeley Plan Area and West Berkeley.

[2] It must immediately be cautioned that in West Berkeley single family houses cannot necessarily be assumed to have owner occupants. This is discussed in more detail below.

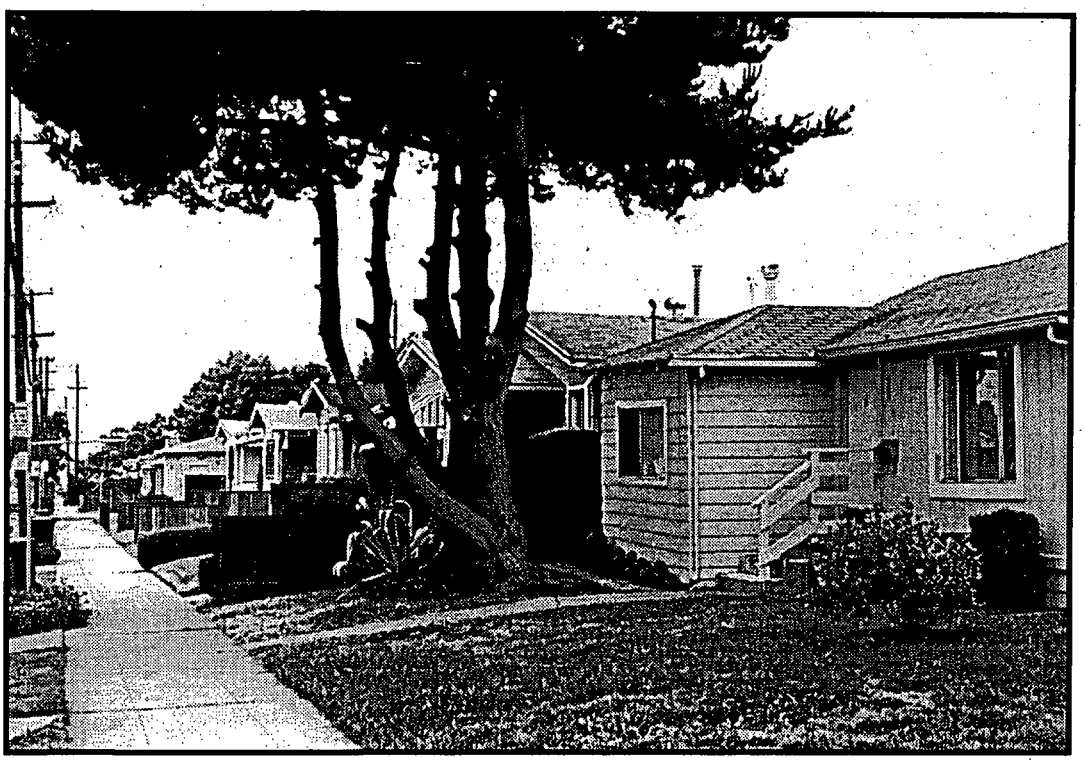
Figure 6-1: **City Subareas**



~~structures. Thus only 20% of units were in structures with 5 or more units, compared to 28% citywide. The northern core area (north of University Ave.) was the most heavily single family—single family dwellings accounted for 50% of units there, 47% of housing units outside the residential core, and 37% of units in the southern core area. Single family units and small apartments dominate the residential built environment—the residential core had only 62 structures with 5 or more units (compared to 1,026 single family dwellings—sfds). The southern core area had more units in duplexes, triplexes, and fourplexes than the northern. In land density terms, densities of 10-20 units per acre (or approximately 1 unit per 2,000 to 4,000 feet of land) typify the area, compared to typical densities in urban multifamily areas of 30 units per acre or more.~~

~~West Berkeley's housing is both older and newer than the rest of Berkeley's. Some of the oldest housing in Berkeley is here—14 of the 35 "houses" designated Berkeley landmarks are in West Berkeley, far more than its percentage of the stock. However, West Berkeley has a somewhat lower percentage of its stock built before 1939 (42%) than does the city as a whole (53%). West Berkeley saw a surge of building in the 1940's and 50's, when 38% of its stock was built (compared to 30% citywide).~~

~~The housing stock in West Berkeley, especially the owner-occupied stock, is relatively small by citywide standards. Owner-occupied units in West Berkeley averaged~~



2.3 bedrooms, while in Berkeley as a whole they averaged 2.9 bedrooms. Renters, however, enjoyed marginally larger housing, averaging 1.5 bedrooms in West Berkeley as against 1.4 citywide.

Unfortunately, no such statistical data is available for live-work occupancies. There are only a relatively small number of these to date.

C. The Population—The Truly Diverse Part of Berkeley

In comparison to other parts of Berkeley, West Berkeley's population is:

- The most racially diverse;
- More likely to be non-English speaking;
- The youngest—having the highest proportion of children under 18;
- More likely to live in a single parent household;
- More likely to be unemployed.

The oft-cited diversity of Berkeley's population can best be seen in West Berkeley. This diversity can be seen not only on ethnic/racial grounds, but with regard to children and income groups.

a. West Berkeley's Racial/Ethnic Composition

The 1990 Census states that 40% of West Berkeley's almost 7,000 (6,891) inhabitants are black, 29% are non-Hispanic whites, 23% are Latino, and 8% are Asian. This is by far the highest Latino percentage in the 5 subareas of the city, the second highest black percentage after South Berkeley (51%). No other area of the city has 3 groups in such relative parity.

Table 6-1: **Distribution of West Berkeley Housing Units in Structure, 1989**

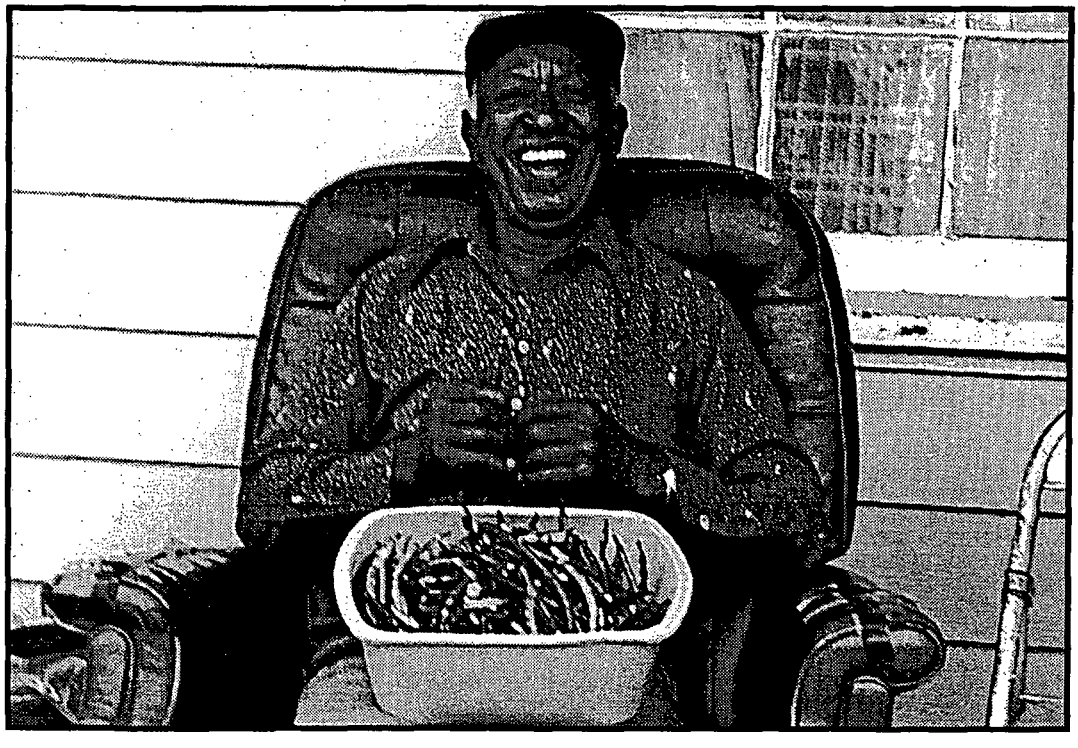
Units in Structure	Number of Units	% of Units
1 unit	1,317	44%
2-4 units	1,040	35%
5 or more units	589	20%
Total unit	**2,970**	**100%**

Source: City of Berkeley, 1989 Housing Stock Changes Report

The 1990 figures represent a decline in the black proportion of the West Berkeley population since 1980 (down from 50%), an increase in the Latino proportion (up from 10%) and relative stability in the white and Asian population. The influx of Latinos into formerly more heavily black areas is consistent with trends in the Bay Area and elsewhere in California. However, the lack of growth in the number of non-Hispanic white people must be analyzed in conjunction with the increase in white heads of household in West Berkeley.

The statistics for race of household (head) thus show a different, somewhat whiter picture than those for total population. Blacks head 41% of households, whites head 38% (substantially above their share of the total population), Latinos head 13% (much less than their population share), and Asians 8%. In 1980, whites headed 34% of households, blacks 49%, Asians 5%, and Latinos 11%. Thus the share of white, Asian, Latino headed households all rose, while black headed households declined.

Differences in racial proportions between total population and heads of household occur because some households (e.g. whites) are relatively small (and thus the same number of people group into more households), while other households (e.g. Latinos) are relatively large. Other data suggests that a segment of non-white people were the most stable residents of West Berkeley. In the 1989 Resident Survey, fully 48% of responding black West Berkeley households said they had lived there 10 or more years. This was true



for 37% of Latinos, and 33% of Asians, and for only 21% of whites.

b. Children in West Berkeley

Children are prominent in the West Berkeley population. Just under one/quarter (24%) of West Berkeley residents are under 18, compared to 14% of the citywide population. West Berkeley thus not surprisingly had the largest mean household size—2.53 people per unit, versus 2.10 citywide. West Berkeley seems likely to continue to have

Table 6-2: **Racial/Ethnic percentages of West Berkeley population, 1980 and 1990**

Racial/Ethnic group	Total Population, 1990	Total Population, 1980	Heads of Household, 1990	Heads of Household, 1980
White	29%	29%	38%	34%
Non-Hispanic				
Black	40%	50%	41%	49%
Asian	8%	7%	8%	5%
Latino	23%	10%	13%	11%
Total	**100%**	**100%**	**100%**	**100%**

Source: 1980 and 1990 Census of Population

a disproportionate percentage of children, because it has had a disproportionate percentage of births. In 1992, there were 128 births to West Berkeley (in this case zip code 94710) resident mothers. This was some 11% of citywide births, well above the area's share of the city's population.[1]

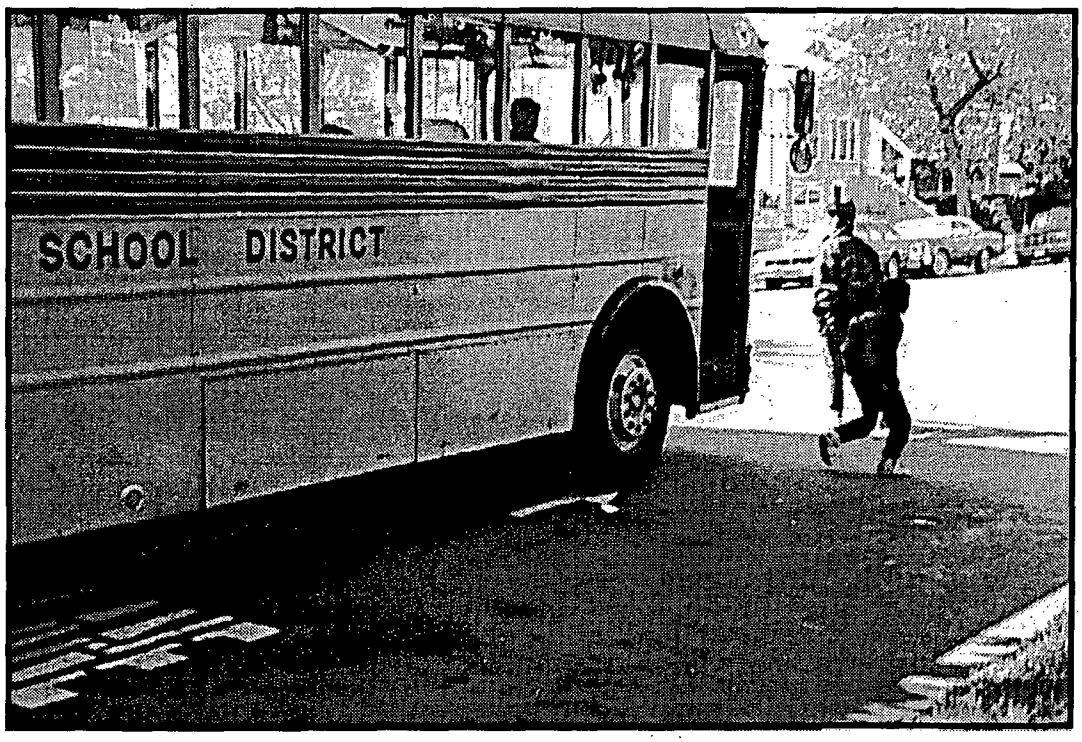
West Berkeley's children do not necessarily live in conventional families, however. Almost 4 in 10 West Berkeley children under 18 (39%) live in single parent, usually single mother, families. Citywide, only 29% of children are in single parent families. Among black West Berkeley families with children single parent families were the norm, not the exception—71% of black West Berkeley families with children were headed by a single parent.

The large number of resident children, especially in single parent families, suggests that West Berkeley has a greater than average need for childcare. The Berkeley Unified School District in fact operates a child development center in the northern residential area. Many of the workers commuting into West Berkeley also have childcare needs, so perhaps childcare sites can be developed which serve both groups. However, locations which are convenient to residents may not be convenient for workers, and vice-versa.

c. Income and Unemployment

West Berkeley residents have a broad range of incomes, although the highest income households are less likely to live here. On the 1990 Census, 22% of households reported incomes below $10,000; 22% reported incomes in the $10-20,000 range; 24%

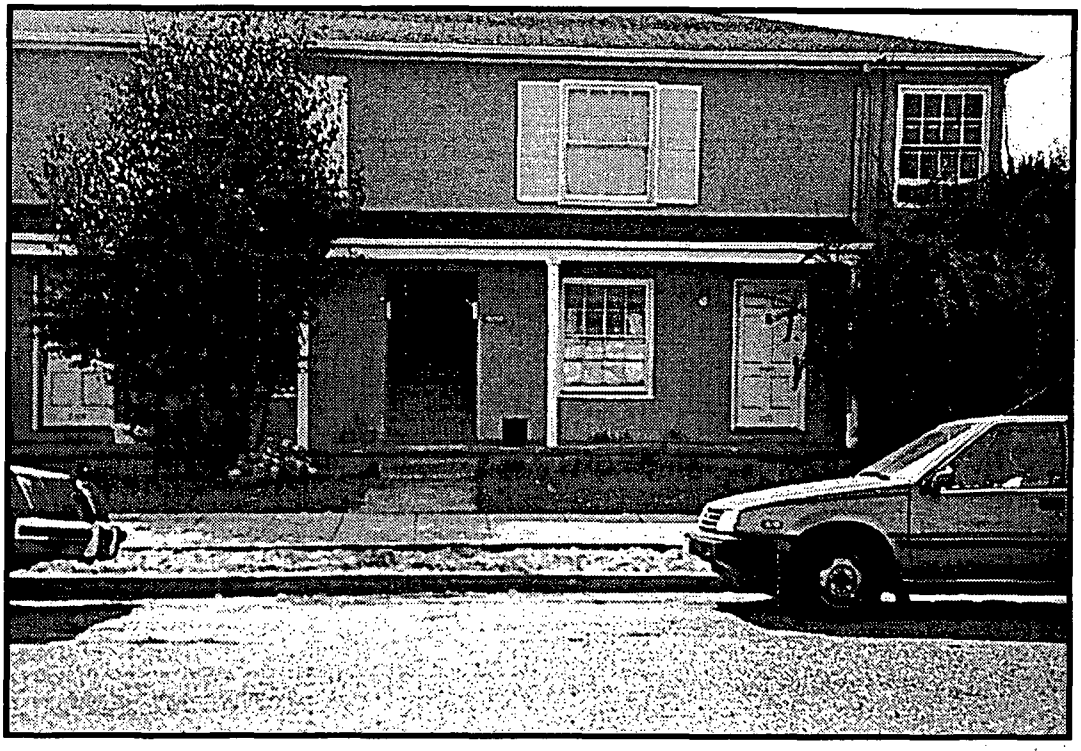
[1]Encouragingly, West Berkeley babies seemed to be actually healthier than their citywide counterparts. Perhaps the most commonly used indicator of infant health is low birth weight (there is too little infant mortality in Berkeley to make it statistically usable). Citywide, Health Department statistics indicate that 6.3% of babies over the last 5 years weighed less than 2,500 grams, in West Berkeley the figure was 2.3%.



between $20 and 35,000, and 17% between $35 and 50,000 (see Table 6-4). In the 3 lowest brackets, West Berkeley had a higher percentage than the citywide average. But while 29% of Berkeley households reported incomes above $50,000, only 15% of West Berkeleyans did. There was a clear distinction between West Berkeley tenants, who reported a mean income of roughly $22,500 (lower than the citywide $24,500 mean) and West Berkeley homeowners, whose mean was $37,000 (itself some 40% below the citywide homeowner median of $65,000).

There appears to be substantial unemployment among West Berkeley residents. The 1990 Census found an 11% unemployment rate among West Berkeleyans, despite being conducted before the onset of the 1990's recession. West Berkeley had among the highest unemployment rates in the city. African-Americans were the hardest hit, with just over 20% of Blacks in the workforce unemployed. Latinos had an 8.3% unemployment rate. It is almost certain that these numbers are higher today, because unemployment throughout California has increased.

West Berkeley's role as a job center provides an opportunity to aid its unemployed residents. The residents could only fill a small proportion of West Berkeley jobs: the Survey estimated 500 unemployed West Berkeleyans—less than 4% of West Berkeley jobs. However, according to the Housing and Economic Survey, 20% of West Berkeley residents already do work in West Berkeley, a higher percentage than for Berkeley residents as a whole. Therefore, as employment linkage and training programs are developed, West Berkeley residents can be an important target group.



~~D. Tenure—Moderate Income Owners, Low Income Renters~~

~~Reviewing the situation of West Berkeley renters and homeowners, West Berkeley renters are:~~

- ~~A majority of West Berkeley households;~~
- ~~Predominantly low income;~~
- ~~Generally Non-white;~~
- ~~More likely than other Berkeley renters to be overpaying for rent, overcrowded, or dissatisfied with their unit;~~

~~West Berkeley homeowners are:~~

- ~~Generally low or moderate income;~~
- ~~More racially diverse than other Berkeley homeowners;~~
- ~~More likely to be white than West Berkeley renters;~~
- ~~Living in housing that is inexpensive for Berkeley;~~

~~West Berkeley has a majority of renters, although the size of that majority has shrunk. The 1990 Census found 1,595 renter occupied units and 1,059 owner-occupied units, making 60% of units rental. The 1980 Census found West Berkeley households to be almost 2/3 renters (64%). However, this small decline in the proportion of renters masks different trends in different parts of West Berkeley. The residential core area north of University Ave. saw a sharp shift to home ownership—from 61% renter in 1980 to only 51% renter in 1990. The residential core south of University moved the same direction, but less strongly—from 71% renter in 1980 to 66% renter in 1990. The remainder of West~~

Berkeley (Census Tract 4220)—largely in the Mixed Use/Residential districts—saw an increase in the proportion of renters—from 56% in 1980 to 65% in 1990. This can be attributed first to publicly assisted housing—such as the Oceanview Gardens development, rental units at the Delaware St. Historic District, and even the creation of rental units in the "D and E" houses, which were sold for home ownership. A second cause of the increased number of rentals here was the creation of live-work units in the 1980's.

One major reason for the shift away from rental units was the high number of rented single family homes. In 1980, the Census found 480 rented single family houses, fully 30% of West Berkeley's rental housing.[1] By 1990, there remained only 263 rented single family houses. They now account for only 16% of the rental stock in West Berkeley. There has been a citywide (and probably broader) trend for sales of rented to single family houses to owner-occupants. This trend makes it more difficult for renters to find large rental units and may be leading to overcrowding, since single family houses tend to have more bedrooms than apartments.

Table 6-3: **Renters and Homeowners in West Berkeley**

Area of West Berkeley	Renter Percentage, 1990	Renter Percentage, 1980	Homeowner Percentage, 1990	Homeowner Percentage, 1980
Residential core north of University Ave.	51%	61%	49%	39%
Residential core south of University Ave.	66%	71%	34%	29%
West Berkeley Total	60%	64%	40%	36%
Berkeley Total	56%	62%	44%	38%

Source: 1980 and 1990 Census of Housing

By Berkeley standards, West Berkeley housing prices are relatively low. In late 1990/91, the average single family home price in West Berkeley was $157,000. This was considerably lower than in any other section of Berkeley, all of which averaged prices over $180,000. Since that date, prices have been generally stable in Berkeley, even as they have fallen somewhat in a number of Bay Area communities. Nonetheless, West Berkeley's average price required an income of some $52,000 (or another house) to buy, assuming that buyers can afford 3 times their income. The figure also contrasts sharply with the mean purchase price of $70,000 that in-place owners surveyed on the Resident Survey had paid. The "mean" year of purchase which this price on the Survey reflected was 1975. Unless the 1990's halt or reverse the housing price increases of the last 15 years, the income needed to buy a home in West Berkeley will continue to increase.

a. Owner & Renter Characteristics

Despite these changes, West Berkeley homeowners were largely a low and moderate income group. On the 1990 Census, 46% of owners reported household incomes between $20,000 and $50,000, with only 21% reporting incomes above $50,000

[1] In 1980 rental units were a quite high 42% of the 1,149 single family detached houses the Census recorded. By 1990, rented houses represented only 24% of West Berkeley single family detached houses. Citywide, however, only 16% of single family detached houses are rented. This suggests that there may be further conversions of rented houses to owner-occupancy in West Berkeley.

(while citywide 52% of homeowners had incomes over $50,000). West Berkeley homeowners are also racially diverse, though somewhat less so than the West Berkeley population as a whole. The 1990 Census shows that 46% of West Berkeley homeowners are white, 35% are black, 12% Latino, and 6% are Asian. Thus, whites are over represented among homeowners, while blacks are underrepresented.

Table 6-4: **West Berkeley and Citywide Incomes—Households, Owner-Occupants and Renters**

1989 Income Level	All Households		Owner-Occupants		Renters	
	West Berkeley	Citywide	West Berkleley	Citywide	West Berkeley	Citywide
Under $20,000	44%	35%	33%	15%	55%	51%
$20,000-$34,999	24%	21%	25%	15%	25%	25%
$35,000-$49,999	17%	15%	21%	18%	11%	12%
Over $50,000	15%	29%	21%	52%	9%	11%

West Berkeley renters are clearly low income. Over half (52%) of West Berkeley renters had incomes of below $20,000. While this was similar to the citywide percentage, West Berkeley renter households are larger, their per capita income level is lower. The over 300 Section 8 and publicly assisted rental units make up just under 20% of West Berkeley rental units. The percentage of units in West Berkeley which are Section 8 assisted is more than double the citywide figure. Renters as a whole in West Berkeley are heavily non-white— whites make up only 32% of West Berkeley renters.

West Berkeley renters differ from citywide renters in other ways. Citywide, exactly 1/2 of renters live alone, with the Resident Survey indicating that another 20% of renter households are unrelated adults living together. In West Berkeley, the leading group is single parents, who make up 31% of renter households, more than double the citywide percentage. The large percentage of Section 8 units (which are heavily but not exclusively populated by single mothers) clearly contributes to this figure, but this figure could only be reached with non-Section 8 renters as well. 33% of West Berkeley renters live alone, and 21% are married couples—well above the citywide figure—and indicating that renting can be a long term situation for some West Berkeley households. West Berkeley renter households thus have more people— averaging almost 2.4, as against a citywide average of roughly 1.85.

West Berkeley renters paid lower rents than other Berkeley renters, but because of their lower income, paid a higher percentage of their income in rent. The 1990 Census showed a median rent in West Berkeley of approximately $335, as against $392 citywide. This statistic reflects both rent controlled and uncontrolled units. But the Resident Survey showed that median West Berkeley renter was paying more than 30% of her/his income for rent—the usual standard of overpayment. By contrast, in most other sections of the city (including South Berkeley), the median percentage of income paid for rent was 25%

or less. For this reason, any decisions made to increase rent levels in rent controlled units will have a particular impact on West Berkeley tenants, unless measures are taken to mitigate their impacts.

b. Conditions in Rental Housing

West Berkeley renters were often dissatisfied with their housing. In a 1988 survey of rent controlled units, 60% of West Berkeley renters said the condition of their unit was fair or poor, as against 48% of renters citywide. When asked about the condition of their building as a whole, West Berkeley renters were closer to the norm—39% rated their building good or excellent, compared to 44% citywide.

Housing overcrowding is a significant problem in West Berkeley, with its large number of children and larger households generally. Overcrowding is defined as a household having more than 1 person per room (excluding bathrooms). The 1990 Census indicates that 1 in 7 (14%) West Berkeley renter households were overcrowded, double the citywide percentage (citywide less than 2% of owner-occupied units were overcrowded).

E. Growing Slowly—Housing Development in West Berkeley

Despite the largely built up character of West Berkeley, the amount of housing here has continued to grow. The City's Housing Stock Changes Report, which is derived from building permit records, shows that between 1978 and 1991, there was a net increase of 142 housing units, including live-work spaces. This took the total from 2,856 units to 2,998, a 5% increase. In the 1980's, publicly assisted development accounted for most new housing in West Berkeley. The 1980's (until late in the decade) were a period of little private multi-family housing construction in most of the Bay Area. In West Berkeley, 62 units at Oceanview Gardens, 27 units in the Delaware St. Historic District[1], and 5 public housing units at 7th & Jones added a total of 94 publicly assisted units. There are no current publicly assisted new construction projects as of August, 1993.[2]

[1]This project is mixed-income (and mixed use) with 8 of the units being low income units for Section 8 households, and 19 being market rate condominiums.

[2]Public funds were used to restore the 75 room UC. Hotel at 10th & University, which was vacated after the 1989 Loma Prieta earthquake, to occupancy as a residential hotel.

III. Housing Development

Projected Development

In the 1990's, an increased level of private sector development is likely. In terms of current activity, a live-work project of 17 units is now being completed for the 2100 block of 5th St. and 6th St. (4 units adjacent to it have also been approved), along with a single large live-work unit at San Pablo & Murray.[1] Two live-work units between 9th and 10th off Grayson St. have been approved, along with 7 units (combined new construction and warehouse conversion). The Redevelopment Agency is adding 2 units (one conventional, one live-work) in the 4th St. area. These projects total 33 units.

Prospects for more housing over the 15 year Plan period appear good. Local developers frequently express interest in West Berkeley sites, especially for live-work projects. San Pablo Ave. has yet to attract major housing development interest. The Preferred Land Use Concept notes the existence of 14 potential housing development sites in the Mixed Use/Residential and Commercial zones. These sites could accommodate some 260 units.

Second units in the residential areas could provide an additional source of housing, with minimal neighborhood impact. However, West Berkeley's housing stock—often consisting of small single story houses on small lots—is not always conducive to second unit development. The Mixed Use/Residential zone, which often has somewhat larger lots and houses, may in fact be the most promising area for such development.

[1]This analysis counts live-work spaces as residential units, since they provide living space for people. As of this writing, the City is in the process of developing new zoning regulations for live-work units, which treat these units as primarily commercial.

West Berkeley's Increasing Contribution to Citywide Housing Development

The *West Berkeley Plan* Preferred Land Use Concept set a goal of adding at least 200 units over the Plan's 15 year life. This goal is based on the 1990 citywide Housing Element middle scenario need figure of 1,200 privately developed (as opposed to University or publicly assisted) units. The *West Berkeley Plan* area's 17% share of the city's land area is applied to this figure, producing a goal of 200 units. The Preferred Land Use Concept notes the existence of at least 14 potential housing development sites—which could accommodate 260 units—in the Mixed Residential and Commercial districts.

The Plan commits to increasing West Berkeley's share of citywide housing development. If West Berkeley provides 17% of citywide housing production, that would be a substantial increase in West Berkeley's historical share of citywide (non-University) housing development. Over the 1972-1991 period, West Berkeley contributed 131 net additional units, or 10% of net citywide growth in legal housing units. West Berkeley's share of privately developed units was even lower.

The General Plan which is now being developed will identify appropriate locations throughout Berkeley for housing development. Its analysis will review not only the availability of vacant or "underutilized" land, but also consider where housing should be developed in relationship to the availability of transit and other services.

IV. Social Services Issues

A. Introduction

Analyzing social services generally means analyzing how people—typically low income people—obtain basic human needs beyond the first fundamentals of food, clothing, and shelter. Thus health care, education, recreation, child care, and technical services needed to obtain other services (e.g. legal aid, translation assistance) are major elements of social services. Income maintenance programs from Aid to Families with Dependent Children (AFDC— commonly termed "welfare") to Social Security are also social service issues, but are completely controlled at higher levels of government and are thus excluded from this analysis. It is beyond the scope of this analysis, and of the *West Berkeley Plan* overall, to attempt a comprehensive analysis of social service needs. These needs are too many, too various, and served by too many different public and private agencies both inside and outside West Berkeley for comprehensive coverage here (the *Community Resources* section of the *Conditions, Trends, & Issues* report for General Plan provides an overview of service provision in Berkeley). Within the *West Berkeley Plan*, the Economic Development Element discusses issues of (un)employment and job training. The Physical Form Element speaks to open space and recreational needs and facilities. The housing portion of this Element discusses a key service needed by all.

Nonetheless, social service programs are important for many West Berkeley residents. The City of Berkeley has also made a commitment, very unusual for California cities of its size, to seek to provide needed social services to the extent possible. Therefore, this Element generally discusses social service needs and provision, as they can be expected to affect West Berkeley residents.

~~B. Methods for Obtaining Services—Income, Programs, and the Informal Sector~~

~~In order to assess the adequacy of services for West Berkeleyans, we must consider the various ways such services are obtained by people who need them. There are 3 basic ways people can obtain needed services—1) Buy them (using income); 2) Be formally given them (benefiting from Programs); 3) Be given them informally by relatives, friends, neighbors, fellow church members, etc. (the informal sector). In the case of health care, people are also often given full or partial health insurance as a part of their total compensation. It must be noted that middle and upper class people more commonly buy these services rather than using free ones—e.g. seeing a private lawyer rather than using Legal Aid. Regrettably, purchased services in the United States are often better quality (and more accessible, if one has funds) than free ones, and do not carry the stigma that free services often do. Thus, to a large extent, the best social service program is measures to provide the income to households that allow them to buy the services they need.~~

~~It should be noted that West Berkeley households gained 74% of their income through wages and salaries (and self-employment), and only 6% from social security benefits and 3% from public assistance benefits.[1] In this sense job training programs—primarily discussed in the Economic Development Element—if successful can be a bridge to increased access to services. This report will focus on free and subsidized social services available to West Berkeleyans, since many of them do not have and may not gain adequate income to purchase them.[2]~~

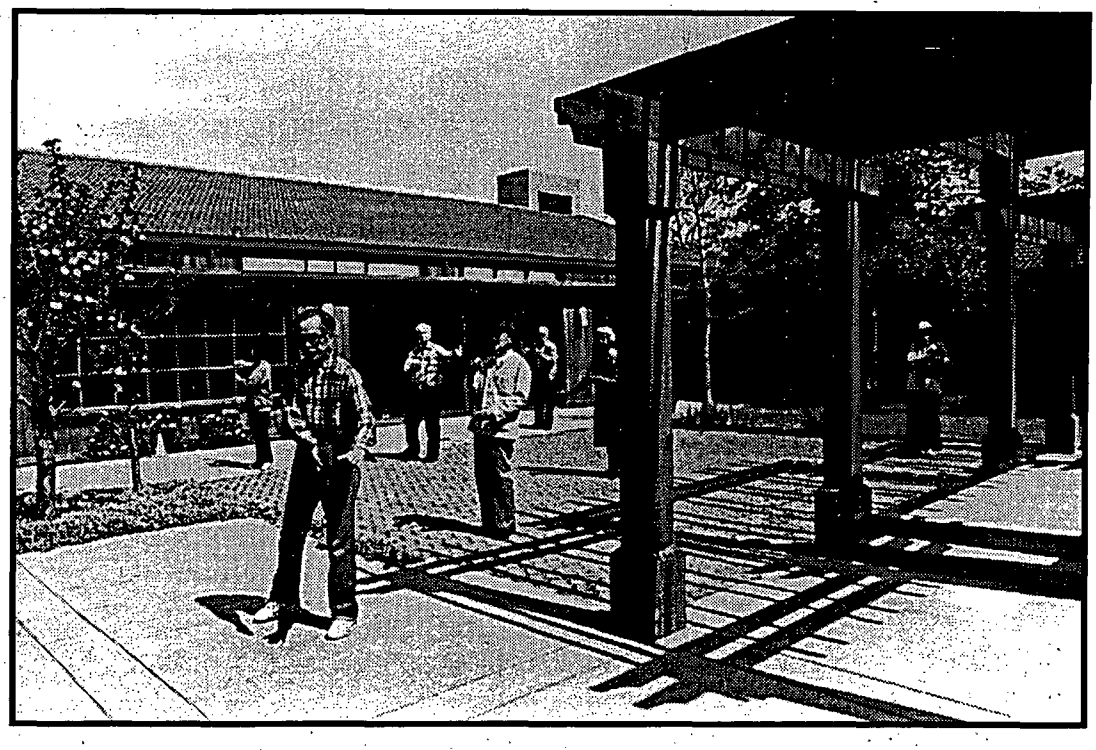
~~The informal sector will be touched on, but not carefully analyzed, in this report. It is virtually impossible to quantify the services people receive this way, especially through personal contacts. In addition, the sense of "community" and "belonging" that such organizations can generate when they are successful is central to many people's lives, but certainly unquantifiable. A range of key voluntary service-providing organizations such as churches, ethnic/regional associations, and labor unions will be noted. However, West Berkeleyans do not restrict themselves just to those organizations west of San Pablo Ave. Nor do West Berkeley based organizations serve only West Berkeley residents. The connections between West and South Berkeley people and organizations—such as churches—are often particularly strong.~~

~~C. The City's Role in Social Service Provision~~

~~Analysis of social service needs in West Berkeley and how adequately formal social service programs fill them should occur in the context of analysis of the City's role in social service provision. This is done to more accurately describe—in this document which plans for City action—where the City might intervene in the social service system.~~

~~[1]This calculation admittedly does not account for non-cash benefits that households received, such as food stamps or Section 8 rent subsidies. Nonetheless, these are relatively modest compared against the $75 million total cash income West Berkeley households received in 1989. It is also interesting to note that in Berkeley as a whole, in 1989, Wages, Salaries and Self-Employment also accounted for 79% of income, but Social Security was only 3%, and Public Assistance 1% of citywide household income. In 1979, 20% of West Berkeley households—524 households—reported that they received income from AFDC, GA, or Supplemental Security Income (SSI). This was not necessarily the family's or household's only source of income).~~

~~[2]Access to services is another problem beyond simple availability. Thus social services may be improved by extending a program's hours, or by improving transit so that people without cars can reach it more easily.~~



The City's role in this arena is different than in the other areas addressed in this Plan. In housing, state law mandates that cities prepare a Housing Element and pursue policies to create adequate housing. The City is the primary regulator for land use and urban design decisions. In transportation, the City controls streets and parking, and has a voice regarding state highways and regional planning. In economic development, the City controls relatively few of the key variables, but has sought—like other cities—to develop local tools for economic management such as the First Source Program.

In what are generally thought of social services (e.g. health, education, income maintenance), the City is neither the primary governmental provider nor the primary regulator. Many services are provided/regulated by state and federal agencies (e.g. Social Security), although Alameda County is an important delivery agency for state programs. One very key local agency delivering human services such as education and child care is the Berkeley Unified School District (BUSD). BUSD plans to seismically retrofit and reopen Columbus School in West Berkeley, using funds from a bond issue approved in June 1992. Anther important education job training agency is the Peralta Community College District, whose Vista College is roughly 1 mile from the Plan area.

Nonetheless, Berkeley is very active as a city in social services. It is one of the few California cities to retain a full service Health Department. While other California cities spend an average of .2% of their General Fund on health care, Berkeley spends some 5% on health. Berkeley has distributed clear, usable information on AIDS prevention while the federal government has temporized. Berkeley also operates one of the most active programs for the homeless of any California city. Berkeley uses the maximum permitted amount of its Community Development Block Grant (CDBG) funds for social service agencies. Through CDBG, the Community Services Block Grant (CSBG), the Job Training Partnership Act (JTPA) and other programs, the City of Berkeley in 1990-91 provided over

~~$3.4 million in funds to 53 community-based agencies working in job training, childcare, youth, senior and other social service fields. Thus, despite its lack of mandate, and despite the serious state and federal funding cuts of the 1980's, Berkeley has sought to fill the breach.~~

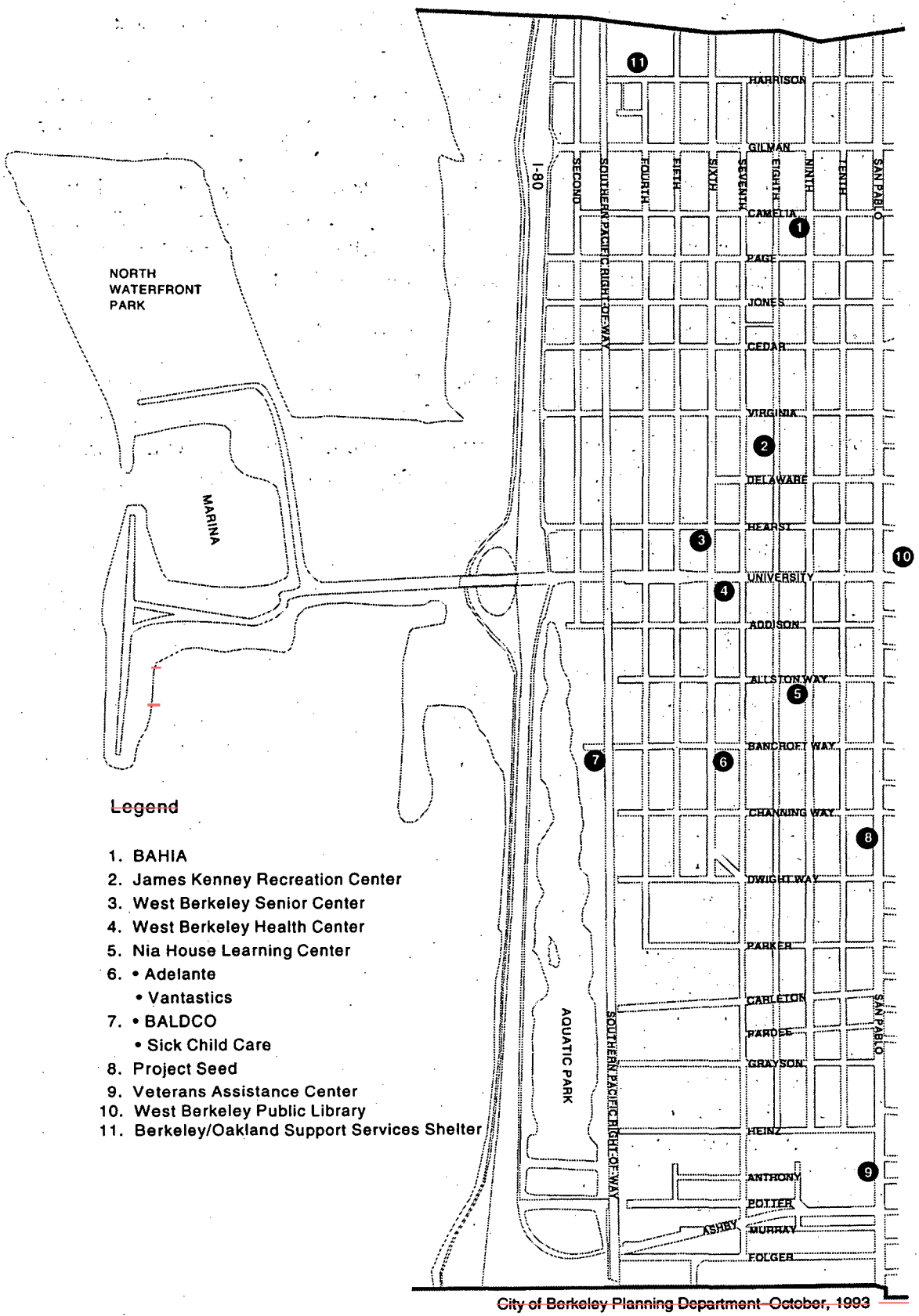
~~The City has for many years identified West Berkeley (along with South Berkeley) as a target area for social service provision. On the map (see next page) of Community Services Facilities, the central part of West Berkeley is one of the locations where service agencies are clustered, along with Downtown and South Berkeley. West Berkeley's residential areas are part of the Neighborhood Strategy Area (NSA), where CDBG funded programs must concentrate their efforts. Most of the City's affordable housing programs are also targeted to West and South Berkeley, as the city's low income areas.~~

~~*D. Considering Needs—West Berkeley's Population*~~

~~The adequacy of social services to West Berkeleyans is based on the needs these services should meet. Unfortunately, a full needs assessment of the vast array of needs—from AIDS care to youth counseling—is beyond the scope of this document. However, the simple demographic facts about West Berkeley's population suggest an above average need for a wide range of services.~~

~~A substantial proportion of West Berkeley residents are low income (see table 6-4); and a very high proportion of West Berkeley children live in single-parent households. The large number of single mothers makes the need for child care all the more pressing (although two parent families also have child care needs). The non-English speaking population needs bilingual services (primarily in Spanish, to a lesser extent in Asian languages) across a range of service areas. Most importantly, the fact that perhaps a majority of West Berkeley residents are low income means that their health care, child care and other services are likely to be inadequate.~~

Figure 6-2: **Community Services Facilities in West Berkeley**



City of Berkeley Planning Department–October, 1993

The majority of West Berkeley's population is not (Non-Hispanic) white. It is instead (as is discussed elsewhere in this Element) black, Latino, and Asian. These groups have historically had difficulty gaining access to adequate services—whether as a result of typically low incomes, discrimination, or both. It seems safe to assume that West Berkeley non- whites also suffer from such problems. There is also more data available on these groups at a city, county, and state level than there is strictly within West Berkeley.

E. A Matrix of Care— West Berkeley Social Service Agencies

For an American community of less than 8,000 souls, West Berkeley is unusually well provided with a range of social service agencies. The City itself has developed a senior center, a library (immediately east of San Pablo Ave. on University), and a health clinic (see Map). BUSD operates Franklin School on San Pablo Ave. and a child care facility, and is considering has committed itself to reopening Columbus School, where an after school program currently operates. Adelante operates a job training center, as does the Veterans Assistance Center, although both of these serve citywide and broader clienteles. Oceanview Neighborhood Services is one of the agencies which operates a feeding program in West Berkeley. In fact, West Berkeley has a fuller set of social/public services than it does private commercial ones (see the *Economic Development Element*).

In what we have called the informal sector, there are 13 churches in West Berkeley, 7 of them Baptist. A Buddhist "fellowship" and the gay-oriented Metropolitan Community Church (which shares facilities with another congregation) are among the churches. Many West Berkeley residents attend church outside the area, particularly in South Berkeley. While no unions are headquartered in West Berkeley, at least 15 union locals represent workers at various West Berkeley locations. West Berkeley residents working outside the area may also be union members, particularly if they work in manufacturing, at grocery or department stores, or in the public sector (including the University).

V. Goals and Policies

Goal 1:

Take all reasonable steps in housing policy to maintain and foster the social and economic diversity of West Berkeley's residents

Rationale:

Diversity has been the touchstone of Berkeley's housing and social policies. West Berkeley is the part of the city which is truly most diverse. West Berkeley houses many people who would have difficulty finding housing elsewhere in Berkeley. West Berkeley tenants in particular are overwhelmingly low income. Thus, to maintain diversity both in West Berkeley and in Berkeley as a whole, policies which foster diversity in West Berkeley are important. One of the key strategies for maintaining this diversity is to maintain West Berkeley's stock of affordable rental housing.

Policies:

1.1. In the context of citywide programs affecting historically low rents and rent control, maintain the affordability of West Berkeley rental housing.

1.2 Avoid removing buildings which are serving as or have served as affordable rental housing.

1.3 Provide housing assistance to West Berkeley tenants, as well as to lower income homeowners.

Goal 2:

Maintain the maximum level of social service provision in West Berkeley that City resources will permit, to support the policy of maintaining diversity in West Berkeley

Rationale:

Many West Berkeley residents are low income, unemployed or poorly employed. Many have limited English language proficiency. Therefore, they do not enjoy the same access to health care, child care, and other important services that middle and upper income people have. One important strategy to improve their access is to assist residents in moving into better paid, better benefited jobs (see the **Economic Development Element**). Nevertheless, (inter)national social realities mean that many West Berkeleyans are likely to remain unemployed or in low wage jobs. Therefore, in order to allow people in such jobs to remain in West Berkeley at all, and to improve their quality of life, maximum feasible provision of services is central. This responsibility falls on not only the City government, but the County, State, and Federal government as well.

Policy:

2.1. Assure that services are available to needy individuals in a language they can understand.

Goal 3:

Encourage the development of housing which provides on-site supportive services.

Rationale:

In recent years, increasing efforts have been made to develop housing which provides on-site supportive services, such as child care, counseling, or cooked meals. This is one of the most direct means to assure that people receive needed services. While such services are needed throughout Berkeley, West Berkeley, with its large population who speak limited English, and its high number of children, is particularly appropriate for such housing. The City could provide direct financial support to such housing if funds are available and/or modify zoning requirements to assist such projects.

Goal 4:

Encourage appropriately scaled and located housing development.

Rationale:

West Berkeley must contribute to the citywide goal of adding housing units. The commercial corridors—particularly San Pablo Ave.—and the Mixed Use/Residential zone provide locations where this can be done without interfering with other Plan goals. Indeed, housing in the Mixed Use/Residential zone will serve the positive purpose of strengthening the residential character of that area's residential enclaves. Similarly, housing on San Pablo Ave. will add vitality to its commercial activities. Another appropriate housing form is second units added to single family houses (although some West Berkeley lots are too small to allow convenient creation of a second unit). This method of housing creation is specifically encouraged as a potential "Community Program" to be supported from Miles' Community Program contribution of $100,000 annually under its Development Agreement.

Policies:

4.1. Develop planning incentives for housing at commercial "nodes." Such incentives might include allowing the same parking spaces to serve both residential and commercial uses in the building.

4.2. Encourage the creation of second units with single family houses in the Residential and Mixed-Use Residential district. Develop policies to allow the waiver of parking requirements for a second unit when appropriate.

Goal 5:

Encourage the development of Live-Work Units in appropriate locations

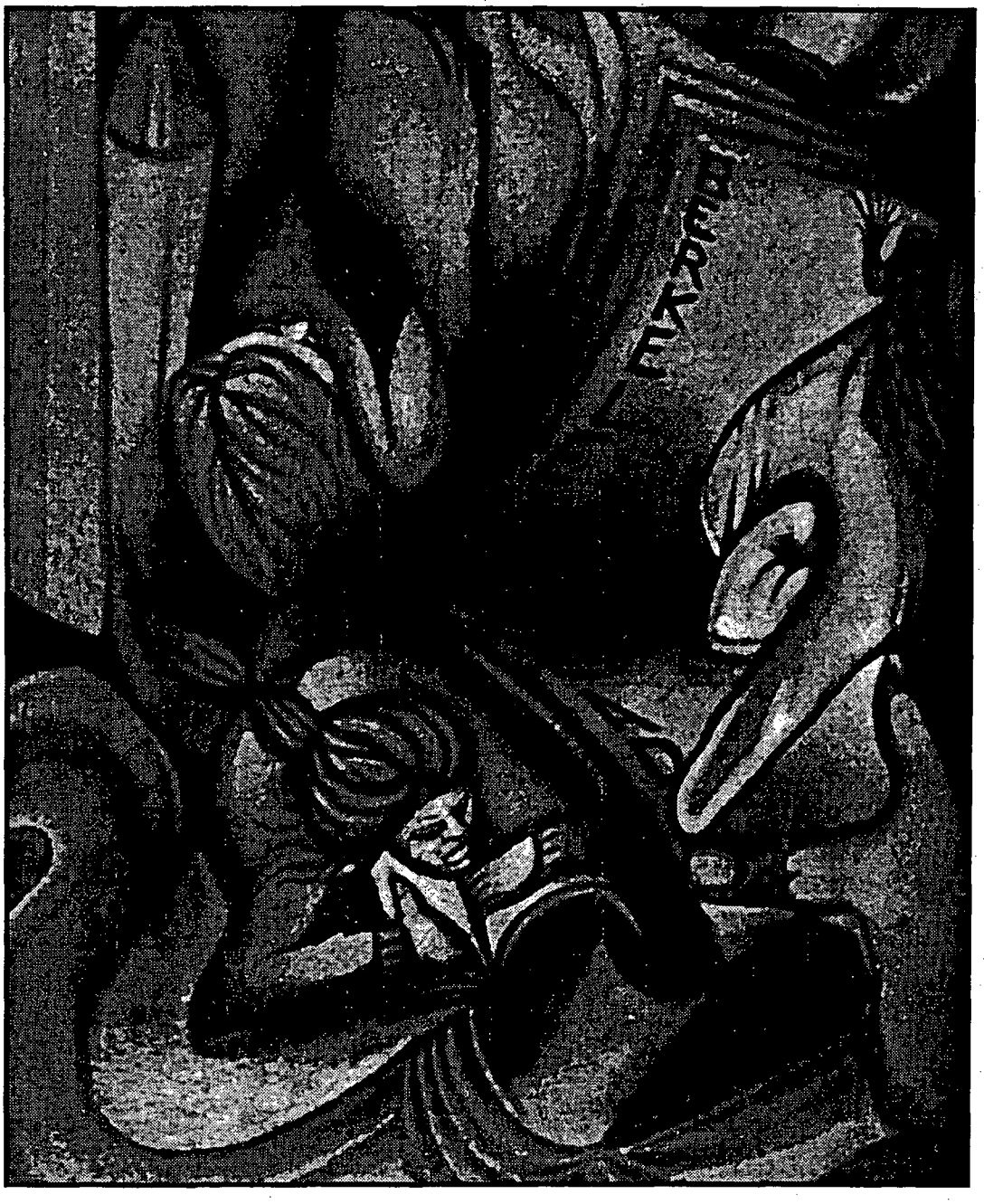
Rationale:

Live-work units represent West Berkeley's unique contribution to housing Berkeley's population. Live-work units, especially ones with modest prices or rents, can provide housing for the artists and craftspeople who are so important to West Berkeley's character. While some previous live-work projects have interfered with industrial operations, the *West Berkeley Plan* designates areas for live-work where this should not be the case. In these locations, the City should encourage live-work and recognize its special character.

Policies:

5.1. Support the development of live-work units in appropriate locations as set forth in the Land Use Element under appropriate development standards.

5.2. Use "inclusionary" requirements for low income units or other means to assure that live-work units serve their original population of low income artists and craftspeople.



VI. Implementation Measures

This Element does not have a general independent implementation section. While West Berkeley presents its own unique economic, environmental, land use, transportation, and design problems, its housing issues (with only 7% of the city's housing units) are largely shared with South Berkeley and with the city as a whole. Issues of zoning for residential use are discussed in the Land Use Element (live-work development, which is concentrated in West Berkeley, is being considered in Zoning Ordinance amendments). The implementation section is largely omitted here because there is only one housing program which is unique to West Berkeley are being planned.

Miles Development Agreement Housing Programs

There is one source of funding which is at least 50% dedicated to West Berkeley—the Miles Development Agreement Affordable Housing program. The Planning Commission and City Council designated these funds for use in rehabilitating homes owned by low income owners, and also for creation of second units if that is feasible. The fund will provide $615,000 over 10 years. The City is currently in the process of designing a program for use of these funds. In addition, Miles will be contributing $100,000 per year for 10 years to a Community Programs fund, which can fund a broad range of housing, social service, and youth programs. While these funds will not be sufficient to start new housing programs in West Berkeley, they should make it easier to implement the City's construction, rehabilitation, second unit, or other housing programs here.

City Housing Programs Generally

West Berkeley's housing programs will generally be those adopted in the 1990 *Housing Element*, and such Citywide efforts as the multifamily housing acquisition program.

In general, the situation seems similar for social service provision issues. West Berkeley tends to share social service problems and service providers with South Berkeley, and to some extent the city at large. One special need is West Berkeleyans' greater need for services in Spanish and to a lesser extent Asian languages. However, this is not a need for a specific service per se, but rather a cross-cutting need for all services to be available in a language the client can understand (see Goal 2, Policy A). The *General Plan* is assessing the need for social services in Berkeley, and reviewing what geographic models seem to be most effective, given the populations and needs in Berkeley.

The West Berkeley population, with its high percentages of low income renters, low and moderate income homeowners, and non-traditional household forms, does lend special weight to certain housing programs. One important note is that the concept of "housing for families" must include rental housing in West Berkeley, since there are numerous renting families. The expansion of property transfer tax coverage in the 1991 budget was targeted for affordable housing programs, which should aid West Berkeley. In addition to federal housing tax policy (the most important housing program in any city), these are, in rough order of importance:

- Rent Stabilization and Eviction Control
- Section 8 housing assistance
- Rental Rehabilitation Program
- Low Income Weatherization Program
- Mortgage Credit Certificate Program

Appendix A

Environmental Strategies & Implementation Measures–Revised Evaluation

The West Berkeley Plan Committee developed a wide-ranging set of potential environmental strategies and implementation measures for review and evaluation. They were first formulated in the winter of 1990-91. The measures covered the regulatory process in general, hazardous materials, soils and groundwater, air quality, noise, and biohazardous materials. This document represents a revised and updated evaluation (as of January,1992) of these potential strategies. A Preliminary Evaluation was presented in September,1991.

It is important to note that the great bulk of the proposed strategies and implementation measures have been incorporated into the text of the *Environmental Quality Element*. The *Element* also notes and makes reference to other measures which are not in the proposed strategies and implementation measures--e.g. the Citywide Trip Reduction Ordinance. There are also some instances where information about the same or similar strategies are organized differently in the *Element* and the appendix--thus the same strategy will appear in differing locations. Nonetheless, there is a good deal of overlap between the text and the appendix, which may appear redundant. However, the incorporation of many Committee ideas into the City's environmental workplan indicates their usefulness and timeliness. This document has been retained in its particular form to provide an easily accessible reference on the Committee's discussions.

The format of this evaluation is to provide a summary assessment and brief discussion of the proposed strategy or implementation measure. The evaluation finds most proposed measures Currently Being Addressed, that is, already being implemented. In some cases they are Currently Being Addressed by Other Agencies rather than City of Berkeley. In a few cases the goal of the proposed strategy is Currently Being Addressed through Other Strategies. In a few cases, Further Research (is) Needed, because the financial, technological, or other key implications of the proposal is not fully understood. In some areas where there is not current City activity, but future activity is intended or being considered, strategies are identified as Policies, Projects or Studies of the Environmental Quality or other West Berkeley Plan The only area where proposals are evaluated to be Not Currently Feasible is in biohazards, where the City has made the decision (at least for the present) to allow the State of California to implement the Medical Waste Management Act, rather than itself implementing the Act. This issue is discussed in more detail in the biohazards section.

The appendix begins with a listing of those strategies which the Committee identified as priorities.

I. Environmental Priority Strategies

The following priority strategies were selected by the West Berkeley Plan Committee from the more comprehensive set of 6 environmental areas of concern, 40 possible strategies, and over 70 possible implementation measures that are outlined in Sections II through VII.

General Process

Information

- Provide community accessible environmental information through a coordinated staff effort and central location.

New Uses

- Avoid the establishment of new uses which pose unmitigable environmental hazards.
- Prohibit the establishment of offsite industrial hazardous waste treatment and/or transfer facilities.
- New uses shall demonstrate the ability to meet applicable environmental laws and standards.

Enforcement, Compliance and Clean Up

- Enforce new and existing environmental laws with initial focus on top 10 firms; coordinate efforts with Bay Area Air Quality Management District.

Recognition

- Recognize and reward those companies which can exceed City of Berkeley and regional environmental standards.

Air Quality

- Avoid the establishment of new uses which pose unmitigable odors to residential districts.
- Reduce existing traffic and mitigate future traffic.

Hazardous Materials--Transportation, Storage, Handling and Disposal

- Reduce the importing into Berkeley, transportation, storage, and use of hazardous materials and waste.

Bio-Hazardous Materials

- Enforce the 1991 Medical Waste Management Act.

II. General Process

A. Information

1. Provide environmental information which is accessible to the community and in a central location, through a coordinated staff effort.

Currently Being Addressed

The Toxics & Pollution Prevention Program is developing an automated, standardized, multidepartmental database on companies and institutions subject to hazardous materials regulation.

a. Establish an office of environmental advocacy and information

Currently Being Addressed

Office of Special Community Services created by City Council in July,1991

b. Review the possibility of an Ordinance requiring greater public notification for environmental review, particularly when related to hazardous materials and pollution controls

Study–Environmental Quality Element

2. Develop a baseline of community health data

Further Research Needed

a. Hire epidemiology consultant to supervise health survey of West Berkeley residents.

Further Research Needed

City resources are currently inadequate to conduct such a survey. In addition to finding funding for the project, methodologies to use the health data generated effectively would have to be developed. However, it may be possible to work with the UC School of Public Health to develop such a study.

B. Citizen Participation

1. Increase citizen participation in coordination with City staff programs.

Currently Being Addressed

a. Appoint citizens oversight committee

Currently Being Addressed

The Community Environmental Advisory Commission was created by the City Council in April,1991.

b. Appoint citizen representatives to the Local Emergency Planning Committee (the interjurisdictional committee which develops plans for responding to hazardous materials emergency)

~~Currently Being Addressed~~

~~Citizen representative (as of January,1992 Jim Whalen) has been appointed.~~

~~*C. Monitoring of Environmental Conditions*~~

~~1. Develop ability to monitor air, water, and soil contamination.~~

~~Currently Being Addressed~~

~~The City is upgrading its ability to monitor air, water, and soil contamination conditions. Both the Fire Department and the Toxics Program are requesting new equipment, such as "Drager" Tubes, which will allow them to engage in short term monitoring of air pollution situations. The DeSoto area health study will provide deeper information on conditions in that particular area. Water and soil monitoring will be improved by the requirements of the Stormwater Runoff Program, which will generate new data on water running off into the Bay. Owners of underground tanks are also required to monitor their performance at least annually. As City records are improved and consolidated, using them to evaluate overall environmental conditions will become easier.~~

~~a. Hire consultant to monitor contamination~~

~~Currently Being Addressed through other strategies (see above)~~

~~b. Develop periodic review of existing businesses to achieve Maximum Available Control Technology (MACT)~~

~~Currently Being Addressed by other agencies~~

~~The Bay Area Air Quality Management District has set MACT as its standard for any "new" source of air emissions. "New" sources include new equipment at existing facilities.~~

~~c. Consider amending Zoning Ordinance to set MACT as the appropriate standard.~~

~~Currently Being Addressed through other strategies (see above)~~

~~*D. Emergency Preparedness*~~

~~1. Increase preparedness for hazardous materials emergencies, utilizing existing neighborhood organizations and watch groups.~~

~~Further Research Needed~~

~~The City's Emergency Response Plan must be completed, and assessments undertaken on how it can work most effectively with neighborhood organizations.~~

~~a. Establish emergency preparedness programs~~

~~Currently Being Addressed~~

~~City has hired Emergency Preparedness Coordinator, who is working with citizens' groups (such as Disaster Planning Task Force), developing informa-~~

~~tional materials, and engaging in other programs–as part of the Office of Special Community Services.~~

~~2. Retrofit seismically unsafe buildings~~

~~Currently Being Addressed~~

~~Pursuant to state law, the City Council has adopted an Unreinforced Masonry Buildings Ordinance, requiring owners of these buildings to prepare programs to increase their seismic safety.~~

~~a. Pass Retrofit Ordinance, including revolving loan fund.~~

~~Currently Being Addressed~~

~~*E. New Uses*~~

~~1. Avoid the establishment of new uses which pose unmitigable environmental hazards.~~

~~Policies–Land Use and Environmental Quality Elements~~

~~a. Establish list of preferred and prohibited uses.~~

~~Districting regulations–Land Use Element~~

~~The *Land Use Element* establishes permitted and prohibited uses for each district.~~

~~2. Prohibit the establishment of off-site industrial hazardous waste treatment and/or transfer facility.~~

~~Currently Being Addressed~~

~~Strict siting criteria were adopted in the April, 1991 Hazardous Materials Importation Ordinance.~~

~~3. Set City of Berkeley policy with regard to the location and/or operation of companies with a history of environmentally related crimes or non-compliance.~~

~~a. Pass appropriate Ordinance (e.g. "Bad Boy")~~

~~Currently Being Addressed through other strategies, Study Feasibility of Ordinance~~

~~Environmental records--except for those which concern trade secrets–are public record. The City of Berkeley's efforts to make these records more accessible have been discussed above. For any company already operating in Berkeley–which represent the great bulk of applicant companies here–its previous performance will be a matter of great interest to both citizens and staff. Requirements for submittal of Hazardous Materials Management Programs (HMMP) and in some cases, Risk Management and Protection Programs (RMPP) have also been discussed.~~

~~*The situation in which a company's extra-Berkeley environmental record would be most critical would arise if a multiplant manufacturer or other firm not already in Berkeley sought to locate here. However, in recent years, no multiplant manufacturers who were not*~~

~~*already located here have sought to establish a new plant in Berkeley. Concern has been raised about a hazardous waste management facility locating here, but there are many, many communities which would be far easier for such a facility to locate in. Planning staff is also concerned about how and how broadly such a standard could fairly be applied, especially given the inevitable differences in operations and personnel from plant to plant. We are also concerned about such an Ordinance discouraging industrial location and expansion in Berkeley. Despite these concerns, the idea is listed for study of its feasibility.*~~

~~**4. New uses shall demonstrate ability to meet applicable environmental laws and standards**~~

~~**Currently being addressed**~~

~~Initial Study/Environmental Review process, carried out in conjunction with the Toxics Program, does not allow new uses to begin operating until such ability is demonstrated.~~

~~**5. Separate new residential development from manufacturing uses.**~~

~~**Currently Being addressed**~~

~~*Preferred Land Use Concept* establishes separate manufacturing, residential zones, buffering regulations.~~

~~*F. Enforcement, Compliance, and Clean Up*~~

~~**1. Enforce new and existing environmental laws with initial focus on top 10 firms; coordinate efforts with BAAQMD.**~~

~~**Currently Being Addressed**~~

~~Top 10 firms had hazardous materials inspection in 1991, have been placed on annual inspection cycle.~~

~~a. Appoint top level administrator to pursue 5 most significant environmental problems, as defined by citizens.~~

~~**Currently Being Addressed**~~

~~Office of Special Community Services in City Manager's Office created in July,1991, Director appointed (currently Denise Johnson) in October,1991. The Director reports regularly to the Citizens' Environmental Advisory Commission.~~

~~**2. Assist existing manufacturers to assure compliance with environmental standards**~~

~~**Currently Being Addressed**~~

~~Assistance providing during inspections, with preparation of Hazardous Materials Management Programs.~~

~~a. Hold technical assistance workshops~~

~~**Policy–Environmental Quality Element**~~

Ongoing staff resources above those to conduct basic inspection/regulation program needed.

b. Develop coordinated schedule of staff inspections (insure schedule is not formalized to the point where "surprise" is eliminated)

Currently Being Addressed

Expanded inspection schedule being implemented

3. Require businesses which close or leave to clean up site contamination.

Currently Being Addressed

Toxics & Pollution Prevention ongoing Work Program activity.

a. Fund adequate number of staff positions.

Currently Being Addressed

Toxics & Pollution Prevention Program staff has been increased, Hazardous Materials program fees increased dramatically.

G. Recognition

1. Recognize and reward those companies which can exceed City of Berkeley and regional environmental standards.

Policy–Environmental Quality Element

a. Increase public awareness of those exceeding standards or engaging in other extraordinary environmental efforts; use portion of fines for non-compliance to publicize

Ordinance/Regulatory Changes–Environmental Quality Element

b. Insure (CEQA) mitigation fees are expended appropriately

Currently Being Addressed

City Planning Department prepares Mitigation Monitoring Programs for this purpose.

c. Review possibility of extending tax credits (tied to cost) for pollution prevention; source and toxic use reduction, solid waste recycling.

Further Research Needed

City actively exploring programs in this area.

III. Hazardous Materials

Transportation, Storage, Handling, and Disposal

1. Accelerate Compliance with State and City law

Currently Being Addressed

a. Conduct fee study/consider other financing methods

Currently Being Addressed

As noted above, hazardous materials program fees have been increased drastically for 1991-92, to make program self-supporting.

b. Fund adequate number of personnel, 1 additional FTE minimum

Currently Being Addressed

In 1991-92, Toxics & Pollution Prevention Program staff has expanded by 1 FTE.

c. Promote/pursue internships.

Currently Being Addressed

Program regularly using interns.

2. Increase inspections and enforcement, improve local enforcement capability

Currently Being Addressed

a. Use City Attorney's Office to augment County District Attorney's capacity to prepare cases

Currently Being Addressed through another strategy

This implementation proposal sought to use the Berkeley City Attorney's office to aid the Alameda County District Attorney (DA) in preparing cases against hazardous materials violator, thus making it possible for the DA to bring more effective cases. Using the City Attorney's Office has not proved possible. However, the Police Department has proposed hiring an investigator for toxics violations, one of whose major duties will be assisting the DA on hazardous materials cases.

b. Require Business Plan to reduce toxics for permit approval.

Currently Being Addressed

While state law only requires a Business Plan with Source Reduction for sites that produce over 12,000 kilograms of hazardous waste per year, City Ordinance has reduced the threshold to 4,000 pounds per year.

3. Develop risk management and communication procedures

Currently Being Addressed

Current Risk Management and Prevention Programs now require that risk communication programs be incorporated.

a. Provide technical assistance workshops for businesses

Project–Environmental Quality Element

Ongoing staff time needed to prepare, present workshops.

4. Reduce the importing into Berkeley, transportation, storage, and use of hazardous materials and waste.

Goal–Environmental Quality Element

a. Pass Hazardous Materials Importation Regulation Act.

Currently Being Addressed

Ordinance adopted April, 1991

b. Pass Ordinance based on (Petris) Hazardous Materials Reduction Ordinance

Currently Being Addressed

Pollution prevention planning proposal being developed.

5. Require Use Permit conditions on hazardous materials/waste hauling.

Currently Being Addressed by Other Agencies

Hazardous waste haulers are licensed by State. Facilities using hazardous materials and/or generating hazardous wastes are required to use licensed haulers and maintain accurate manifests of materials/wastes hauled.

a. Pass new Hazardous Materials Transportation Ordinance

Study—Environmental Quality Element

Assess amending existing Ordinance, which prohibits hauling above BART tracks.

6. Encourage hazardous waste reduction and recycling

Policy—Environmental Quality Element

a. Amend Zoning Ordinance to require (Hazardous Waste) Recycling Plan for permit approval.

Currently Being Addressed

Toxics & Pollution Prevention Program to develop hazardous waste reduction and recycling programs, review procedures. It, along with the Community Development Department, will consider the effect of these programs on Berkeley's business competitiveness.

b. Pass mandatory commercial (hazardous waste) recycling Ordinance.

Study—Environmental Quality Element

IV. Contaminated Soils and Groundwaters

1. Increase inspections and enforcement from 1990-91 levels

a. Conduct fee study, analyze other financing methods

Currently Being Addressed

Fees substantially increased in 1991-92 program year to meet program costs.

b. Fund adequate number of personnel, 1 FTE above 1990-91 levels minimum

Currently Being Addressed

Toxics & Pollution Prevention Program reorganized, threatened staff losses prevented, staff augmented.

c. Promote and pursue internships

Currently Being Addressed

Toxics & Pollution Prevention Program actively uses interns for both programs and special projects (e.g. DeSoto waste reduction).

2. Improve disclosure of conditions on sites.

a. Pass Disclosure Ordinance

Further Research Needed

San Francisco's Ordinance requiring disclosure of site conditions on sale has not yet been implemented, and no other jurisdiction has passed such a requirement. It is unclear how this requirement would be enforced. However, lenders frequently require such disclosures on sale.

b. Shorten time frame for disclosure, testing, and clean-up

Currently Being Addressed

The Toxics & Pollution Prevention Program has dramatically increased the level of inspections, and shortened the inspection cycle.

3. Increase site clean-up

a. Review existing legislation

Currently Being Addressed

Ongoing programmatic activity

b. Map source sites and groundwater contamination plumes

Project–Environmental Quality Element

Resources needed–possibly a qualified intern.

c. Study bio-remediation of soil

Further Research Needed

~~Bioremediation techniques are new, generally untested, and currently require state approval to implement on each specific site. These techniques are not necessarily more cost effective at present than conventional techniques, although technology is evolving.~~

~~4. Publicize Environmental Record~~

~~a. Track violation history~~

~~Currently Being Addressed~~

~~Improved hazardous materials computer database allows such tracking.~~

V. Air Quality

1. Improve communication and coordinate responsibilities for assistance, enforcement, and complaint response with the BAAQMD.

Currently Being Addressed

a. Develop Joint Powers Agreement or Memorandum of Understanding with Air Board.

Currently Being Addressed with other Strategies

This strategy seeks to improve the City of Berkeley's ability to act against air emission violators. The City is pursuing a variety of steps to do this. City Hazardous Materials inspectors and Air Quality Districts are doing mutual training, so that each will be able to monitor for and report violations of the other's regulations. The referral system has been noted above.

b. Establish priority list of polluters for compliance and technical assistance.

Currently Being Addressed

c. Develop Prevention Program, 1 year to comply from initial notification

Pollution prevention planning proposal being developed.

2. Regulate the use of ozone depleting compounds.

Currently Being Addressed

a. Pass Ordinance regulating the sale, use, and recycling of products with ozone depleting compounds.

Currently Being Addressed

Ordinance adopted in January,1991, to be administered by Toxics & Pollution Prevention Program.

3. Risk Management and Communication

a. Technical assistance workshops

Project–Environmental Quality Element

Staffing above and beyond that needed to conduct basic regulation, inspection, and enforcement functions.

4. Reduce the importing into Berkeley, transportation, use, and storage of hazardous materials and waste.

a. Technical assistance workshops

Currently Being Addressed through Other Strategies

~~Technical assistance being provided to hazardous materials users during inspections, in other settings. To date, workshops have been labor intensive and minimally productive.~~

~~b. Require Business Plan to reduce toxics for approval~~

~~Currently Being Addressed~~

~~State requires Source Reduction Plan for hazardous waste levels over 12,000 Kilograms per year. Toxics Program staff drafting amendment to City's Disclosure Ordinance to require Source Reduction at 4,000 pounds per year.~~

~~c. Adopt appropriate elements of the Hazardous Materials Reduction Ordinance, as proposed in the Petris bill.~~

~~Ordinance/Regulatory Changes–Environmental Quality Element~~

~~d. West Berkeley Plan--Provide larger mixed use buffer zones between Manufacturing and Residential Zones~~

~~Policy–Land Use Element~~

~~5. Avoid the establishment of new uses which pose unmitigable odors to residential districts.~~

~~Policy–Environmental Quality Element~~

~~6. Reduce existing traffic and mitigate future traffic~~

~~Policy–Environmental Quality Element~~

~~a. Maintain at least Level of Service "E" at key intersections.~~

~~Policy–Transportation Element~~

~~Higher levels of service would significantly improve air quality, but will be difficult to achieve because of already existing traffic levels.~~

~~b. Reduce pollution from transit vehicles~~

~~Policy–Transportation Element~~

~~The California Air Resources Board and the federal Department of Transportation are developing improved standards for transit vehicle emissions.~~

~~7. Provide tree planting and landscaping~~

~~Currently Being Addressed~~

~~The Redevelopment Agency is initiating a tree planting program for the Redevelopment Area (bounded by 6th, Eastshore Freeway, University, and Cedar)~~

~~a. Pass "Greening" Ordinance to promote tree-planting and appropriate streetscape design.~~

~~Policy–Urban Design Element~~

~~The Urban Design Element Draft will call for the development of design guidelines, including streetscape design, for various parts of W. Berkeley.~~

VI. Noise

1. Separate noise emitters from sensitive receptors (see Buffer Standards in Land Use Element.) Policy–Land Use Element

a. Provide larger mixed use buffer zones.

Policy–Land Use Element

Land Use Element separates most intense Manufacturing zones from Residential zones.

2. Develop performance standards for new uses (see Performance Standards in Land Use Element).

Policy–Land Use Element

a. Include noise standards for new construction of housing and manufacturing

Policy–Environmental Quality Element

b. Amend Noise Ordinance to apply multi-family zone noise standards to mixed-use areas that permit residential uses.

Currently Being Addressed

Health & Human Services Department is in process of preparing new Noise Ordinance.

3. Investigate problem noise sources and develop appropriate solutions through negotiation or enforcement.

Policy–Environmental Quality Element

a. Identify sources of night noise.

Study–Environmental Quality Element

b. Impose Use Permit conditions Currently Being Addressed

Limitations on permitted noise levels are already incorporated in some Use Permits. Staff will continue to review the mechanisms whereby such limits might be best implemented, whether through performance standards, standard Use Permit conditions, or other means.

c. When City lacks authority develop self-enforced "Good neighbor agreements" between industry (and/or institutions) and residents.

Study–Environmental Quality Element

Analysis would identify situations where such Agreements are needed, would discuss how institutional mechanisms that are fair to all parties could be created to develop and monitor Agreements.

~~4. Regulate truck circulation~~

~~Policy–Transportation Element~~

~~a. Pass Truck Route Ordinance~~

~~Currently Being Addressed~~

~~Truck Route Ordinance has been modified to prohibit through truck traffic on local residential streets.~~

~~5. Construct sound walls along the Freeway~~

~~a. Study feasibility of University-Gilman sound wall.~~

~~Study–Environmental Quality Element~~

~~b. Implement Aquatic Park Master Plan policy – construct acoustic berm~~

~~Policy–Urban Design Element~~

~~c. Negotiate with Caltrans for construction of a sound wall, if feasible.~~

~~Further Research Needed~~

~~Caltrans apparently unlikely to find any such project until City and Caltrans reach agreement on I-80 plans.~~

VII. Bio-Hazardous Materials

The primary non-federal regulatory vehicle in this emerging field is the 1991 California Medical Waste Management Act. (There are a number of federal regulatory statutes, primarily administered by the Food and Drug Administration--FDA.) All large quantity generators of medical waste, and small quantity generators using certain disposal techniques must register. The City of Berkeley had intended to become the local Administering Agency for this Act. However, the City found that fee levels permitted by the State were not commensurate with program responsibilities and costs. Therefore, like most jurisdictions which had the chance to operate the program, Berkeley declined.

This decision will hold at least through the 1991-92 fiscal year, and perhaps beyond. Since the City will not be administering the Act, the implementation actions which flow from doing so are not feasible. Task 1 in this section is to Enforce the 1991 Medical Waste Management Act. The subtasks are to a. Research the Issues, including source reduction; b. Develop Medical Waste Management Program, to be fee supported; c. Establish City of Berkeley as local enforcement agency to administer 1991 Medical Waste Management Act., and d. Review Medical Waste Management Program after 1st year. All but the last of these subtasks--which staff plans to do--is not feasible.

Task 2 is to Increase Inspections. Subtasks are a. Identify Medical Waste generators such as medical and dental offices, clinics, hospitals, surgery centers, laboratories (medical & research), veterinary offices, clinics, hospitals, and pet shops,; b. Evaluate the practicality of regulating household medical waste; c. Identify problem companies, health risks, and possible strategies. All of these tasks are based on administration of the Medical Waste Management Act and are thus not feasible. Task 3 is to Develop risk management and communication, with the subtask of technical assistance workshop. This task is also not feasible, because it too relies on Medical Waste Management Act information.

Appendix B

Cultural Resources of West Berkeley

West Berkeley is not generally thought of as Berkeley's cultural center, but there is a great deal of cultural life and activity here. West Berkeley's large spaces, relatively low rents, and ethnic diversity are among the factors which make it a good home for cultural activities. West Berkeley is an important locale for artists and craftspeople, for live music performances, and for ethnic restaurants and groceries, among other cultural resources. The historic buildings and areas of West Berkeley, and its parks and open spaces are also cultural resources which are discussed elsewhere in this Element. There are a wide variety of cultural resources, some of which not everyone would see as resources.

The strong community of artists and craftspeople which exists in West Berkeley is clearly such a resource. There are studios and worksites at locations such as the Kawneer Building (8th & Parker), the Nexus Institute (8th & Carleton), the Kala Institute (9th & Heinz), and other sites. Indeed, the East Bay Open Studio tour, which annually opens artists' private studios to the public listed no less than 26 West Berkeley venues and 59 individual studios in West Berkeley in 1992.

Live music is another West Berkeley cultural element. Current live music venues include Freight & Salvage (Addison E. of San Pablo) and Ashkenaz (San Pablo near Gilman) for folk music, Thunder Bay (Bolivar near Addison) and the 924 Gilman club for rock music, and Picante (6th near Gilman) for jazz. There have been live theatres in West Berkeley, but are none operating currently.

The written word is also represented in West Berkeley. The West Berkeley Branch of the Berkeley Public Library (University E. of San Pablo) sponsors a wide range of literary activities, including Spanish language book discussion groups. West Berkeley also houses the Niebyl-Proctor Marxist Library for Social Research in historic landmark Finn Hall. West Berkeley also has specialized bookstores in architecture–Builders' Booksource (4th St. N. of Hearst), ecology–Ecology Center (San Pablo S. of Dwight), and poetry–Small Press Distribution (San Pablo N. of Hearst).

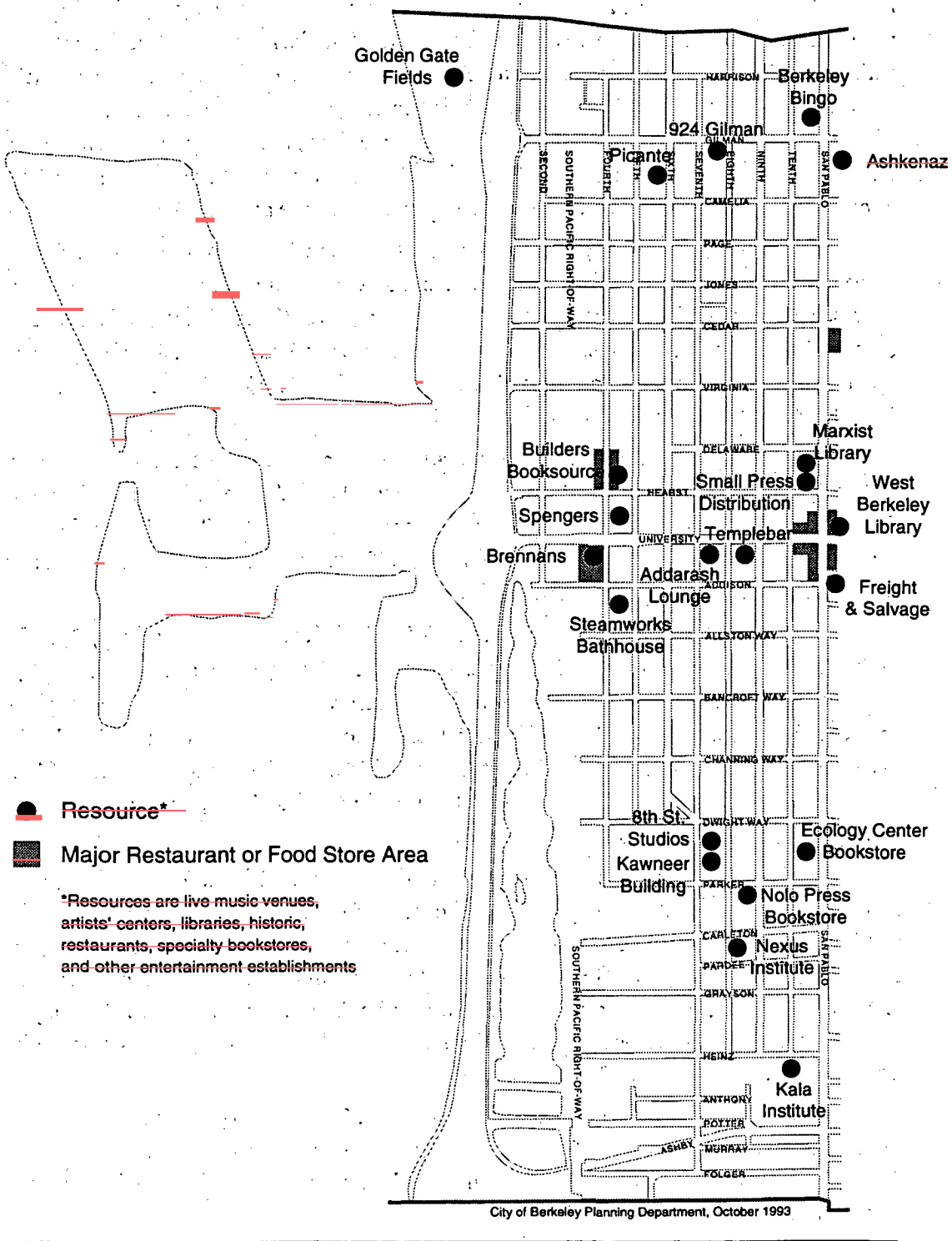
Culture is perhaps most often experienced in the form of food. The 57 eating and drinking places in West Berkeley include Afro-American, American, American Seafood, Californian, Cambodian, Caribbean, Chinese, Indian, Japanese, Mexican and other restaurants. West Berkeley food buyers can take advantage of groceries oriented to Caribbean, Indian, Middle Eastern, Thai and other cuisines. Some of West Berkeley's restaurants and bars–such as Spenger's and Brennan's–are longtime establishments which are themselves part of West Berkeley history.

West Berkeley is also home to gambling places. The Golden Gate Fields racetrack lies adjacent to the plan area at Gilman St. & West Frontage Rd., and is situated in both Albany and Berkeley. San Pablo north of Gilman is home to a bingo parlor which supports a number of charitable and religious groups.

There has been a public bathhouse in West Berkeley for decades.

In addition to being a locale where culture is enjoyed, it is also one where cultural products are created and produced. In addition to art and craft studios, there are also film, video, and record production companies in West Berkeley, at the Fantasy Building (10th & Carleton) and in other locations. West Berkeley is home to most of Berkeley's printing industry, and to some publishers, such as Nolo Press and Ten Speed Press.

Figure 1: **Cultural Resources of West Berkeley, 1993**



Appendix C

Recommended Parking Standards

Discussions of the West Berkeley Plan have highlighted the need to revise parking standards. Currently, the Zoning Ordinance requires the same provision of parking (2 spaces per 1,000 sq. ft. of built space) for most commercial uses, despite the fact that retail, office, and manufacturing uses impose substantially different parking demands. The proposed standards also to some extent differentiate between the differing impacts of different internal uses within a single facility (e.g. production vs. office within a manufacturing plant). The standards are designed to reflect the impact of various uses more accurately, not encourage undue reliance on the private automobile (by providing excessive parking) and to provide an incentive for retention of manufacturing and industrial uses, by lowering their parking standards.

These standards are recommended for adoption in principle.

Use	*Parking spaces required per 1,000 sq.ft.*
Manufacturing (assembly & production space)	1.0
Warehouse and storage	1.0
Offices (freestanding and within other uses)	2.0
Laboratories	1.5
Retail uses	2.0
Restaurants (except fast food)	3.0
Fast food restaurants	4.0

Additional recommendations concerning parking standards:

- Consider reduced standards for those areas of University Ave. and San Pablo Ave. with strong transit service. Reduced standards in these areas could also assist in developing and maintaining continuous commercial frontage. One approach in mixed use buildings could be allowing the same parking space to serve as required parking for both residential and commercial uses, especially neighborhood commercial uses.

- Develop an appropriate standard when West Berkeley Plan zoning is adopted for required bicycle parking when there is new construction and/or significant change of use.

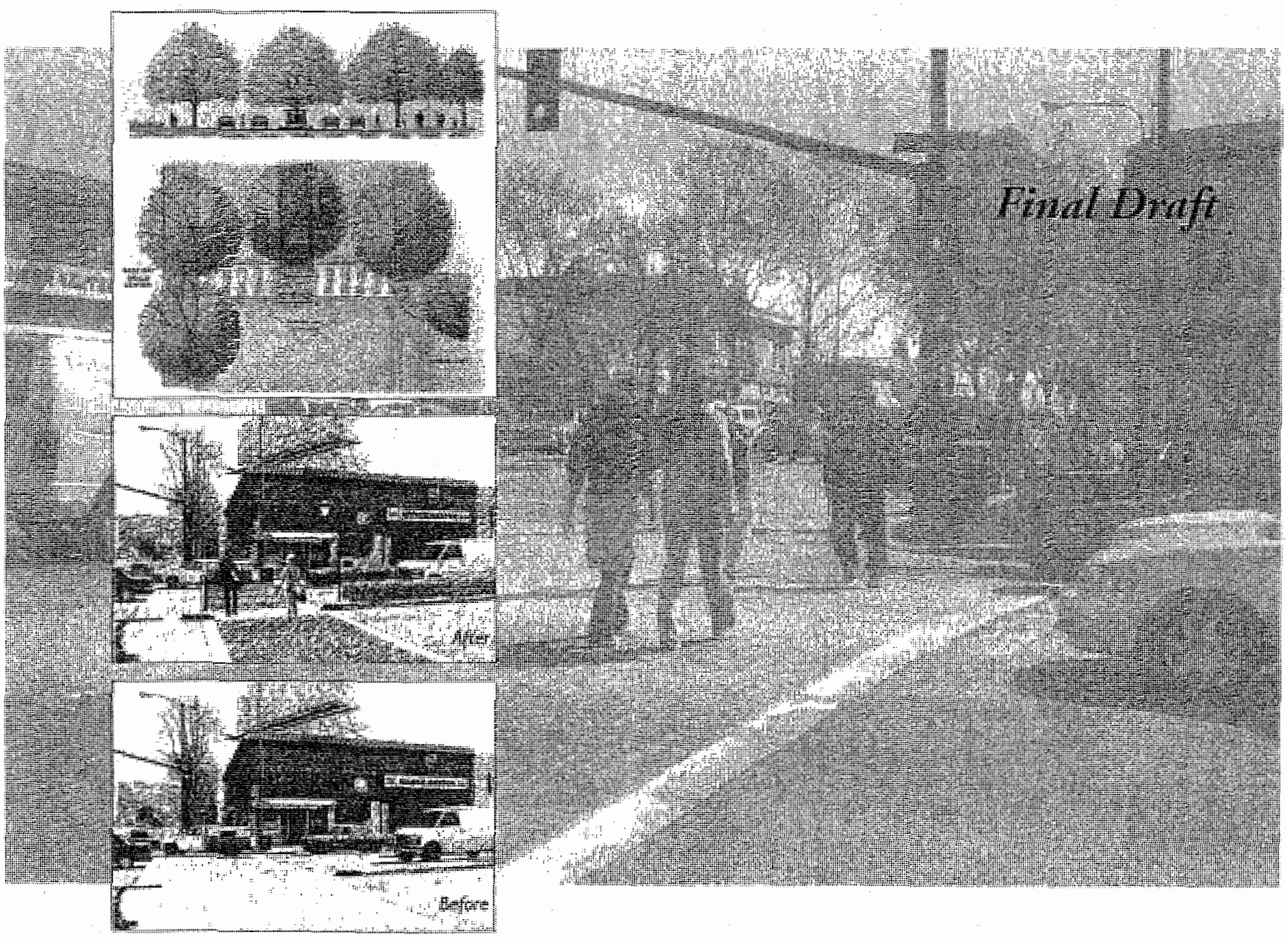
- Permit a maximum distance of at least 500 feet between a development and required parking serving it, rather than the current 300 feet. Allow in-lieu fees rather than on-site provision of parking spaces for developments within 500 feet of an actual or planned public parking facility.

ATTACHMENT 1, EXHIBIT F
DRAFT
SAN PABLO AVENUE PUBLIC IMPROVEMENTS PLAN AMENDMENTS

The proposed amendment to the San Pablo Avenue Public Improvements Plan would retire the Plan in its entirety. In legislative terms, this would involve deleting all text and images contained in the San Pablo Avenue Public Improvements Plan.

~~City of Berkeley~~

~~San Pablo Avenue Public Improvements Plan~~



Final Draft

~~Prepared for the Office of Economic Development~~

by

~~Community Design + Architecture, Inc.~~

~~October 15, 2003~~

RESOLUTION NO. 62,741-N.S.

ADOPTING THE SAN PABLO AVENUE PUBLIC IMPROVEMENTS PLAN

WHEREAS, the City has prepared the San Pablo Avenue Public Improvements Plan (Exhibit A hereof) with extensive citizen involvement and coordination with Caltrans, AC Transit and City departments; and

WHEREAS, the Planning Commission has reviewed the Plan and found it consistent with the General Plan; and

WHEREAS, the Transportation and Public Works Commissions also reviewed the Plan, and issues raised by them were addressed to the fullest extent possible; and

WHEREAS, Council desires that the Plan will guide the design of all future improvements in the street right-of way on San Pablo Avenue in Berkeley.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley that:

1. The San Pablo Avenue Public Improvements Plan is hereby adopted to guide the design of all future improvements in the street right-of-way along San Pablo Avenue.
2. The City Manager and Public Works Department are directed to follow the recommendations in the Plan to the fullest extent feasible in the design of all future improvements in the San Pablo Avenue street right-of-way.
3. The City Manager is directed to continue to seek opportunities to obtain funding for the improvements recommended in the Plan, with particular emphasis on improving the street right-of-way at designated nodes, as defined in the Zoning Ordinance, and on improving pedestrian access to high-traffic bus stops.
4. A copy of this Plan shall be placed on file in the Office of the City Clerk.

The foregoing Resolution was adopted by the Berkeley City Council on December 7, 2004 by the following vote:

Ayes: Councilmembers Anderson, Capitelli, Maio, Moore, Olds, Spring, Worthington, Wozniak and Mayor Bates.

Noes: None.

Absent: None.

Tom Bates

Tom Bates, Mayor

Attest: Sara T. Cox

Sara T. Cox, Acting City Clerk

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1. Introduction

1.1 Key Characteristics of San Pablo Avenue

San Pablo Avenue in Berkeley is a four-lane urban arterial and designated state highway (SR 123), with a traffic volume of approximately 28,000 ADT (*Figure 1*). It is an important element of the regional vehicular traffic and transit systems in the East Bay. Several bus lines service this corridor and in the near future AC Transit plans to introduce express bus service and to implement upgrades to bus stops along the street (*Figure 2*). Three of San Pablo Avenue's cross streets (Ashby Avenue, University Avenue, and Gilman Street) function as major connectors to Interstate I-80, which is located a few blocks west of the corridor. The total right-of-way width of San Pablo Avenue is 100 feet. Three nearly continuous rows of street trees largely define the character of the streetscape (*Figure 3*). One row each is located in the two 13-foot wide sidewalks, the third in a 13-foot wide center median. The two roadways on either side of the median accommodate one parking lane and two traffic lanes. Left-turn lanes at key intersections reduce the center median to a 4-foot width (*also see Figure 4 in Chapter 2*). South of University Avenue, blocks are typically 250 to 500 feet long and side streets often terminate in T-intersections on San Pablo Avenue. North of University Avenue, blocks are longer (400 up to 600 feet) and typically form full 'four-leg' intersections.

San Pablo Avenue is an important commercial street within the City of Berkeley. East of San Pablo Avenue residential land uses dominate, with R-1 and R-2 being the most common zoning designations. Land uses in the area west of the street (West Berkeley) include light industrial, mixed-use (light industrial and residential), and residential. All properties fronting onto San Pablo Avenue are zoned 'West Berkeley Commercial (CW), which allows a height of up three stories and for mixed-use projects, up to four stories in height. The Berkeley Zoning Ordinance delineates five 'designated nodes' (*Figure 4 on the following page*), each of which have a heavily traveled intersection (Ashby, Dwight, University, Cedar, and Gilman) at their core. The nodes are intended to concentrate business activities and built density, as expressed through the two-story 25-foot minimum height requirement for new buildings in designated nodes.

The regional traffic along the street has attracted many auto-oriented uses, such as car repair shops, fast food restaurants, and used-car dealerships. This led to a development pattern

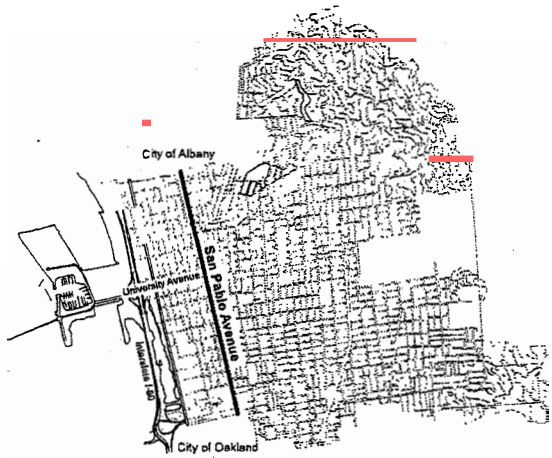


Figure 1: Location of San Pablo Avenue within the City of Berkeley

Figure 2: AC Transit Bus Stop at Dwight Street and San Pablo Avenue

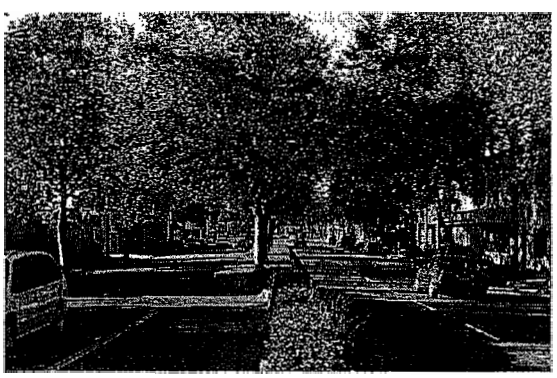


Figure 3: Trees define the character of San Pablo Avenue

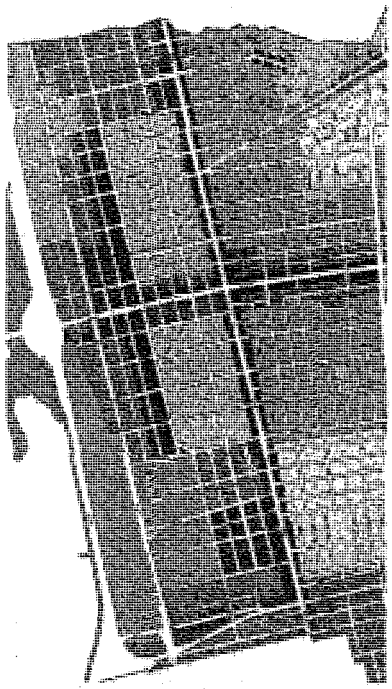


Figure 4: Zoning along San Pablo Avenue (above) and locations of Designated Nodes (below)

where the traditional commercial frontage of buildings, built right up to the property line, is interrupted by service yards, parking, and sales areas. Combined with the street's function as regional transportation corridor, this type of development has given rise to a street environment that is largely auto-oriented. However, residents and employees of the surrounding areas have voiced concern about this situation and emphasized that they heavily depend on goods and services offered along San Pablo Avenue. Residents have expressed their desire for public improvements that will help bring new neighborhood serving businesses to the area and improve the pedestrian friendliness of the street.

1.2 Goals of the San Pablo Avenue Public Improvements Plan

The City of Berkeley is committed to improving the San Pablo Avenue streetscape to balance the needs of pedestrians, bicyclists, local and regional drivers, public transit users, business owners, and local residents. The primary goals of this planning process are to:

a) Create a framework for streetscape improvements to allow the City to implement improvements over time as funding from city, regional, state, and federal programs becomes available.

b) Create a safe and attractive streetscape for pedestrians, transit users, resdents, and employees, which contributes to the City's revitalization efforts in the area.

c) Increase pedestrian and bicycle safety.

d) Maintain and enhance the landscape character of San Pablo within Berkeley.

e) Distinguish Berkeley's segment of San Pablo Avenue from those in the neigboring communities of Oakland and Albany.

f) Build on the momentum created by improvements to bus stops and transit service planned by AC Transit and the Alameda County Congestion Management Agency (ACCMA). Coordinate City and AC Transit improvements to achieve the best mutually enhancing improvements for the pedestrian environment along San Pablo Avenue.

g) Enhance the connection between neighborhoods and employment centers adjacent to the corridor.

h) Encourage new development that takes advantage of the improved transit services.

1.3 Public Participations Process

In November of 1997, the City of Berkeley started the *San Pablo Avenue Revitalization Program* with a well-attended community workshop. At this workshop, community members voiced a number of concerns about conditions on the Avenue and asked that the City develop a revitalization strategy designed to make San Pablo Avneue more pedestrian and transit friendly.

The two public workshops held for this project should be viewed as a continuation of the community participation effort that was started with the process around the San Pablo Avenue Revitalization Program.

The first workshop took place on June 14, 2001 and included the presentation of existing conditions and an assessment of streetscape-related issues. Prior to the workshop, interested citizens were given the opportunity to participate in a Bus Tour of the San Pablo Avenue Corridor in Berkeley. Co-sponsored by AC Transit and the City of Berkeley, the event allowed participants to voice their specific views and concerns about the Corridor. At each stop along the Corridor, participants could make comments on location. During the workshop, participants were encouraged to share their thoughts, concerns, and suggestions about San Pablo Avenue and its streetscape. Public input was received through comments during group discussions and on post-it notes that participants attached to maps of the corridor. These comments were shared and discussed with the overall group of participants during the final discussion. After the workshop the comments were summarized and used to inform the development of streetscape design concepts for the corridor.

The second workshop was conducted on November 7, 2001, where the public was presented with schematic designs for different types of pedestrian and bicycle crossings, pedestrian-scaled lighting, tree plantings in median and sidewalks, landscaped bulb-outs on cross streets, entry/gateway features, and examples of streetscape furnishings. As during the first workshop, public input was given during group discussions and in written format on post-it notes. Some of the received

comments have been included with this document. They can be found in the shaded boxes interspersed among the figures throughout Chapters 2 and 3.

In addition, the City has recently started an effort to create an International Marketplace in the area around the San Pablo/ University Avenue intersection, where a number of imported food establishements are located. A local merchants group has been formed to plan and guide this effort.

1.4 Coordination with City Staff and Other Agencies

Coordination with City Staff

Throughout the project the consultants and the City's project manager involved city staff from other departments, such as Planning (Current, Long Range, Transportation Planning.), Public Works (Traffic Engineering, ADA Access, Forestry), to ensure that input on issues such as transportation, bicycle planning, accessibility standards, lighting, urban forestry, and landscape maintenance informed the public improvements proposed in this document.

Coordination with AC Transit Improvements

In 1999, the Alameda County Congestion Management Agency commissioned the "Transit Operations and Improvement Study" to develop a plan for improved transit service and bus stop facilities along San Pablo Avenue between downtown Oakland and the City of San Pablo. In 2001, the agency published the "San Pablo Transit Corridor Design Standards", which contained specifications for bus stop furnishings, four prototypical and several custom bus stop layouts. The report contains a matrix that classifies all bus stops and assigns typical or custom furnishing layouts.

For the purpose of future improvements of San Pablo Avenue within the City of Berkeley, it is important to coordinate AC Transit's improvements with those envisioned by the City of Berkeley. Chapter 6.4 'Coordination with AC Transit,' describes how this can be achieved with level of detail presently known about the bus stop improvements.

Coordination with Caltrans

Due to San Pablo Avenue's designation as a State Highway (SR 123), continued coordination with Caltrans plays an important role for this project. Although the City has an agreement with Caltrans that relegates a number of maintenance responsibili-

ties to the City, the City may not make changes to streetscape elements, such as curb alignments, pedestrian crossings, traffic control devices, or street lighting, without prior approval by Caltrans. Therefore, the consultants and city staff consulted with Caltrans representatives to discuss design and technical aspects of the proposed improvements, particularly those related to crosswalk designs, the introduction of new crosswalk locations and traffic signals, street lighting, and curb radii (see also 'Coordination with Caltrans', Chapter 6.3).

Coordination with SMART CORRIDOR Project

The San Pablo Avenue Smart Corridor project is an ongoing planning effort by ACCMA, Caltrans, and a group of cities along the corridor. The project intends to improve traffic conditions throughout the entire length of the corridor by employing various components and concepts often described collectively as 'intelligent transportation system' (ITS). The ITS monitors traffic flows and conditions, and enables localities to better manage traffic. It also provides signal overrides for emergency vehicles and buses, and monitors the progress of individual buses. As part of this system, the ACCMA proposed installation of so-called 'trailblazer' signs (42"x 60") and 'dynamic message signs' (4' x 8') in several locations along Berkeley's segment of the San Pablo corridor. Both types of signs are designed to disseminate real time information to drivers in the case of accidents, congestion or other problems within the corridor, and in relation to the parallel I-80/880 corridor. CD+A provided the City with comments on the impacts that such signs would have on the existing streetscape and the planned improvements. Based on the anticipated visual impacts and the fact that Berkeley citizens and their representatives preferred enhancement of public transit facilities over the installation of the signs, the City declined participation in this portion of the Smart Corridor program.

2. Summary of Issues Assessment

In general, the existing streetscape along San Pablo Avenue provides a good foundation for further improvements, as it already includes three rows of mature trees, a tree planted median, 13-foot-wide sidewalks, and many commercial businesses *(Figure 2)*. This is particularly evident when these conditions are compared to those on many other urban arterials in the Bay Area, where sidewalks often are as narrow as 8 feet, lack substantial tree coverage and have – if any – sparsely planted medians. However, key obstacles to a more pedestrian- and transit-friendly environment remain, namely the volume and speed of traffic on the street, the strong orientation of land uses toward motor vehicles, and the traditionally auto-centered operation of the street as a State Highway. Streetscape elements such as crossing locations, building setbacks, and signage are mostly optimized for motor vehicles. Subsequently, the street has increasingly become a barrier between West Berkeley and the neighborhoods to the east. In reverse, improvements for non-motorized traffic participants like pedestrians, bicyclists and transit users have not been a priority in the planning and development process of the street.

The following summary of the issues assessment identifies shortcomings in the San Pablo streetscape relative to the project goals of enhancing the pedestrian, transit and bicycle environment.

2.1 Crosswalks and Sidewalks

Crosswalks with Brick Paving

Ashby Avenue, Dwight Way, University Avenue, Cedar Street and Gilman Street are key intersections at the center of designated nodes. Although no pedestrian counts exist to allow a direct comparison, it is safe to state that at the above intersections, pedestrian crossings occur more frequently than at most other intersections along the corridor. With exception of Ashby Avenue, the crossings at these intersections feature special paving made of clay brick pavers. Today, many of the brick pavers are damaged and exhibit 'cupping' at the center of their surface, which has been scoured by vehicle tires. As a result, ridges along the joint lines where the clay has worn away more slowly act as potential tripping hazards, while the center 'dimples' fill with water after rainfall. In addition to this unsafe

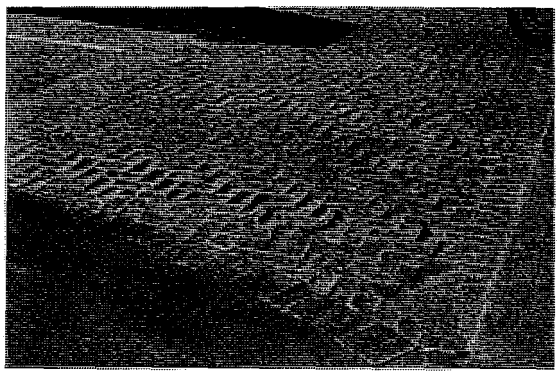


Figure 1: Damaged brick paving in the crosswalk

condition, many of the original bricks have been removed for underground maintenance work or where bricks had deteriorated. In either case, holes remaining after the removal of bricks have been patched up with asphalt, a practice that has resulted in unsightly conditions at many of the crosswalks *(Figure 1)*.

All Remaining Crosswalks

There are 36 intersections along San Pablo Avenue within Berkeley city limits, 12 of which are signalized. South of University Avenue many of the streets crossing San Pablo terminate at San Pablo, creating T-intersections. The latter often have only one striped crosswalk across San Pablo Avenue. This crosswalk is typically located so as to not cross paths with right turn movements of vehicles turning onto San Pablo. At several intersections no crosswalks are provided. These conditions are a result of traffic engineering standards intended to reduce the perceived conflict points between vehicles and pedestrians. The assumption is that pedestrians will not feel safe, and therefore will not cross, at unmarked crossings even though they can legally cross on any 'leg' of an intersection (unless signage prohibits this). However, research has found that pedestrians and bicyclists are very sensitive to any distance added to the path of travel because this will result in added travel time. Therefore, unmarked crossings will still frequently be used, and even jaywalking may occur, where pedestrians feel that the safety of marked crosswalks can be discounted for the benefit of reduced travel time.

Crosswalks on San Pablo typically have a crossing distance of 74 feet between sidewalk curbs *(also see Figure 2)*. Moreover, the area at the center median where pedestrians wait to cross the second half of the road, is not separated by any vertical demarcation, such as curbs or bollards. This area can be 13-feet wide or 4-feet wide, depending on whether there are turn-lanes present. These conditions create potential safety issues between waiting pedestrians and bicyclists, and vehicles making turning movements such as U-turns, turns onto San Pablo from side streets, and other turning maneuvers. These real or perceived conflicts can reduce the number of pedestrians (especially for children and the elderly) or bicyclists crossing in such locations even when marked crosswalks are provided. The limited ease of crossing may also affect small businesses that depend on a customer base from either side of the street.

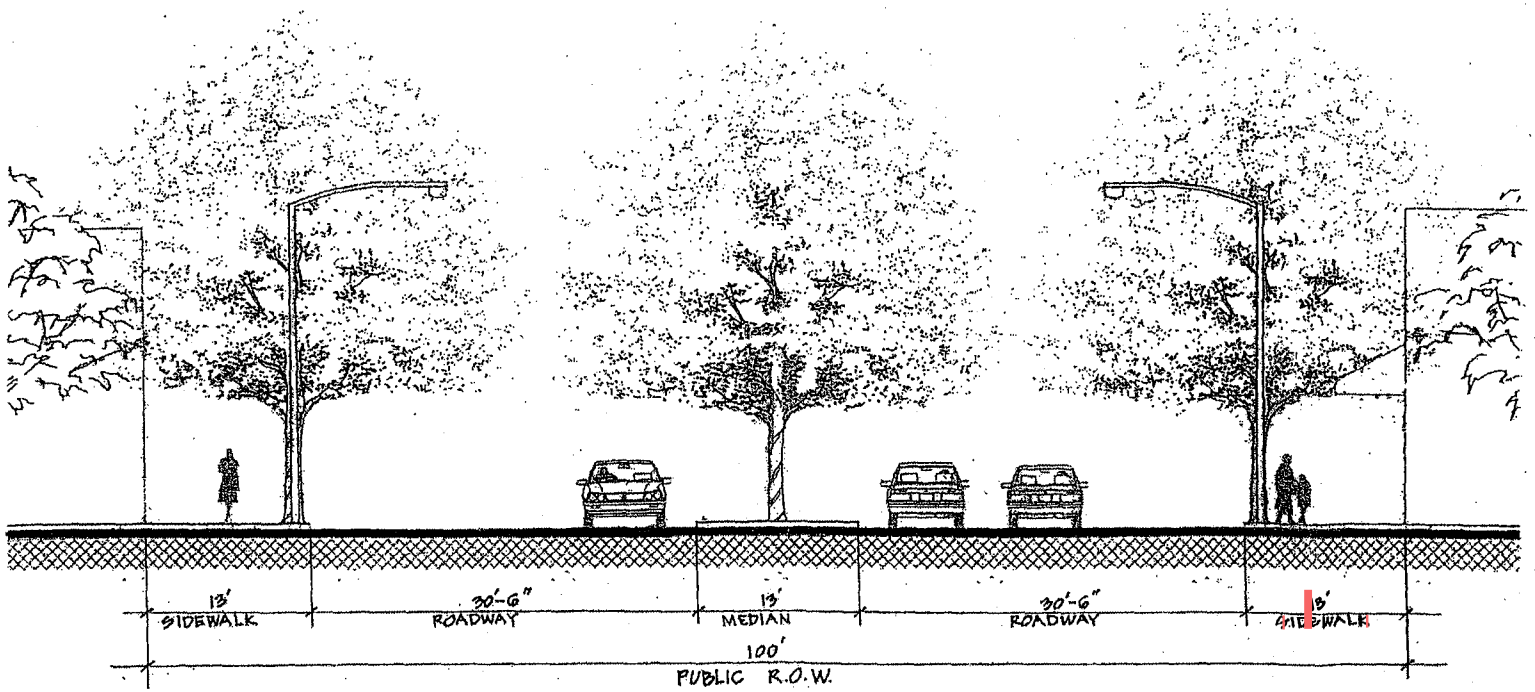


Figure 1: San Pablo Avenue typical existing cross-section

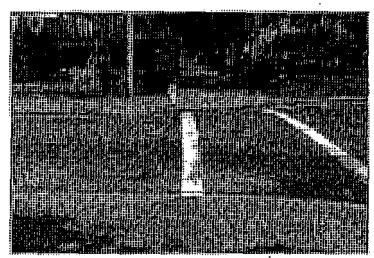


Figure 3: These non-compliant curb ramps at Gilman St. do not align with the crosswalk

Figure 4: Planters and poorly maintained plantings are encroaching on the public right-of-way

Curb Ramps

Nearly all existing curb ramps in the corridor do not comply with current accessibility standards and are in need of replacement. This determination was made in conjunction with the City's Disability Compliance Coordinator. The only intersections with acceptable curb ramps are at Ashby Avenue, Burnett Street (south side), Dwight Way, Bancroft Way (east side), Delaware Street, University Avenue, and Gilman Street *(Figure 3)*.

Sidewalks

Sidewalk paving along San Pablo Avenue is generally in acceptable condition. Repairs may be necessary in locations where tree roots have caused the heaving of segments of the concrete pavement. However, in spite of the maturity of the street trees, this damage is not a pervasive problem.

In several locations *(see Figure 5)*, the typical paved sidewalk width of 13 feet (within the public right-of-way) is reduced, in some cases, to less than 48 inches, which is the minimum required by current standards for accessible routes. These encroachments mostly consist of landscaping that has been extended into the public right-of-way in front of businesses and residences *(Figure 4)*.

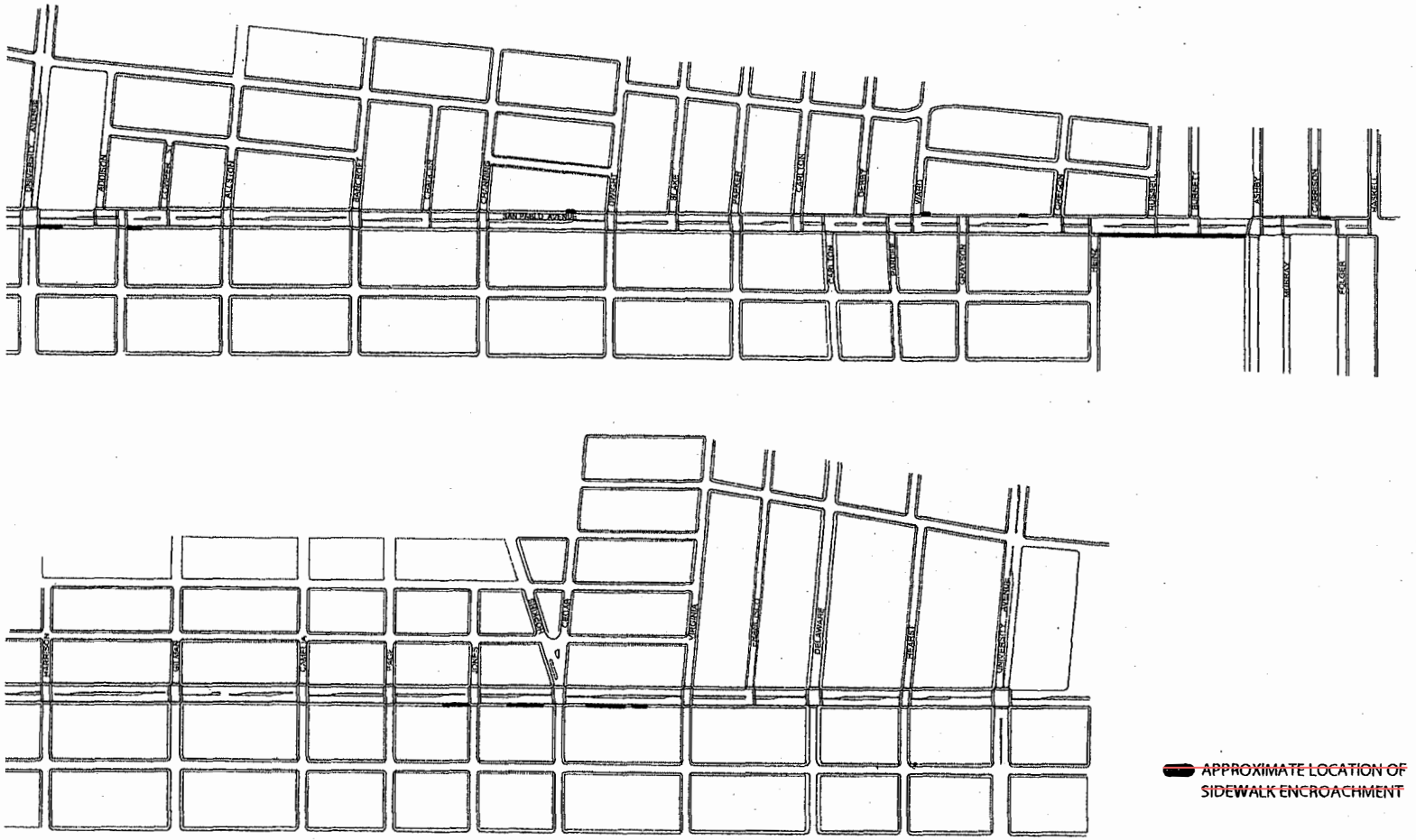


Figure 5: Approximate location of sidewalk encroachment

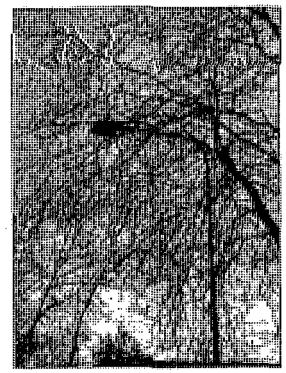


Figure 6: Light from this 'cobra-head' fixture is partially blocked by this street tree

Figure 7: Empty tree wells along San Pablo Ave

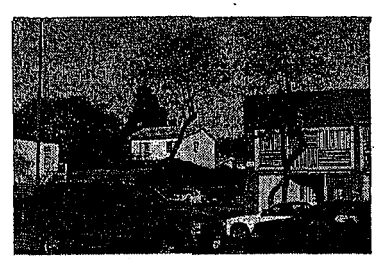


Figure 8: Example of stunted Bradford Pear Trees

Use lowered pedestrian-oriented lights.

2.2 Lighting

San Pablo Avenue is lined by tan colored 'cobra-head' roadway light fixtures that are spaced at distances of 90 and 110 feet. The light source of these fixtures is located about 30 feet above the street and designed to provide light primarily to the roadway surface. Some of the light from the existing fixtures is blocked from reaching the sidewalk area by the large crowns of the street trees *(Figure 6)*. This condition has a negative impact on the sense of safety for pedestrians. The fact that light fixtures, which are primarily designed for roadway lighting, are the sole light source, contributes to the sense that San Pablo Avenue's streetscape is geared more toward vehicles than toward pedestrians. The lack of pedestrian-scaled lighting also impacts the street's integration into the adjacent neighborhoods.

2.3 Landscaping

Trees in Sidewalks

The vast majority of trees planted along the sidewalk are London Plane Trees (*Platanus x acerifolia 'Yarwood'*). The trees, which were planted some time in the early 1970s, have since matured with broad crowns and are generally in good health. The typical spacing is 50 feet on center (o.c.), but reach up to 70 feet o.c. where driveways interfere with the typical planting rhythm.

In numerous locations street trees have been removed, due to poor condition or other reasons, and not been replaced. Many of the unplanted tree wells are currently filled with asphalt to reduce the potential tripping hazard of the empty cutout in the concrete pavement *(Figure 7)*.

Near many of the intersections along the corridor, small-crowned Bradford Pear trees have been planted in sidewalks in the past, perhaps to highlight intersection locations or allay merchants' concerns about reduced visibility of storefronts. Today, however, the majority of Pear trees are in poor or very poor condition and are often stunted with small or distorted crowns that block views to shop windows *(Figure 8)*. Furthermore, the location of these smaller-crowned trees near major intersections diminishes the visual continuity of the rows of London Plane trees.

Trees in Medians

The row of trees in the center median is a key component of San Pablo Avenue's identity within the City of Berkeley. Over large segments of the corridor, the crowns of the trees planted in medians touch those of sidewalk trees. This pleasant effect can best be observed south of the Dwight Way intersection, where tree canopies create a translucent, 'green' enclosure of the space between the façades on either side of the street. Most rows of median trees have been planted with a spacing ranging from 15 to 20 feet o.c. Also, trees have been planted as close as 16 feet from the end of a median (full width medians), although 40 to 50 feet is more common. Using this average tree spacing and the present average distances of trees from intersections (end of median) as a gauge, a field review found that numerous locations for infill tree planting exist throughout the corridor *(Figure 9)*. In addition, it was found that several medians have no trees *(Figure 10)*.

As an alternative to the London Plane Tree, a number of medians are planted with American Sweet Gums (*Liquidambar styraciflua*) to provide additional visual interest with fall color. However, the mature crowns of the American Sweet Gum do not complement the broad crowns of the prevailing London Plane Trees. The Sweet Gum's crown is too narrow for the canopies of sidewalk trees to touch those of median trees. This shortcoming disrupts the spatial and visual continuity created by the London Plan trees *(Figure 11, also see Figure 3 in Chapter 1 for comparison)*.

Opportunity Sites for New Trees

A field review of the tree rows in sidewalk locations showed that opportunity sites exist for the installation of new trees. These often coincide with abandoned driveways, where a tree may not have been planted to allow for access to the adjacent property.

Figure 9: Trees trunks shown in White indicate infill opportunities

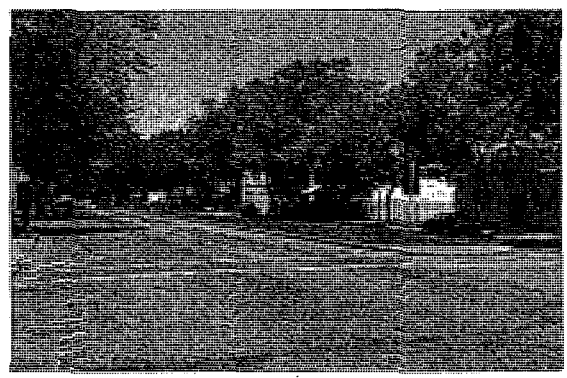


Figure 10: A treless median at San Pablo Ave and Channing

Figure 11: Median Sweet Gums with a narrow canopy

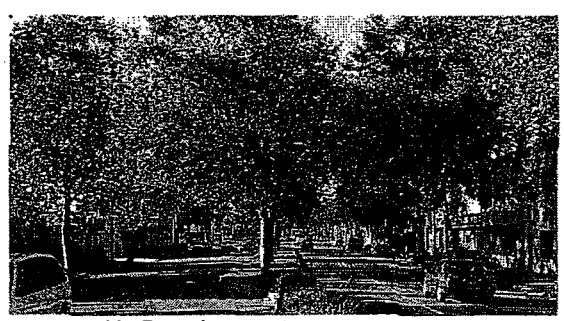


Figure 12: Example of touching canopies of existing London Plane trees

Figure 13: Median with an Indian Hawthorn Hedge

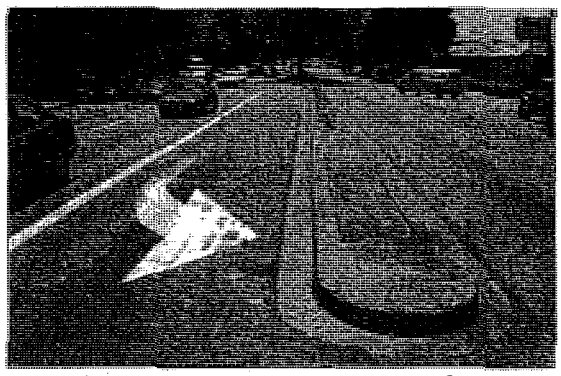


Figure 14: Example of an unplanted median along San Pablo

Landscaping in Narrow Medians

In the past, the narrow medians next to left turn lanes on San Pablo Avenue have been planted with hedges of Indian Hawthorn (*Raphiolepis indica*). Today, the condition of these hedges varies significantly between different locations *(Figure 15)*. Some medians have an uninterrupted, 2 to 2.5 foot high hedge of Indian Hawthorn along their entire length, while in others individual plants or hedge segments are missing *(Figure 13)*. Several medians are entirely denuded, exposing dirt in the area between the curbs. Many of the observed planting gaps are related to pedestrian foot traffic and frequent jay walking in these locations. The failing of plant material in these medians diminishes their spatial definition and function as a device for guiding movements of vehicles, pedestrians, and bicycles. It also represents a lost opportunity for streetscape beautification *(Figure 14)*.

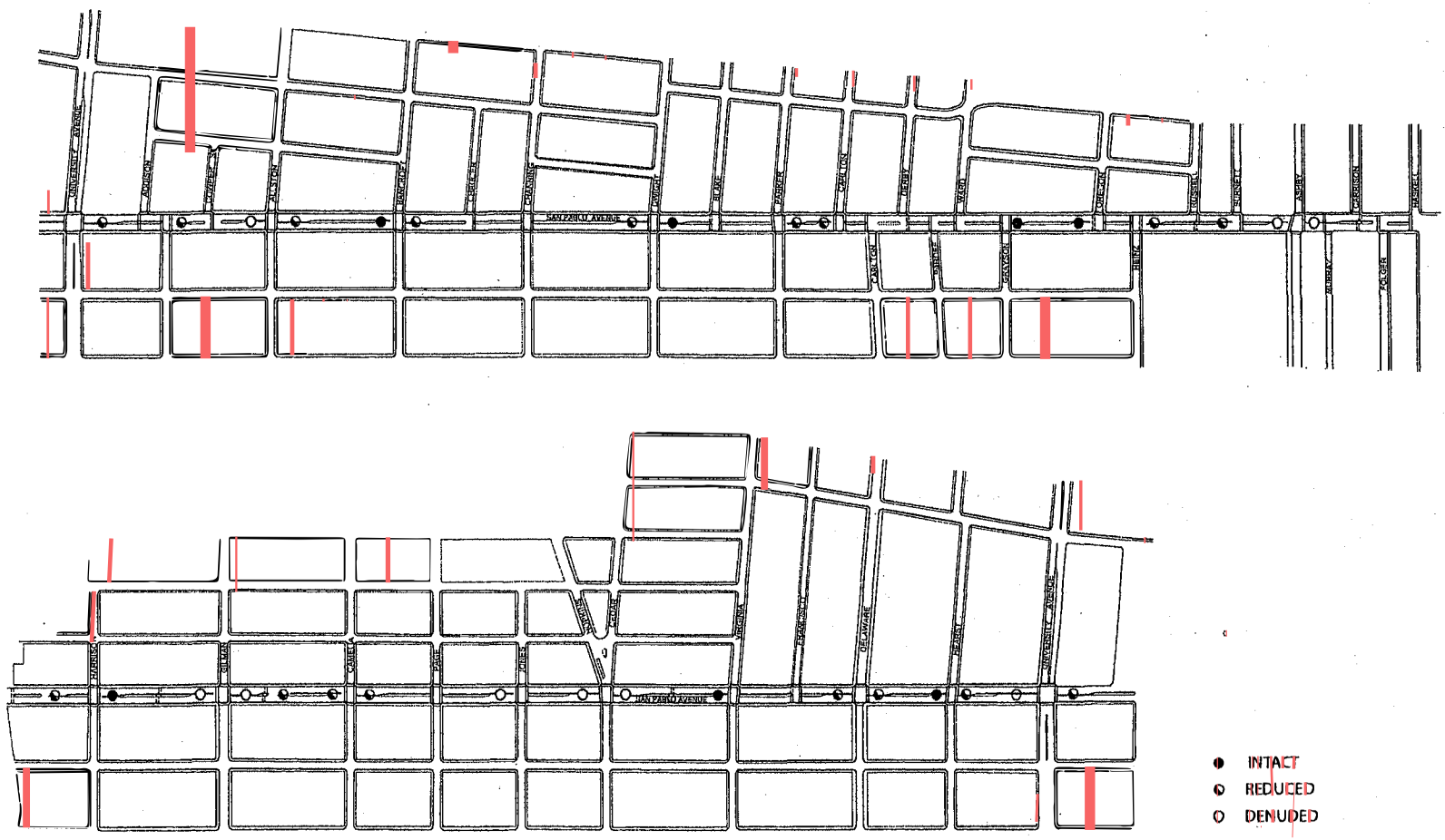


Figure 13: Plant Conditions in Narrow Medians

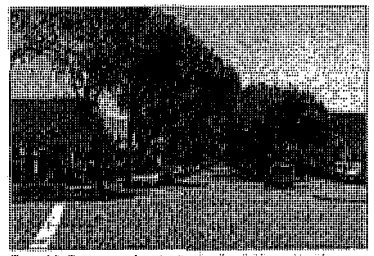


Figure 16: Street trees do not extend to San Pablo on this side street

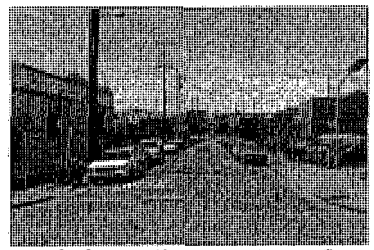
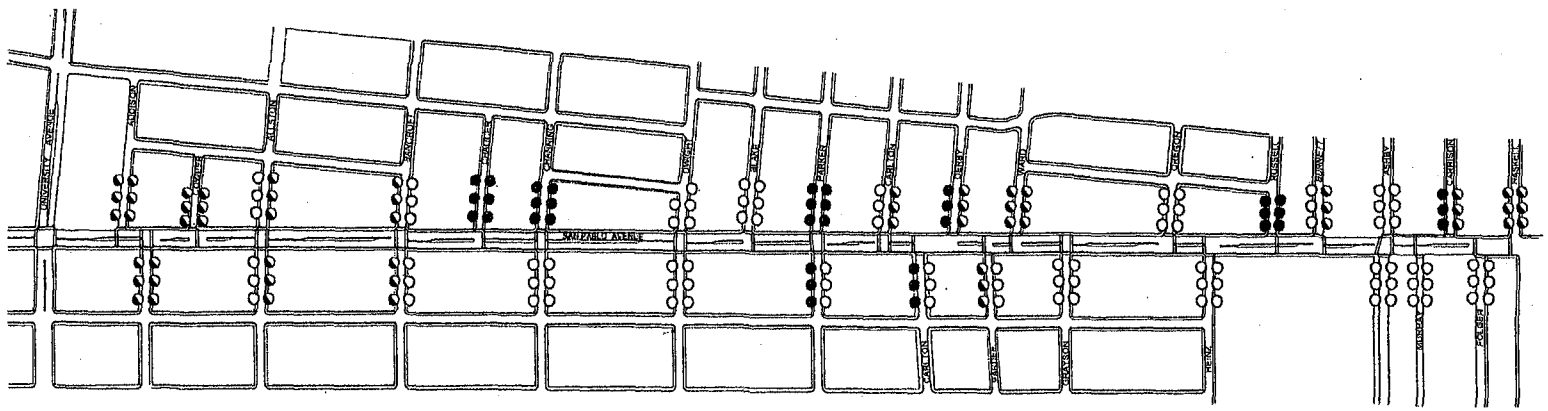
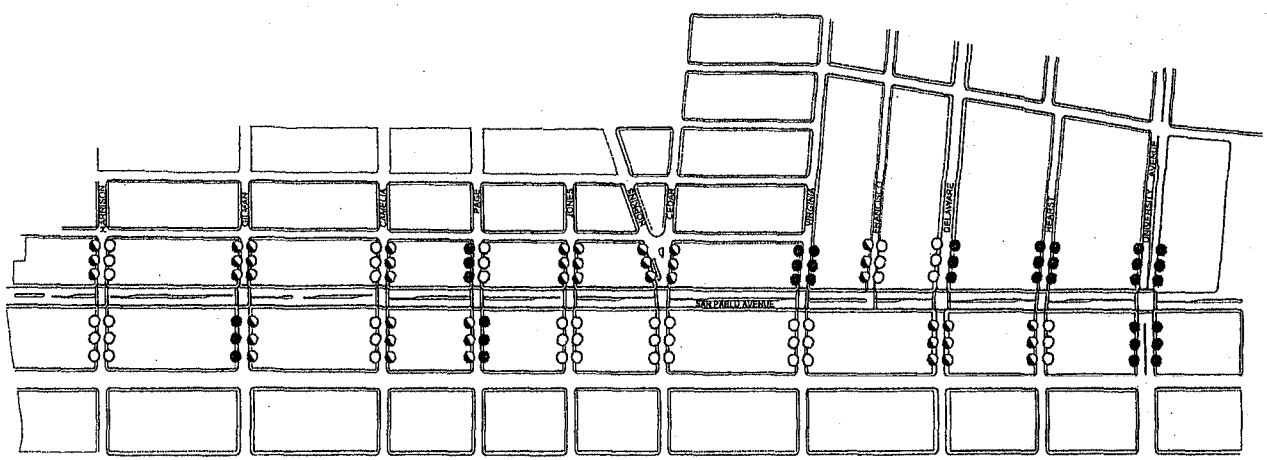


Figure 17: A Side street with no street trees has a more "barren" look

Street Trees On Side Streets

Side streets of San Pablo Avenue provide an important connection between adjacent residential neighborhoods and major employment centers. A field review of street trees along the blocks closest to San Pablo showed that visual continuity and a pedestrian-friendly appearance were often impeded by two conditions: Either rows of street trees did not fully extend to San Pablo Avenue or tree plantings were intermittent and provided little visual definition and continuity *(Figures 16 & 17 and Figure 18)*.





Rows of street trees on side streets

- ● connects to San Pablo Avenue
- ◐ falls short of connecting to San Pablo Avenue
- ○ does not exist

Figure 18: Tree rows on side streets

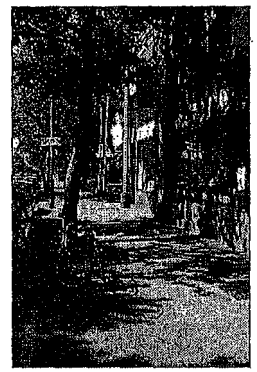


Figure 19: Single-loop bike rack as occasionally found on San Pablo Avenue

Have bicycle crossings like the ones at Channing/MLK

Figure 20: An unimproved bus stop along San Pablo Avenue

2.4 Crossings of Bicycle Routes and Bicycle Amenities

Routes designated as 'bicycle boulevards' in Berkeley's Bicycle Plan *(Figure 21)* cross San Pablo Avenue at un-signalized intersections (Virginia, Channing, and Russell/Heinz Streets). The only signalized crossings of any designated bicycle routes are at Gilman (Bicycle Lane/Class 2.5) and Delaware (Bicycle Lane). It was the joint judgment of the consultant, City staff, and the bicycling community, that San Pablo Avenue presents a difficult challenge for crossing bicyclists and that solutions for this situation should be included in this improvements plan. Bicycle amenities found along San Pablo Avenue consist of (mostly single-loop) bicycle racks, which have been installed by the City, and in a few cases, by adjacent businesses *(Figure 19)*.

2.5 Street Furniture

Currently, the pedestrian streetscape along San Pablo Avenue does not offer any public amenities or street furnishings, such as public benches or trash receptacles. Any existing trash receptacles and benches are associated with AC Transit bus stops. The majority of these benches, however, have a worn appearance and many are in need of repair *(Figure 20)*.

News racks, deployed by newspaper agencies or advertisement companies, have been placed at many of the intersections throughout the corridor. Although general guidelines for the placement of news racks exist, it was observed that they often interfere with the flow of pedestrian paths at crosswalks and sometimes pose obstacles to proper access to curb ramps.

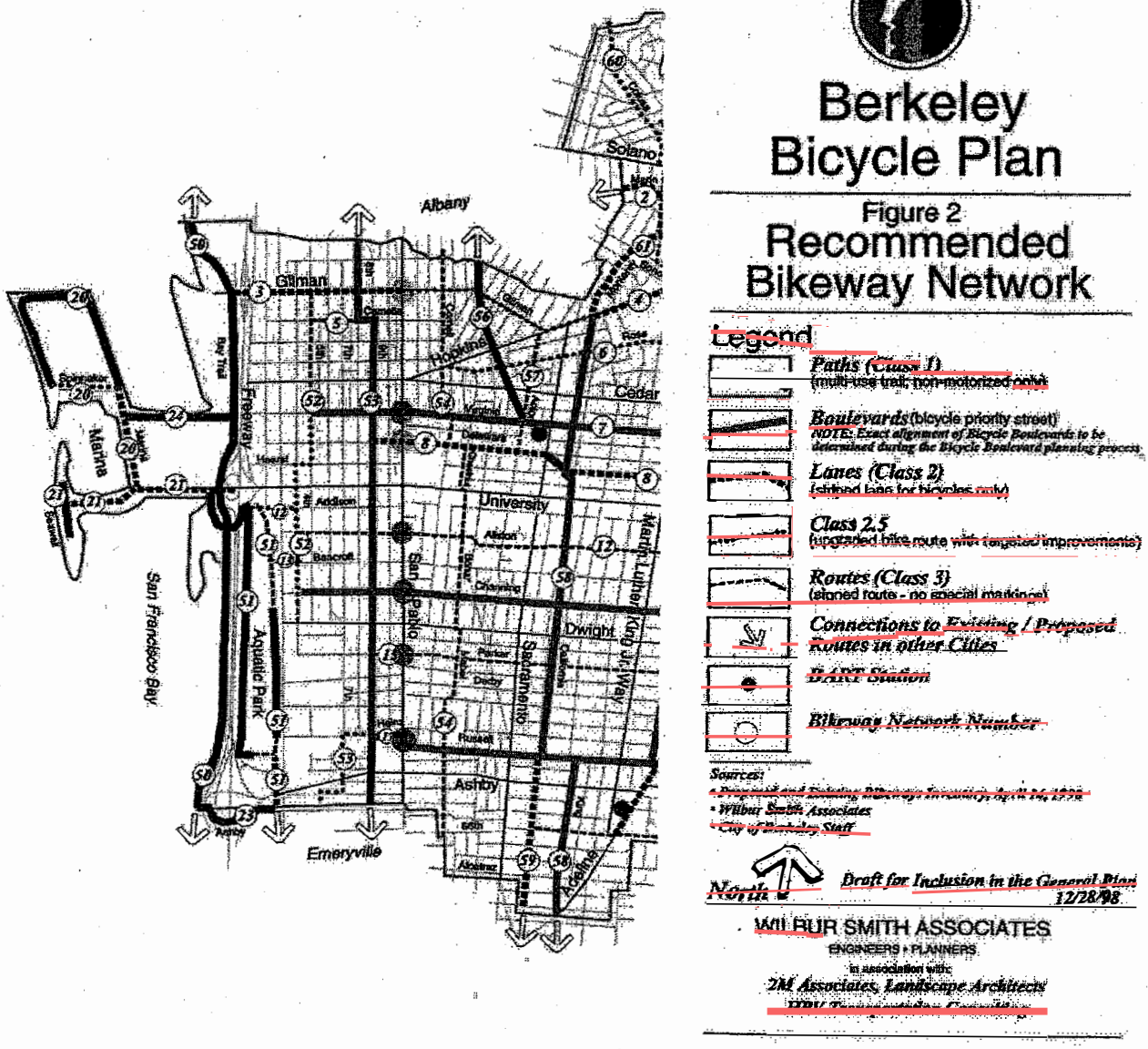


Figure 21: The Berkeley Bicycle Plan

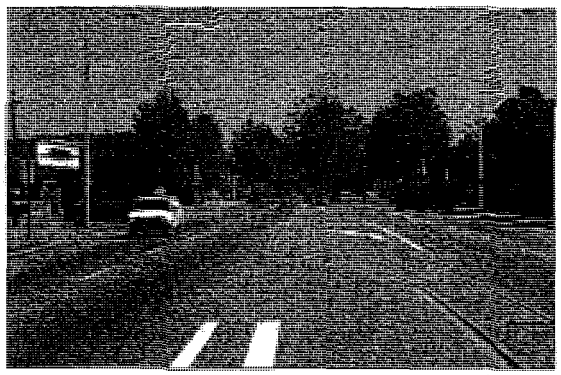


Figure 22: The border between Berkeley and Oakland (foreground)

Figure 23: The border between Berkeley and Albany (foreground)

2.6 San Pablo at Berkeley's Northern and Southern City Border

Currently, entrances to Berkeley can be easily recognized by virtue of the contrasting streetscape conditions that exist on San Pablo in the neighboring communities. The streetscape in both Oakland and Albany lacks medians and significant street trees *(see Figures 22 & 23)*. However, a review of planned or intended streetscape improvements found that the City of Oakland is constructing new raised and tree-lined medians, extending as far as 67th Street – just south of the Berkeley border. The plans do not include special entry features at Oakland's city limit. The City of Albany's 'San Pablo Avenue Streetscape Master Plan' calls for the future planting of street trees in sidewalks right up to the Berkeley border. This plan also proposes to establish a gateway marked by special signage bearing the name of the city and to emphasize the presence of Codornices Creek (which coincides with the location of the city limit line) underneath San Pablo Avenue. This is to be achieved through the use of a special paving pattern suggestive of flowing water that would be integral to the roadway surface of San Pablo Avenue.

It can be concluded that, in the future, the visual distinction between Oakland and Berkeley will be diminished after the new median trees mature. The improvements intended by the City of Albany for its southern border, present an opportunity for a joint project between Berkeley and Albany to emphasize the ecological importance of urban creeks by highlighting the presence of Codornices Creek at the mutual city limit line.

3. Description of Public Improvements

3.1 Overall Approach

The following concepts and prototypical schematic designs for public improvements within the San Pablo Avenue streetscape were developed based on the City's goals, the findings of the issues assessment, comments received at the public workshops, and the input from City staff.

As outlined in Chapter 2.1, the overarching goal for San Pablo Avenue is to improve the street's quality as a multi-modal transportation corridor and to contribute to the revitalization of the commercial environment and its relationship to neighboring communities. The overall approach to achieving the goals includes the following action items related to capital improvements:

- Significantly improve pedestrian safety and neighborhood connectivity by upgrading existing crosswalks, introducing new crosswalks in several locations, and installing of pedestrian-scaled light fixtures.
- Improve the accessibility of uses and transit by upgrading curb ramps at crosswalks to current ADA standards throughout the corridor.
- Distinguish key intersections within designated nodes as focal points of pedestrian activity through the use of special features or materials.
- Improve safety for bicyclists by upgrading the San Pablo crossings of key bicycle routes.
- Maintain and enhance the rows of trees in sidewalks and medians, which define the street's overall character and image within Berkeley.
- Enhance the visual quality of sidewalk connections from adjacent residential areas and employment centers to San Pablo Avenue with additional landscaping and curb bulb-outs in appropriate locations.
- Explore the idea of introducing distinct entry/gateway features at the northern and southern city borders.

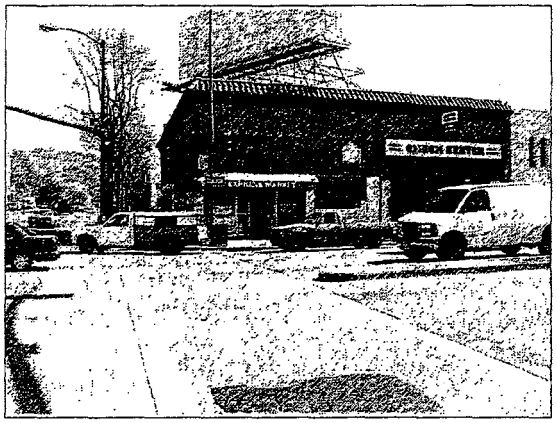


Figure 1: Crosswalk across San Pablo Avenue: Exising Conditions

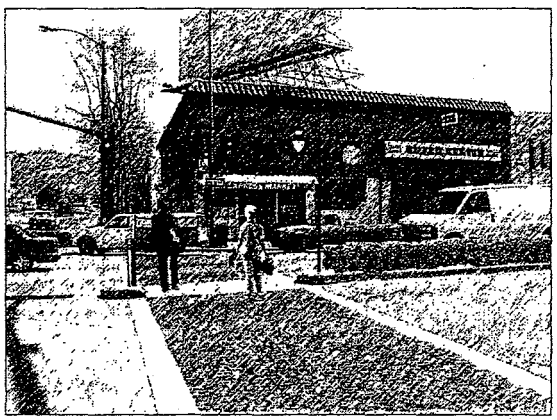


Figure 2: The same crosswalk with pedestrian safe-haven, concrete unit pavers, pedestrian lighting and a landscaped median.

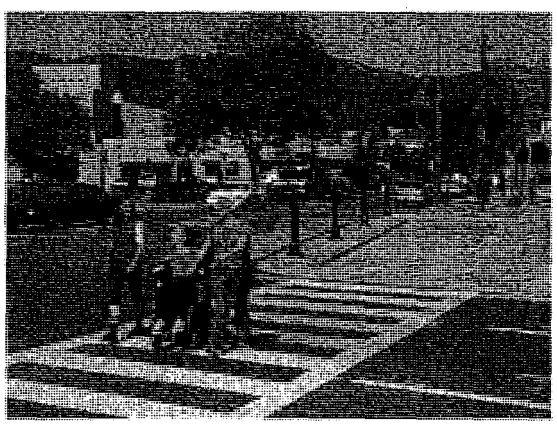


Figure 3: Pedestrian refuges similar to the proposed have already been installed on Adeline Street in Berkeley

3.2 Crosswalk Improvements

General

The ease and safety of pedestrian and bicyclist crossing improvements should be improved by implementing the following measures:

- Improve existing signalized and un-signalized pedestrian crossings through the installation of curb ramps compliant with all applicable accessibility standards, installation of pedestrian refuges as integral part of medians and crosswalks, and the introduction of pedestrian-scale lighting.

- The consideration of new un-signalized crosswalks in locations listed in Table 1 of the Appendix, including a new crosswalk through the continuous median at the intersection of San Pablo and Garrison Street. These new crosswalks will increase the route choices for pedestrians and bicyclists and by virtue of their increased number and visibility, act as 'reminders' to drivers of the presence of these other traffic participants throughout the corridor. It is the City's intention to pursue the new crosswalks with Caltrans according to the prioritization indicated in Table 1 of the Appendix. This approach will help to focus the City's efforts on providing the most critical crosswalk improvements in the short-term.

- The installation of new traffic lights at currently un-signalized intersections where designated *Bicycle Boulevards* cross San Pablo Avenue. As with the previous item, this effort will involve the requesting of warrants for such traffic lights from Caltrans.

Improvements at new and existing crossings should be built to the standards described in this document. Figure 1 and Table 1 in the Appendix provide an overview of all proposed crosswalk improvements.

Figures 4 through 9, on the following pages, illustrate typical improvements proposed for signalized and un-signalized intersections. The geometry and arrangement of individual streetscape elements vary depending on whether the intersection is a T- or four-way intersection and includes a pair of curb bulb-outs (Figures 4 and 5) or just a single curb bulb-out (*Figure 6*) or no bulb-outs (*Figure 7*). All proposed crossings share the following characteristics:

- new curb ramps for handicapped accessibility (directional curb ramps wherever feasible);
- pedestrian refuges at narrow and wide center medians;
- painted crosswalk markings of 2-foot wide white bars between the standard 12-inch lines that demarcate the crosswalk (at un-signalized intersections, except special paving crosswalks through continuous medians);
- standard crosswalk markings of 12-inch wide lines demarcating the crosswalk edges (at signalized intersections (except intersections with special paving crosswalks), and crosswalks on side streets;
- pedestrian-scale, in-pavement light fixtures that are integral part of the crosswalk and median refuge design.

Special Paving Crosswalks at the Ashby, Dwight, University, Cedar, and Gilman Intersections

The existing clay brick crosswalks at Dwight Way, University Avenue (*Figure 8*), Cedar Street, and Gilman Street should be replaced with crosswalks of colored concrete pavers designed to withstand the wear and tear of turning passenger vehicles, buses, and trucks, yet provide the desired visual emphasis for these intersections at the core of designated nodes. To achieve consistency between the designated nodes, the crosswalks at Ashby Avenue (*Figure 6*), currently without special paving crosswalks, should receive the same treatment as the intersections listed above.

Curb Ramps

With the exception of Ashby Avenue, Burnett Street (south side), Dwight Way, Bancroft Way (east side), Delaware Street, University Avenue, and Gilman Street, curb ramps at all San Pablo Avenue intersections require curb ramp replacement in order to gain compliance with current federal and state accessibility standards. The City will coordinate with Caltrans the possibility of incorporating the installation of required curb ramps into the planned repaving of the San Pablo roadway surface intended by Caltrans for the year 2004.

The installation and configuration of new curb ramps is closely related to the potential installation of curb extensions or bulb-outs at the corners of San Pablo side streets as suggested in this

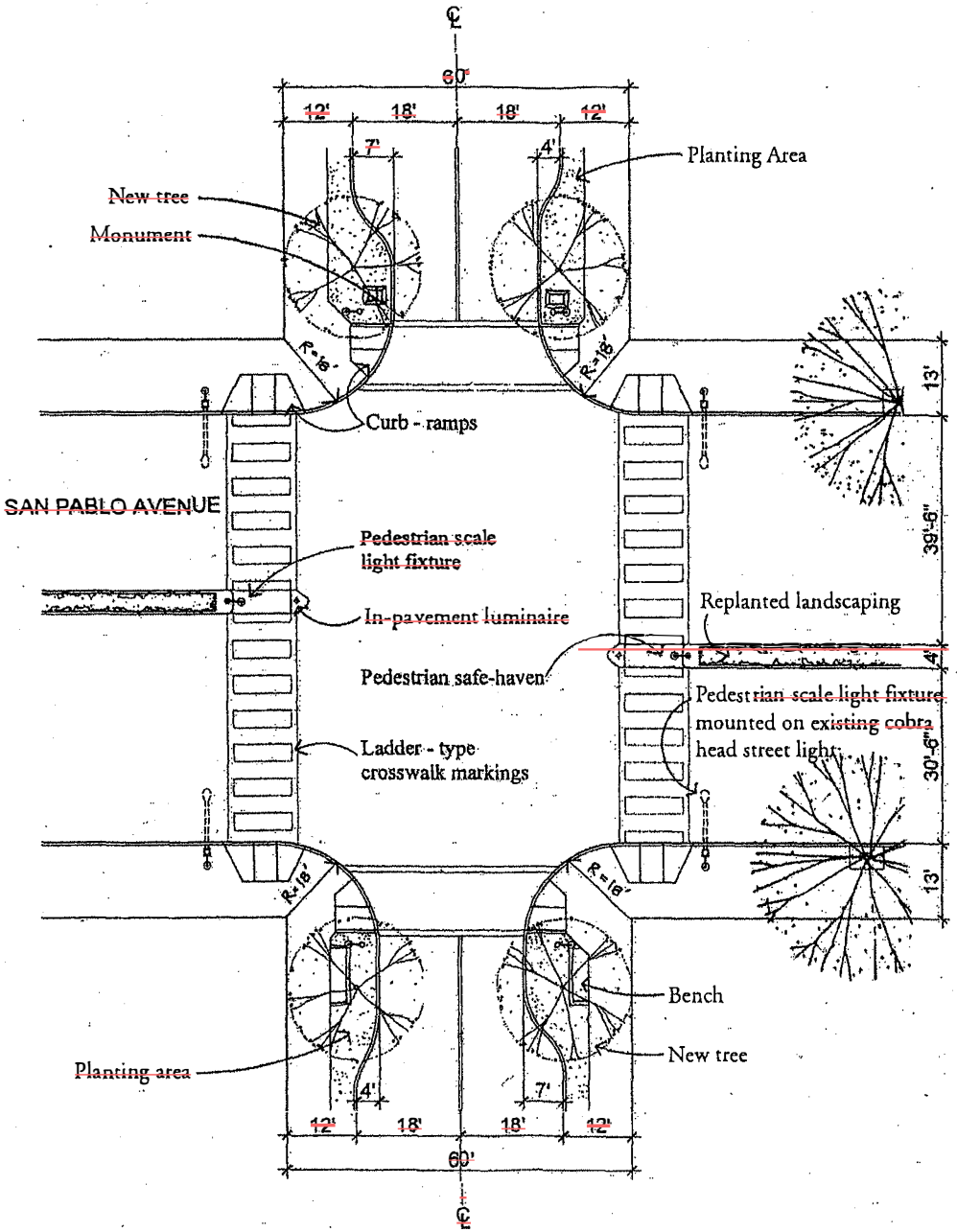


Figure 4: Typical set of improvements proposed for unsignalized four-way intersections (intersecting R.O.W is 60 feet aside)

- *at signalized locations crosswalks are stiped with two parallel lines*
- *alternative landscape treatements are shown for bulb-outs on intersecting street*

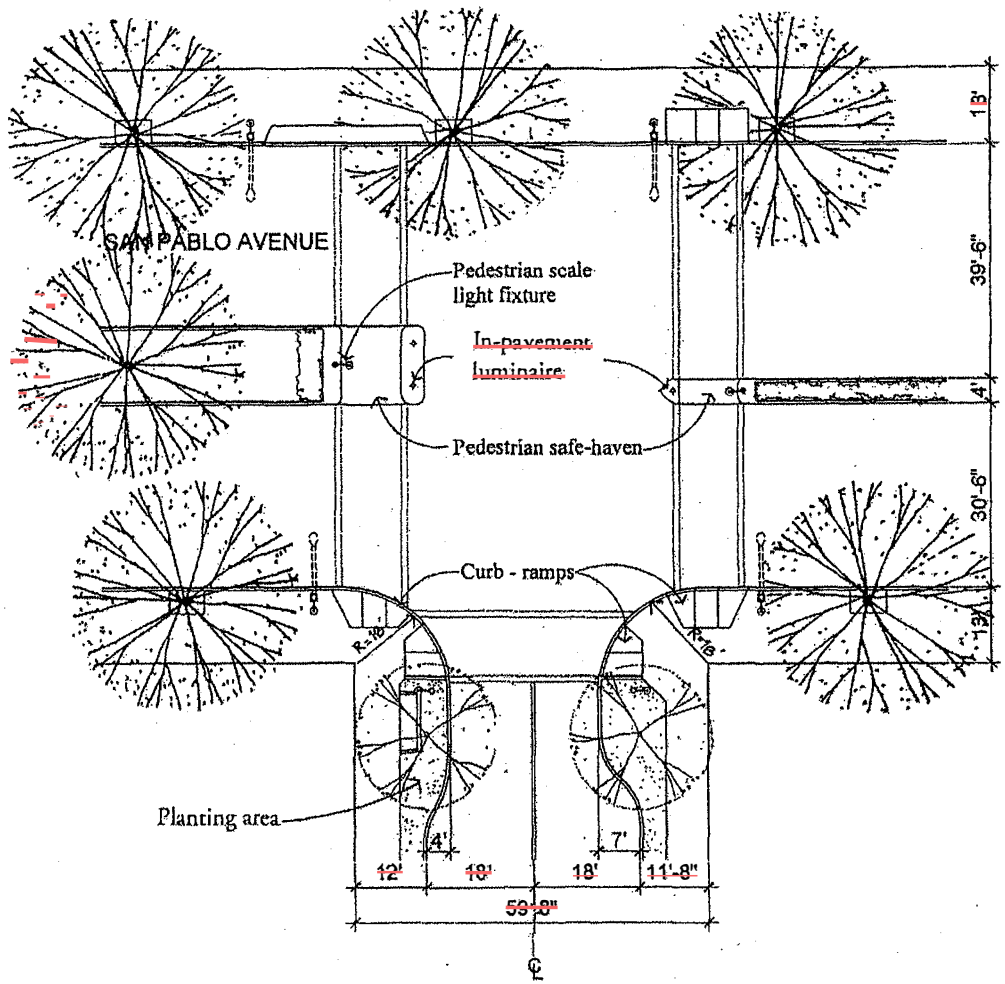
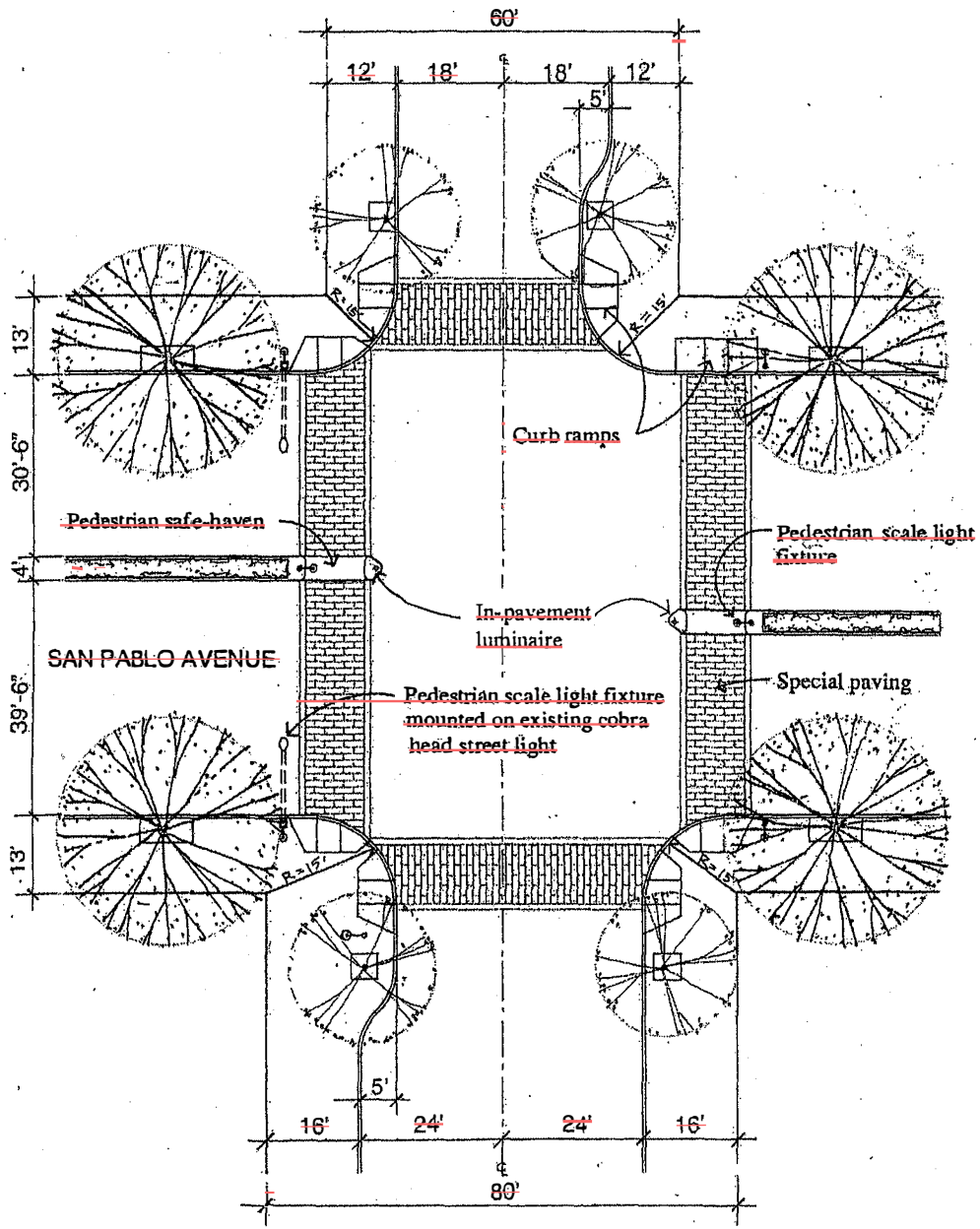


Figure 5: Typical set of improvements proposed at signalized T-intersections (use ladder-type crosswalk striping at un-signalized intersections)

Figure 6: Typical improvements proposed for Ashby (shown), Dwight, Cedar, and Gilman.



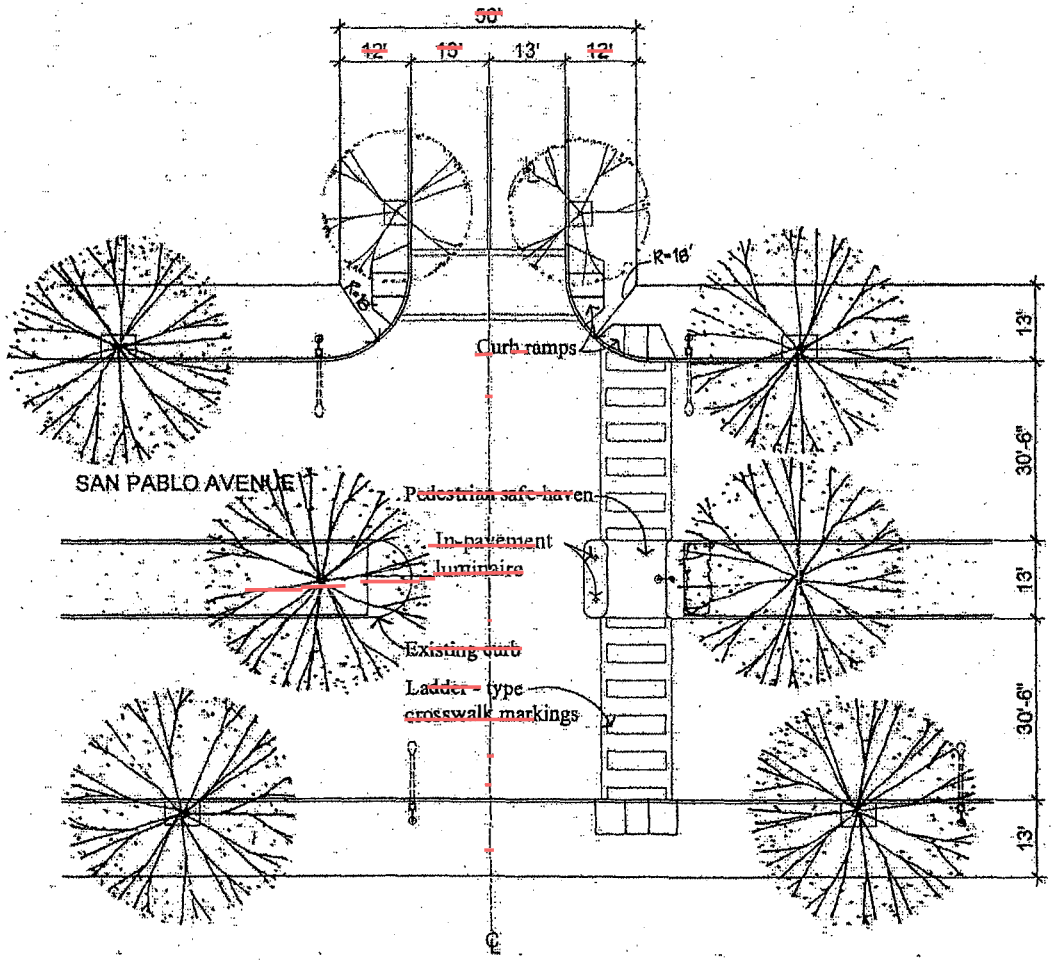
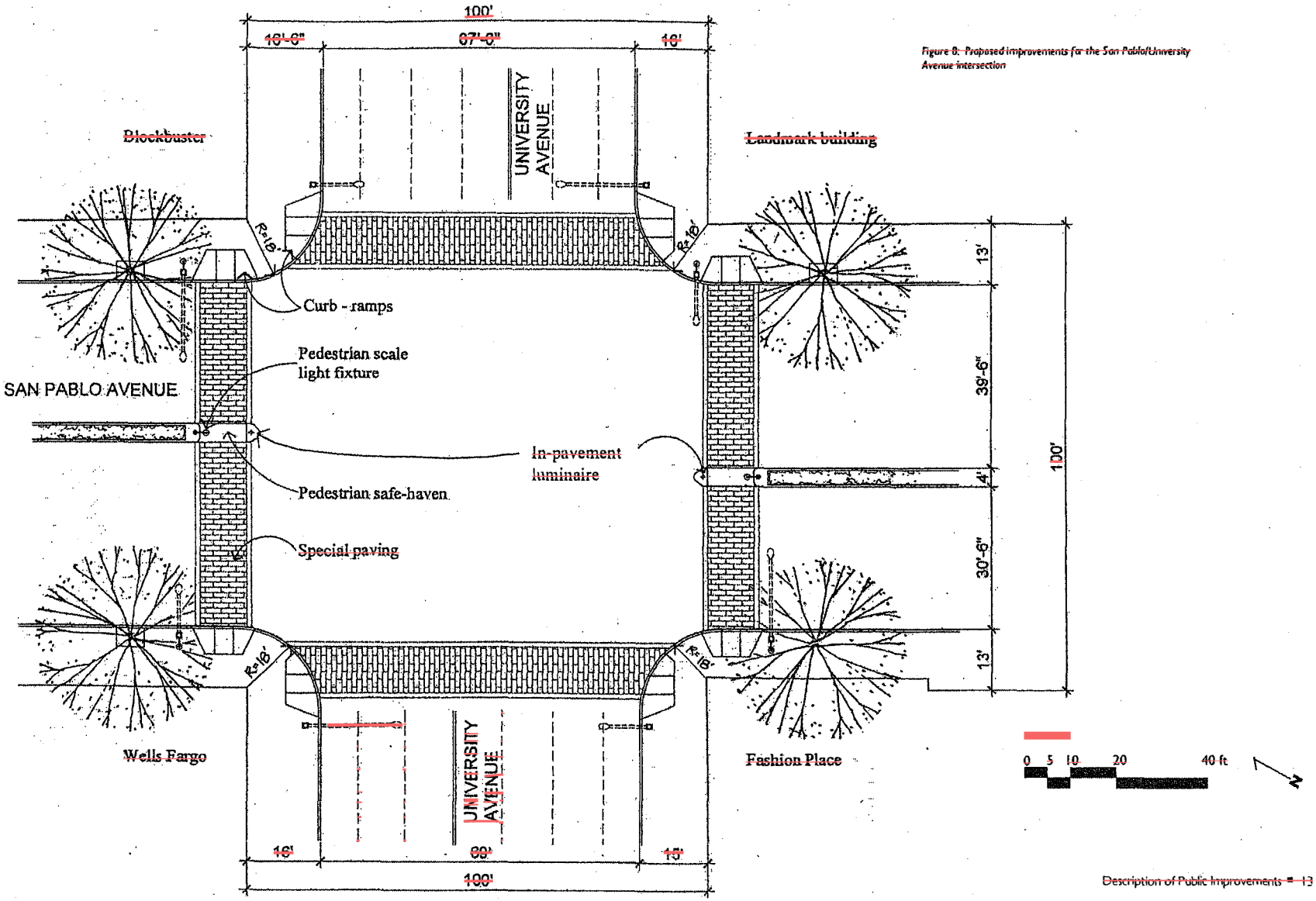


Figure 7: Typical set of improvements proposed at unsignalized T-intersections (intersecting R.O.W. is 50 feet wide)

Figure 8: Proposed improvements for the San Pablo/University Avenue intersection



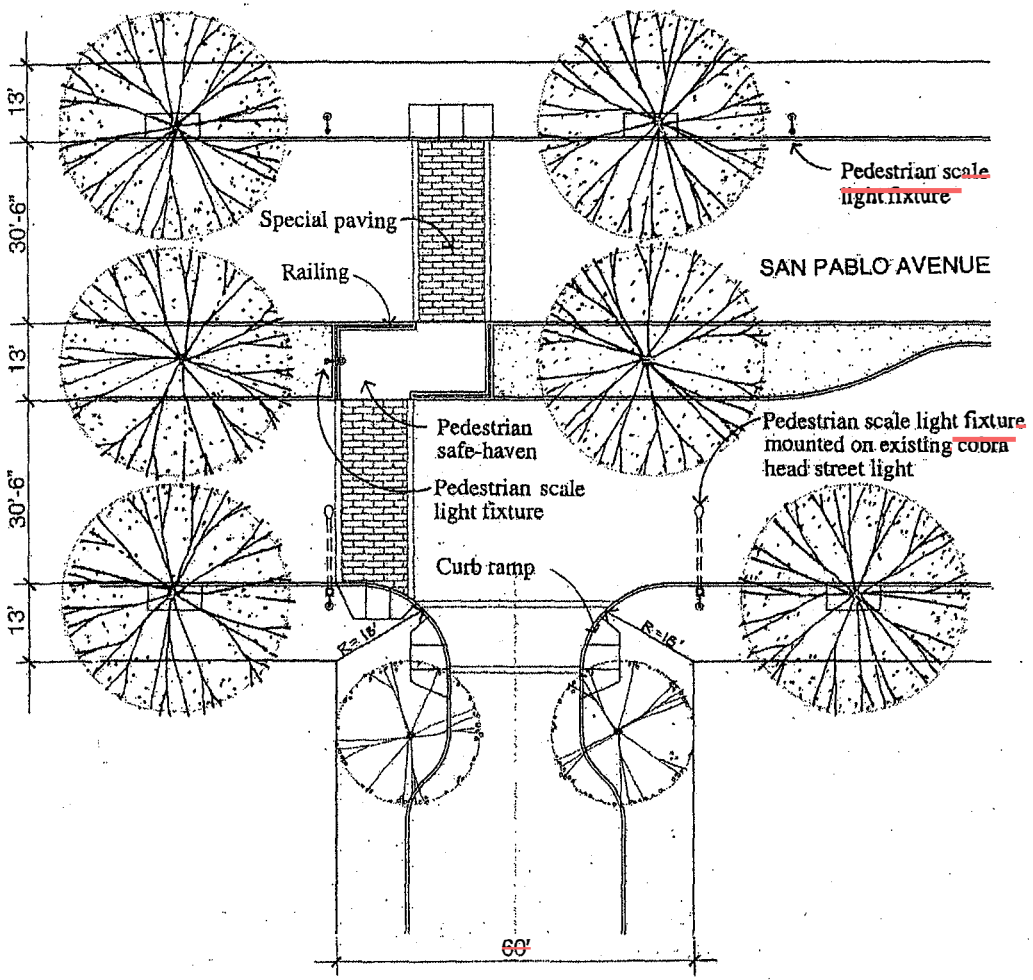


Figure 9: Typical set of improvements proposed for crosswalks through medians at T-intersections (corral configuration) and potential mid-block crossings.

document (see 3.3 below). Where a curb bulb-out is installed, this will allow for the a ramp configuration, in which each crosswalk has a pair of directional ramps rather than one diagonal ramp that serves two crosswalks (this condition is illustrated in *Figure 12*).

Special Pedestrian Signal Equipment at Gilman, Cedar, University, Dwight and Ashby Intersections

It is strongly recommended that countdown pedestrian signals with LED technology be used at the signalized pedestrian crossings throughout the Corridor (*Figure 10*). As a minimum they should be installed at the following intersections: Gilman Street, Cedar Street, University Avenue, Dwight Way and Ashby Avenue. The pedestrian countdown signal will alert pedestrians about the time remaining before the signal will turn to yellow/wait. This measure is intended ro further increase pedestrian safety for the intersections that lie at the cores of the five designated nodes. These intersections are the most heavily traveled by motorized vehicles and current and potential future pedestrian activity is high.

Removal of Crosswalks

Because of its close proximity to the heavily-traveled intersection at Ashby Avenue and the unsafe condition created by the gas station curb cut at the eastern end of the crosswalk, it is recommended to remove the existing crosswalk and curb ramp north of Murray Street (*see Figure 13 on the following page*). As part of the removal process, the original standard 6 inch high curb should be re-established on the west side of the street.

Crosswalks Through Continuous Medians (Corral Type)

Existing and new crosswalks through continuous medians should be improved to provide better safety for pedestrians and bicyclists crossing in those locations (*see Figure 13*). The proposed 'corral' design of the pedestrian refuge within the median includes an offset of the two crosswalks on either side of the median, ensuring that persons who reach the refuge will turn toward on-coming traffic, thus increasing their awareness of approaching vehicles (*Figure 9*). To emphasize this type of crossing, the same special paving should be used for the crosswalks as at the intersections discussed above. This will help to alert drivers to the presence of a pedestrian crossing in a location where it is otherwise not expected. (*see Figure 11*).

Possible Future Locations for Mid-Block Crosswalks

The consultant proposes that in the future, assessment of the feasibility of mid-block crosswalks at three locations north of University Avenue should be undertaken. These are locations

Figure 10: Countdown pedestrian signal

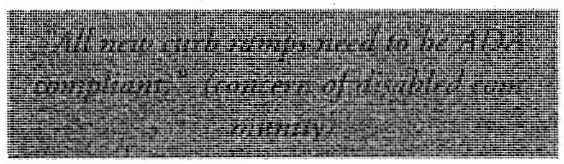
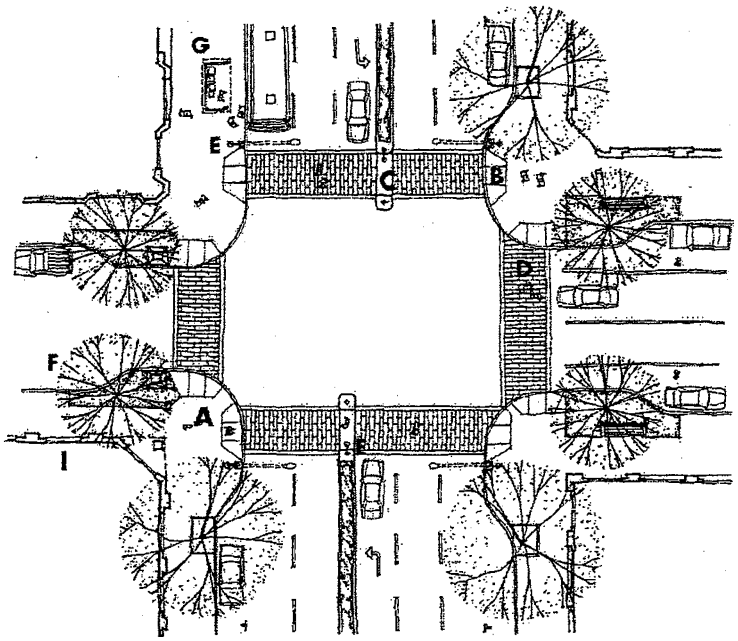


Figure 11: Special pedestrian paving



A. Pedestrian bulb-outs
B. Wheelchair access ramps
C. Pedestrian refuge islands
D. Special paving in crosswal
E. Pedestrian-scale lighting
F. Street trees
G. Accessible transit stops

Figure 12: Elements that make for a pedestrian-friendly intersection

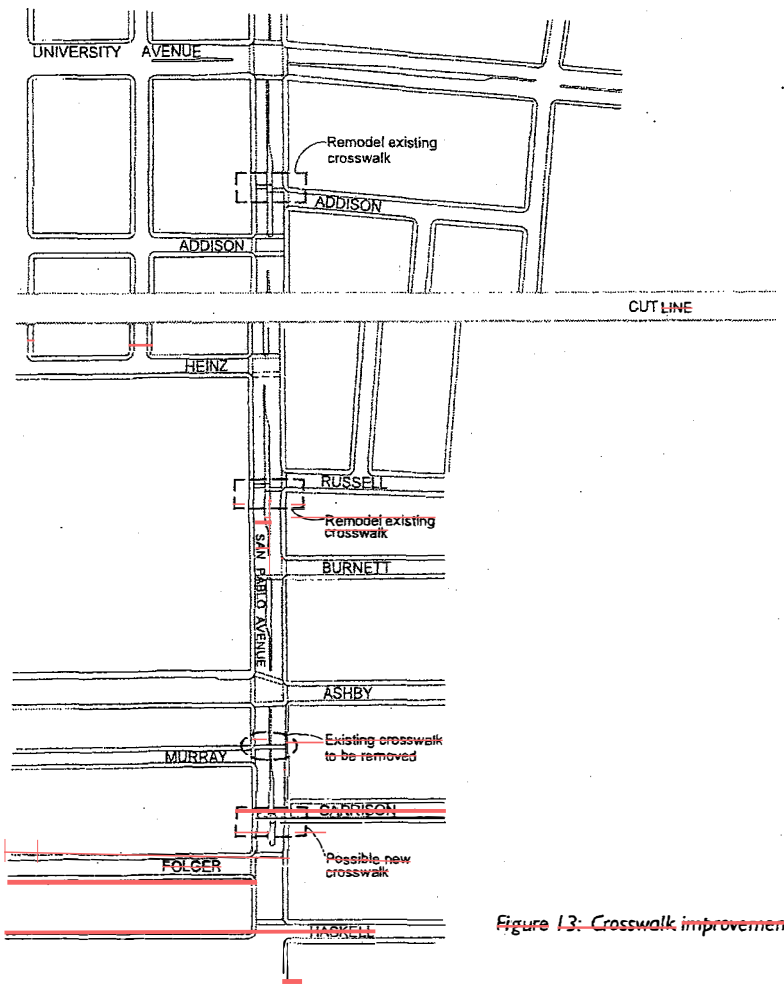


Figure 13: Crosswalk improvements

where the distance between intersections is almost 600 feet long and commercial uses present a strong 'draw' for pedestrians to cross the street at mid-block. The mid-block crossings are suggested for the following blocks with designated nodes:

- between Harrison and Gilman;
- between Gilman and Camelia, north of the break in the center median; and,
- between Cedar and Virginia.

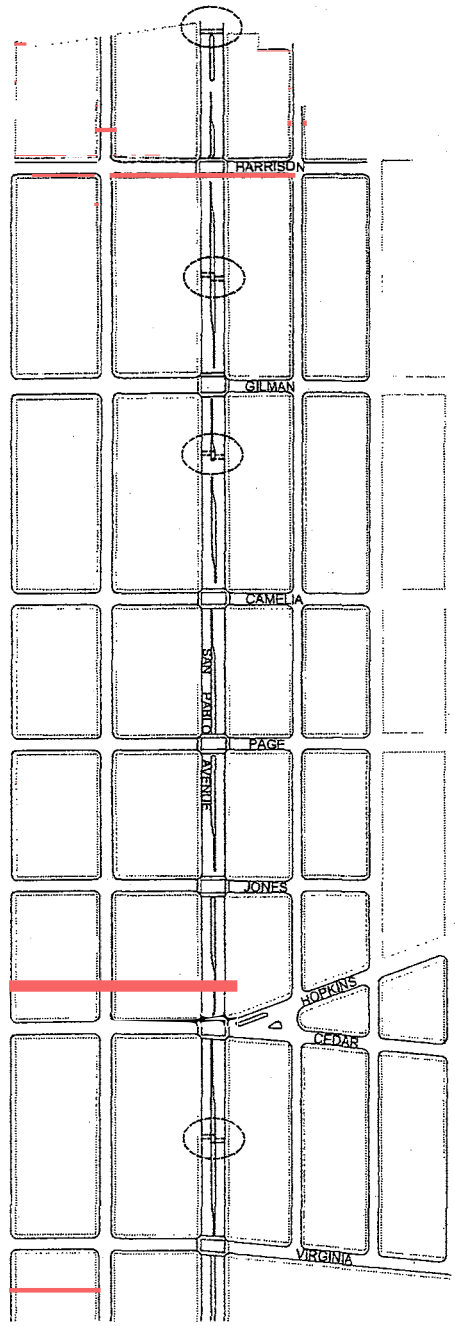
Currently, Caltrans is reluctant to approve such crossings on State Highways. However, with Context Sensitive Design gaining momentum, this may change in the future and allow Berkeley staff to present a case for implementation of the mid-block crossings proposed in this document. Also, as new development occurs within these nodes more pedestrian activity may further increase the need for these crossings (*Figure 14*).

3.3 Curb Bulb-Outs on Side Streets

It is recommended that curb bulb-outs be constructed at the corners of San Pablo side streets. The proposed curb bulb-outs would only extend into the current roadway of the side street and not into the San Pablo roadway. At intersections where traffic on side streets exceeds 8,000 vehicles ADT, and those with painted bike lanes, curb bulb-outs of a reduced depth should be used on one side of the street (such as previously illustrated in Figure 6).

Curb bulb-outs would provide the following benefits:

- reduction of roadway width across side streets of San Pablo Avenue improving pedestrian access along San Pablo;
- slowing down of vehicles turning onto side streets from San Pablo Avenue as they enter local streets where slower speeds are required;
- visual indication of transition from major arterial to residential/mixed-use side streets; and,
- additional space for street trees, other landscaping, an additional pedestrian-scaled light fixture and amenities or features such as public benches, neighborhood monuments, or neighborhood message boards.



Possible future mid-block crossings

Figure 14: Possible Future Mid-block crossings

- Allow the installation of directional rather than diagonal curb ramps.

The installation of curb bulb-outs is closely related to the necessary installation of ADA-compliant curb ramps as curb bulb-outs allow for construction of the preferred ramp configuration (see also 3.2 Crosswalk Improvements/Curb Ramps). It is therefore recommended that, in the short-term, City and neighbors on San Pablo side streets decide jointly on the possible installation of corner curb bulb-outs. The results of this process would allow the City to create a priority list of locations where the construction of bulb-outs could potentially be scheduled prior to installation of updated curb ramps. Such phasing would avoid demolition of already remodeled curb ramps as a result of the installation of bulb-outs.[1]

3.4 Bicycle Boulevard Crossings

Based on the difficulty and potential danger that bicyclists on Bicycle Boulevards currently encounter at the San Pablo Avenue route crossings, and after conferring with the bicycling community, the City intends to approach Caltrans with the request for approval of additional traffic signals at the following intersections:

- Virginia Street;

[1] When the *San Pablo Avenue Public Improvements Plan* was commissioned in Spring 2001, the City of Berkeley decided not to pursue with the California Department of Transportation (Caltrans) the possibility of introducing curb extensions (bulb-outs) narrowing the roadway width of San Pablo Avenue itself. This decision was largely based on the fact that Caltrans had in the past been very reluctant to consider approval of curb extensions along state highway facilities. However, it should be noted here that since the Spring of 2001, Caltrans has approved design plans for state highways in urban locations that include the introduction of curb extensions. Depending on the availability of funding and the subsequent phasing of capital improvements for San Pablo Avenue, it may be desirable to revisit the issue of bulb-outs into the street as this would reduce the crossing distance for pedestrians and therefore add further safety benefits to the improvements described in this document. It should also be noted that plans for this document had already been finalized when the possibility of bulb-outs became a possible consideration with Caltrans.

The acceptance of curb extensions on urban highways is only one example of Caltrans' increased flexibility in application of design standards in order to provide highway facilities more sensitive to varying urban contexts in different communities.

- Channing Way; and
- Heinz Street.

The intent is to increase safety for bicyclists at those crossings where high bicycle volumes can be expected based on the designation as Bicycle Boulevard. The new traffic signals would be integrated into the recently implemented advanced traffic signal coordination, which is one of several measures encompassed in the San Pablo Smart Corridor planning effort. Sensing loops should be located on the side streets so that the signal system recognizes the presence of bicycles at these intersections.

In the Heinz Street location, where the bicycle boulevard jogs from Heinz to Russell Street, a signal would only be requested for the Heinz Street intersection. Here, bicyclists coming from Russell Street would take a right onto San Pablo and then cross

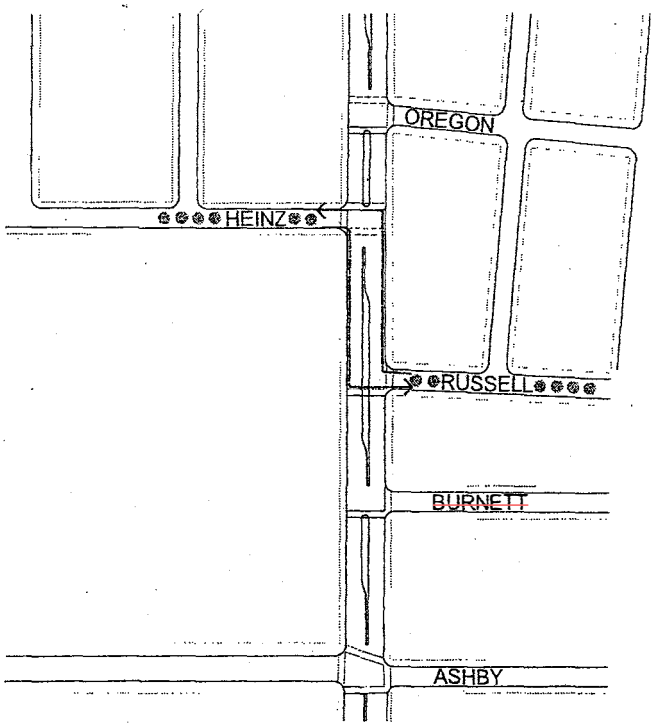


Figure 15: Bicycle Blvd Crossings

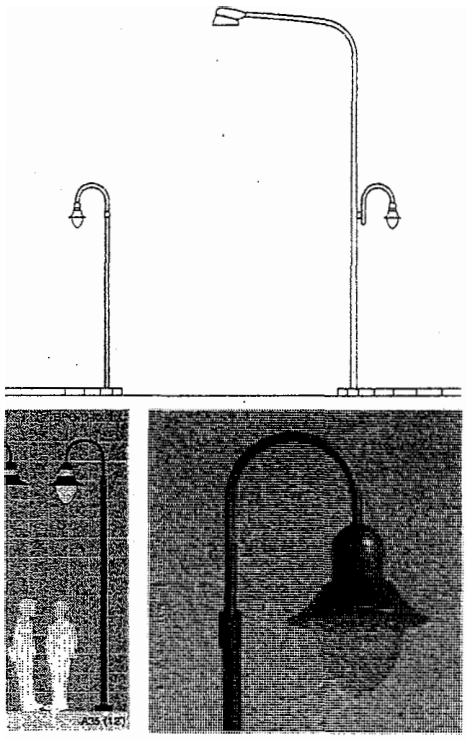
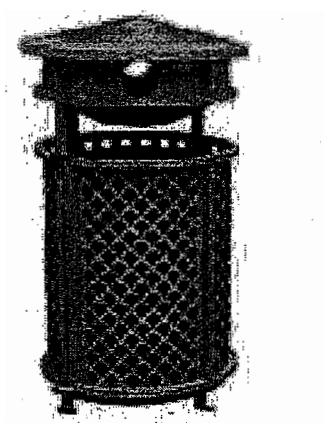


Figure 16 and 17: Pedestrian-scale light fixtures mounted on existing cobra heads, and free-standing fixtures to fill gaps between ensixting fixtures



Figures 18: City-standard trash and recycling receptacle

safely at the new Heinz signal. Cyclists turning right onto San Pablo coming from Heinz would cross at the un-signalized crossing through the continuous median at Russell. This crossing would be improved according to the suggestions made in this document for corral-type crossing that provide a pedestrian refuge in the center median, thus increasing the safety of crossing bicyclist in this location (*see Figure 15*).

3.5 Pedestrian-scale Lighting and Street Furnishings

Pedestrian-scale Lighting

A key component of enhancing pedestrian safety and comfort on San Pablo Avenue is the addition of pedestrian-scale light fixtures. To achieve this goal in a cost-effective manner, a light fixture was selected that can be mounted to the poles of the existing 'cobra-head' fixtures as well as on individual 12-foot poles (*see Figure 16 & 17*). This approach is based on the fact that locations of existing street trees and 'cobra-head' light fixtures close to intersections make it difficult for additional poles to be pleasingly inserted into the rhythm already established by these elements. The pendant form of the fixture was selected in order to extend the light source toward the center of the sidewalk. The downward facing light source also limits the 'loss of light' in the leaves of adjacent tree crowns.

The pedestrian-scaled light fixtures should be installed according to the diagrams in the 'Improvements Locations Guide' section (See Chapter 4, Figures 2 through 4) and the typical crosswalk layouts illustrated in previous sections of Chapter 3.

Trash/Recycling Receptacles

Within designated nodes, where pedestrians and stores are more frequent, two (2) city standard trash/recycling receptacles (*Figure 18*) should be installed per intersection (including T-intersections), on opposite sides of the street. The installation of city-standard receptacles may be omitted where new trash receptacles are installed or are slated to being installed within 50 feet of the respective intersection as part of AC Transit bus stop improvements.

Between designated nodes, one trash/recycling receptacle should be installed per intersection (including T-intersections), however, the distance between two receptacles on the same side of the street should not exceed 300 feet. The installation of city-standard receptacles may be omitted where new trash

receptacles are installed or are slated to being installed within 50 feet of the respective intersection as part of AC Transit bus stop improvements.

All trash/recycling receptacles shall be located according to the diagram in the 'Improvements Locations Guide' (See Chapter 4, Figures 2 through 4).

Public Benches

During the second workshop some citizens voiced concern about the installation of public benches on San Pablo Avenue. Some participants viewed benches as potential magnets for loitering or illicit activities. This document therefore does not recommend that public benches on San Pablo Avenue be implemented with further input from neighborhood resident. However, this document does give recommendations about the type, style and location within the public right-of-way for the potential installation of public benches in case of a future request for such an installation by residents, businesses or property owners. Public benches can only be installed within the Curb Zone of the sidewalk or as a design option for a landscaped curb bulb-out at a side street. Both installations have to conform to locations recommended in diagrams of the 'Improvements Locations Guide' section in this document (See Chapter 4, Figures 2 through 4).

Benches installed within the Building Zone of the public sidewalk shall conform to the Berkeley Design Guidelines for Planters and Benches. Benches may not encroach into the 6-foot Clear Zone of the sidewalk.

Should any free standing benches be proposed as part of a design for plazas in conjunction with a private development projects, those benches shall conform with the standard bench models described in this document. Figures 19 illustrates the standard bench type selected for installation on San Pablo Avenue and in the potential bulb-outs on side streets.

Bicycle Racks

The City of Berkeley has a program that allows for city-sponsored installation of bicycle racks upon request by store owners or the bicycling community (*Figure 20*). New bicycle racks along San Pablo Avenue should be installed within the 4-foot curb zone as described in the 'Improvements Location Guide (See Chapter 4, Figures 2 through 4).

Trash receptacles along San Pablo would be a positive addition. They should be accompanied by recycling receptacles.

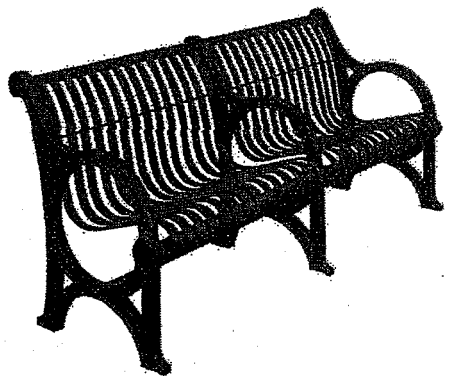


Figure 19: Recommended bench type for installation on San Pablo Ave

If benches are installed in any quantity, then they should be removable. The City should be prepared to remove benches that are vandalized by local residents.

Figure 20: Example of loop-type bicycle rack

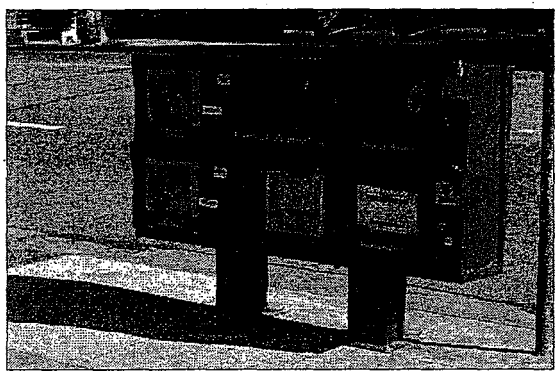


Figure 21: Consolidated News Rack

News Racks

It is recommended that the visual clutter and caused by news racks and the space occupied by them be further reduced by combining several racks into larger units. Depending on the availability of funding, the City of Berkeley may decide to opt for one of two alternatives, with Option 1 requiring less commitment of funds than Option 2:

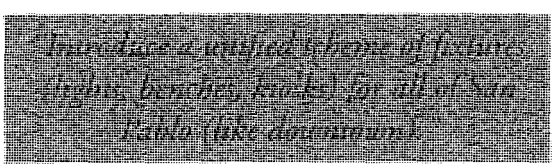
- **Option 1:** Under this option, the City would strongly encourage the operators of news racks to consolidate the number of individual news racks by accommodating them in modular units, such as the one shown in Figure 21.
- **Option 2:** The City would sponsor the design of a decorative custom rack that would combine 6 or 8 standard modular dispenser units.

Installation of racks in both Options should be within the 4 foot curb zone as described in the 'Improvements Location Guide'(See Chapter 4, Figures 2 through 4). In the short-term, the City should enforce the placement of existing and new news racks according to the already established City guidelines.

In addition, all location restrictions and other regulations outlined in Berkeley's *Newsrack Ordinance* shall apply throughout the corridor. It is furthermore recommended, that on San Pablo Avenue the placement of news racks be limited to locations within designated nodes.

San Pablo Avenue Color Scheme for Lighting fixtures and Street Furniture

All street furnishings described in this document should receive a powder coating or paint finish of the same color. During the second workshop, the proposed color, RAL 5008, a dark slate blue, was well received by participating members of the public. The consistent use of this color will give a unified appearance to the various streetscape elements located throughout Berkeley's segment of the San Pablo Corridor. It is recommended that the City of Berkeley negotiate with Caltrans the repainting of all cobra-head light fixtures in this color. This would facilitate that pedestrian-scaled light fixtures attached to the cobra-heads and those mounted on individual 12-foot poles have the same appearance.



The recommended color is compatible with the color specified for light fixtures to be installed by AC Transit as part of the planned bus stop improvements.

3.6 Potential for Extended and New Medians

Three locations have been identified where opportunities exist to either extend existing medians or add new medians. Either measure should also include the planting of new trees in the median. Opportunities for new or extended medians exist in the following locations:

a) Between the Albany/Berkeley border and the current northern end of the existing median (also see "City Entry/Gateway Features");

b) Between the southern edge of Folger Street and the northern edge of Haskell Street (also see "City Entry/Gateway Features"); and,

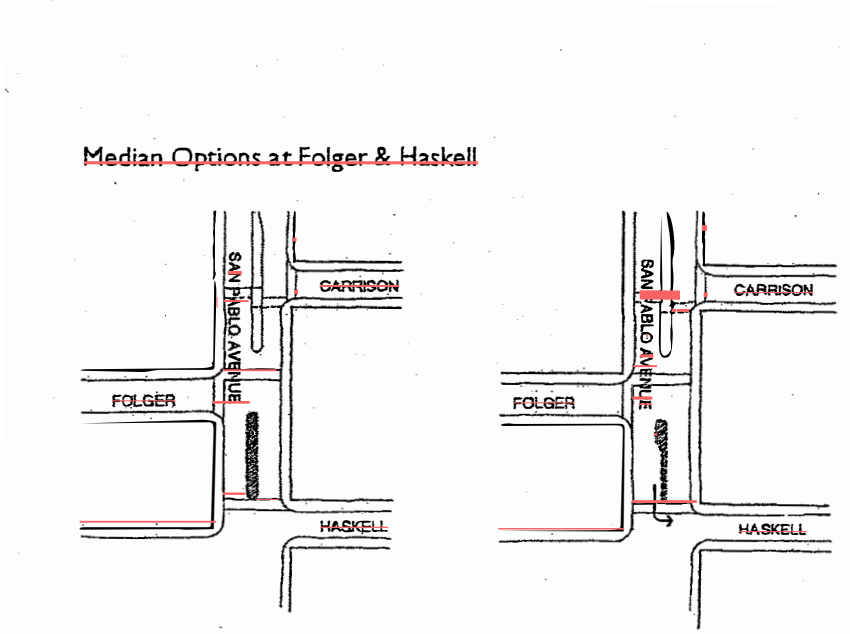
c) Between the southern edge of Carleton Street and the northern edge of Derby Street.

The median in location c) could be implemented in three different configurations, depending on the need for turning lanes at Carleton and Derby Streets (*see Figure 22*). The preferred alternative would be to install a new median without turning lanes in this location in order to maximize the positive attributes of a median. The implementation of any of the proposed medians would shorten or eliminate current two-way left turning lanes. The City of Berkeley intends to conduct traffic counts and an analysis of turning movements for all three locations to determine which proposals for new medians to advance for approval by Caltrans.

3.7 Locations of Reduced Sidewalk Width

In several locations along San Pablo Avenue existing sidewalk widths are less than the 13 feet of designated sidewalk space between face of curb and the property line (see Figure 4 in Chapter 2 for a locations of reduced sidewalk widths). In most cases such 'encroachments' onto the public right-of-way consist of landscaping that extends into the designated sidewalk space from adjacent properties. Often, the landscaping is the result of the City's past failure to provide the full paved sidewalk width in these locations (*Figure 23*). Because such encroachments may interfere with current federal and state accessibility laws, the City intends to address this issue in two ways: In the short-term the City will ensure that at least 4 feet of clear sidewalk exist as measured between the edge of any existing or new tree well and the edge of the sidewalk closest to the nearest property

Median Options at Folger & Haskell

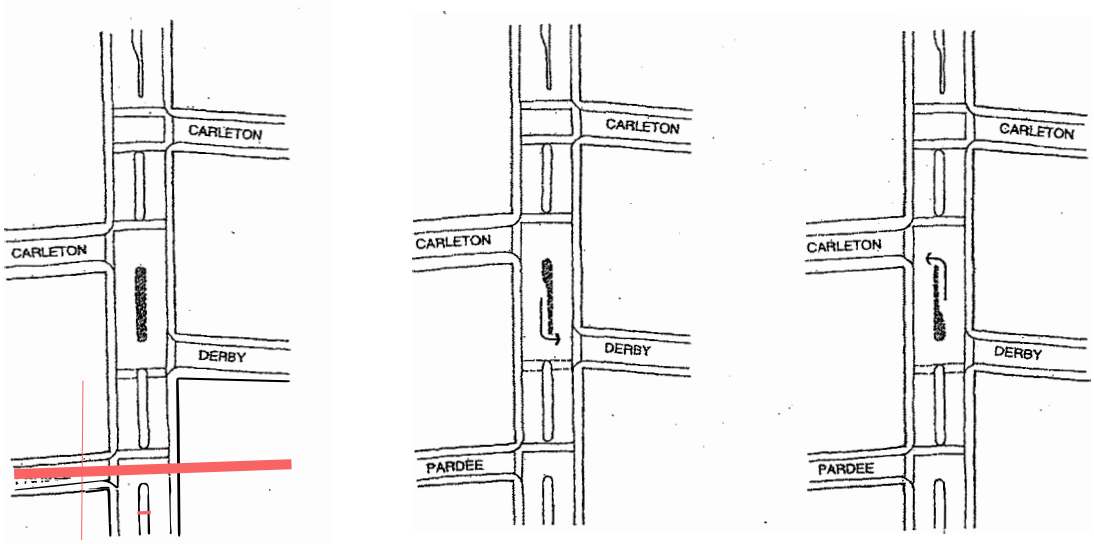


Option 1
No Left Turn Option

Option 2
Left Turn Lane onto Haskell

Option 3
Left Turn Lane onto Folger

Median Options at Carleton & Derby



Option 1
No Left Turn Option

Option 2
Left Turn Lane onto Derby

Option 3
Left Turn Lane onto Carleton

Proposed median

Possible new crosswalk

Figure 22: Median Configurations

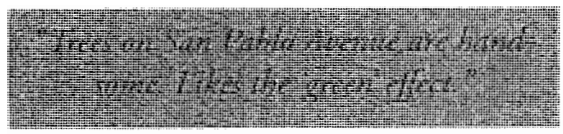
line. In the long term the City intends to establish sidewalk widths throughout the entire corridor that take advantage of the full public right-of-way designated as sidewalk between face of curb and the property line (typically 13 feet). In implementing its short and long term goals, the City is committed to working with individual property owners. Wherever conditions that constitute encroachments are removed, the City will extend the paved sidewalk surface to the extent found appropriate for the specific location.

Figure 23: Examples of sidewalk encroachment by vegetation planted on private property

3.8 Landscape Improvements

Street Trees in Sidewalks and Medians

The existing rows of street trees should be well maintained and their positive effect on the San Pablo streetscape enhanced by planting additional trees where opportunities exist. The poor condition of the majority of Bradford Pears on San Pablo Avenue is proof that this species has been unsuccessful. It is therefore recommended to phase out this tree species by replanting failed specimens with London Plane Trees.



Based on conversations with the City's Forestry Supervisor the introduction of Sunset Maple (*Acer rubrum 'Franksred'*) as an alternative tree species to the London Plane tree is recommended for some medians (see further discussion below). Over time, this species is intended to replace the existing American Sweet Gum, whose narrow crown habit does not complement the broad crowns of the London Plane Trees and thus, fails to create the desired touching of tree canopies. The Sunset Maple will also provide a vibrant fall color and maintain the visual interest and variety to the landscaping of San Pablo Avenue. In summary, new trees should be planted in the following locations and situations:

Sidewalks

a) In any existing sidewalk treewell that is not currently occupied by a tree. Tree wells that have been filled in with asphalt should be cleared and again be used for tree planting purposes.

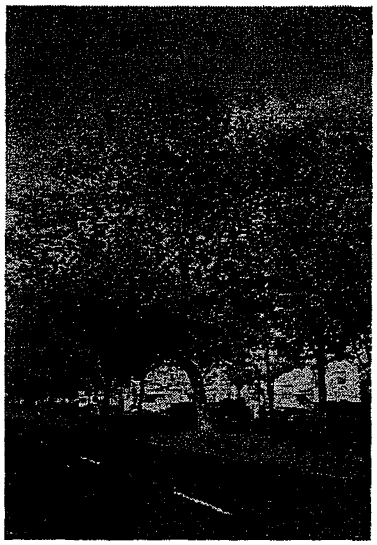
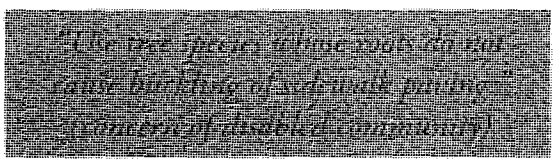


Figure 24: London Plane Tree



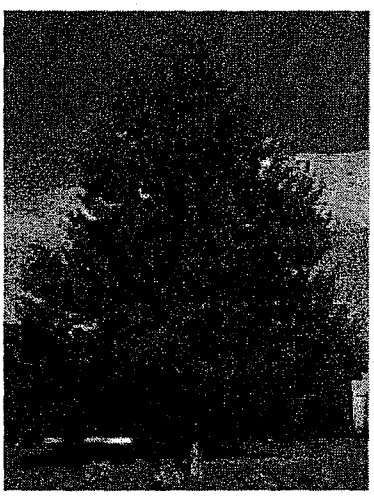


Figure 25: Sunset Maple

b) In locations where the planting of a tree was originally omitted due to the presence of a driveways and where such driveways have now become defunct because of a change in land use.

Medians

a) In locations where the tree planting rhythm within a given median appears to omit one or several trees.

b) In locations where existing rows of trees fall short of continuing to the closest allowable planting location near an intersection.[2]

c) In all medians that currently have no trees. Here trees should typically be planted at a spacing of 20 feet o.c. This spacing should be reduced to any increment between 20 and 15 feet o.c. where this would allow the overall number of trees planting locations in a new median to be raised beyond the number possible by using 20 feet o.c. spacing.

The following tree species must be used for new trees or the replacement of unhealthy existing trees:

Sidewalks

a) In all sidewalk locations use London Plane Tree (*Platanus x acerifolia 'Yarwood'*) (*Figure 24*).

b) Failing Bradford Pears will not be replanted with London Plane Trees. Because of the difference in spacing between Bradford Pears and London Plane Trees, the replacement process should be conducted as follows:

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[2] Caltrans recently increased the distance required between the endpoint of a raised median and the nearest median tree location from 50 feet to 100 feet, with greater distances being required where this needed for provision of proper sight distance. However, many median trees on San Pablo are as close to endpoint as 16 feet, with 40 to 50 feet being the average. It is recommended to approach Caltrans with the request for permission to plant trees as close to the median endpoint as 50 feet at signalized intersections. At unsignalized intersections, sight distances required by the Highway Design Manual should be observed. These will vary with different intersection configurations.These standards will also need to be observed for tree planting in new and extended medians (see Section 3.6 Potential for Extended and New Medians).

1. Maintain the tree well located closest to a given intersection and replace Bradford Pear with London Plane.

2. Determine the distance between this new tree and the first existing (mature) London Plane tree away from the intersection.

3. Divide this distance into increments of 40 feet (or up to 50 feet) to determine additional locations for new London Plane trees and respective new tree wells.

4. Replace abandoned Bradford Pear tree wells with concrete.

Medians

a) Where London Plane Trees prevail in an existing median use London Plane Tree (*Platanus x acerifolia 'Yarwood'*) for new and replacement trees (*Figure 24*).

b) Where American Sweet Gum (*Liquidambar styraciflua*) prevails in an existing median use Sunset Maple (*Acer rubrum 'Franksred'*)(*Figure 25*). Failing American Sweet Gums will be replanted with Sunset Maple and thus be phased out over time.

c) Medians that currently have no street trees should be planted with a species that is in contrast to the one found in adjacent medians, i.e. Sunset Maple (*Acer rubrum 'Franksred'*) if the adjacent median is planted with London Plane Trees (*Figure 24*).

A Note on Tree Pruning

The branches of existing mature trees in sidewalk locations should not reach lower than 14 feet above sidewalk level to provide clearance for trucks as required by Caltrans and to lend visibility to storefronts and signage.

Tree Wells and Tree Grates

Trees in urban environments typically do not have the same life expectancy as their counterparts in natural or rural environments. This is largely due to the numerous environmental stress factors that street trees are exposed to. Particularly important to a tree's vitality is the proper supply of water and oxygen through its root system. In the case of street trees, this supply is limited by the presence of impervious surfaces, such as asphalt roadways and concrete sidewalks, leaving the tree

Adopt practice of trimming trees higher to prevent store frontages from being covered by foliage.

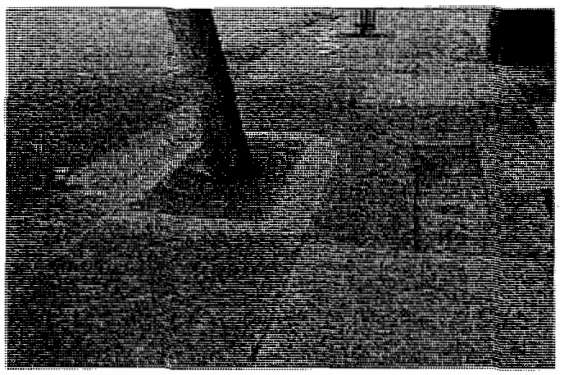


Figure 26: Example Tree well configuration

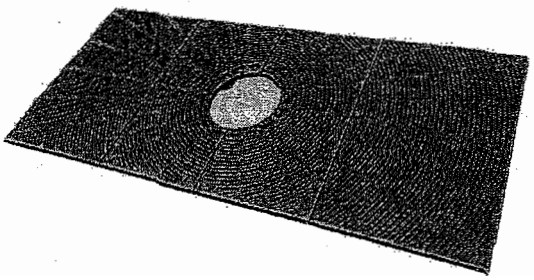


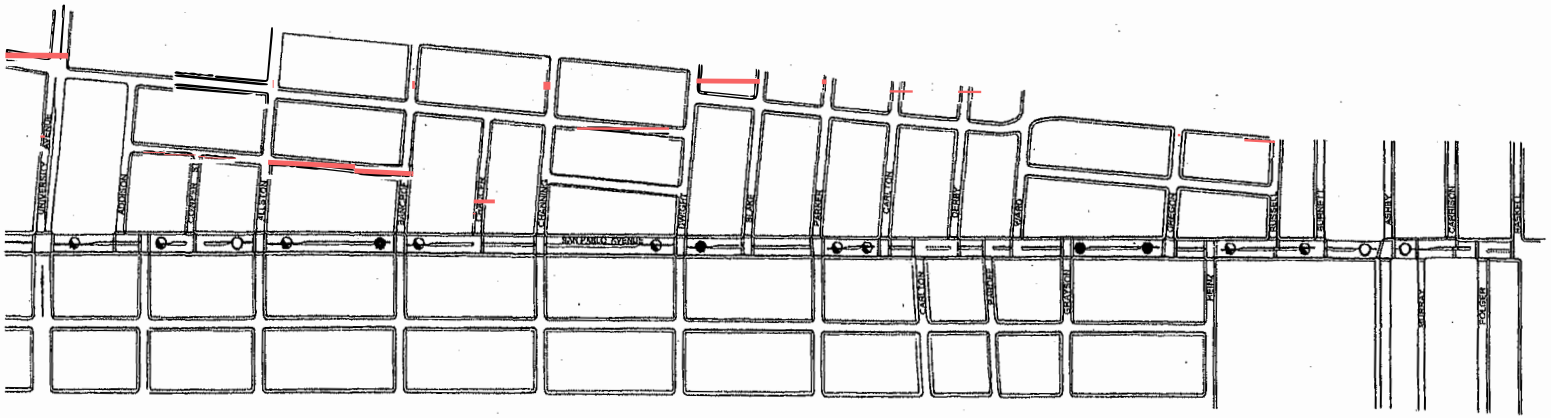
Figure 27: Proposed 4 x 6-foot tree grate

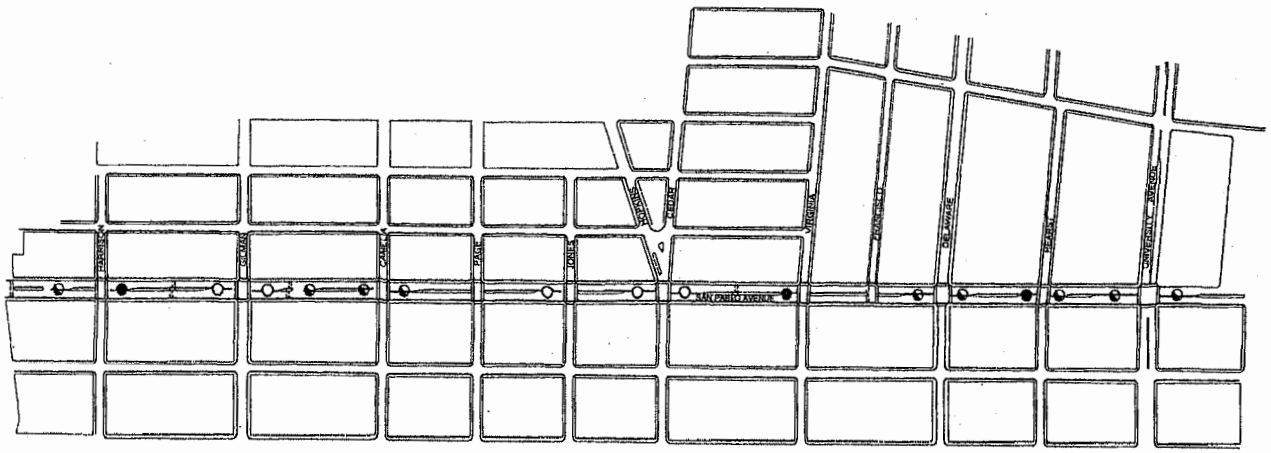
well as the most critical "window" through which oxygen and water can reach the root system. The current tree well size of 4'x 4' for trees in San Pablo sidewalks should be considered as below optimum and is likely to be responsible for some of the sidewalk heaving that can be observed close to tree locations. Although the trees at average have grown to a large size, more can be done to protect this landscape asset in the tree well size to 4 x 6 feet. This can be achieved by saw cutting the existing concrete pavement. The permeability of the soil within the tree well should be optimized and the tree well be filled with decomposed granite for percolation and oxygen flow.

Higher pedestrian traffic often causes decomposed granite from tree wells to be spread beyond the edge of the well. This can lead to unsightly and potentially unsafe conditions on the sidewalk. It is therefore, strongly recommended that 4 x 6 foot tree grates be installed for all tree locations within designated nodes, where pedestrian volumes are higher. Two alternative tree grate installations may be considered: In the first installation method a steel frame that is anchored in the poured concrete around the tree well edge. This installation method requires the demolition, enlargement and reconstruction of portions of the existing concrete sidewalk around the tree well opening (similar to the example in *Figure 26*). Alternatively, a retrofit tree grate can be used that rests on the saw cut edges of the existing concrete around the tree well. The latter installation method requires that the sidewalk around the tree well be level. This enables the tree grate to rest evenly on the four concrete edges. While this retrofit installation is more cost effective, in the long run it is less likely to be as safe as the tree grates installed by using the steel frame method. This is due to the susceptibility of retrofit tree grates to shifting upwards caused by shifts of the underlying concrete. The Consultants and the City's Urban Forestry Supervisor therefore recommended that, funding permitted, tree grates with steel frames be installed. Whichever option is chosen, it should be used consistently throughout the corridor.

Landscaping in Narrow Medians Alongside Left Turn Lanes

Intact examples of low shrubs and other planting located in the narrow medians alongside left turn lanes demonstrate their positive impact on the streetscape. They help to maintain the physical definition of the median where its width is reduced to less than a third of its size in other locations along the Avenue, and where trees cannot be planted. This quality, furthermore, is an important element for the pedestrian 'safe havens' of the improved crosswalks. Here the low plants define the edge of the pedestrian waiting area on the side of the median. In addition, the landscaping of the narrow medians beautifies a street element that is located in close proximity to pedestrians' path of





Treatment of Narrow Medians

- Replace individual failing plants and fill small gap in hedge
- Replace failing or missing segments of hedge in median
- Establish new hedge

Figure 28: Treatment of Narrow Medians

travel, and represents a 'stepping stone' between the proposed landscaping in side street bulb-outs on either side of San Pablo. Figure 28 lists the locations of all narrow medians and their respective need for partial or full replacement of plant material.

Additional analysis will be necessary to determine why the initial complement of plants has failed in certain locations. This has a bearing on the selection of plant species for future replanting on denuded medians. It is recommended that Berkeley Public Works maintenance staff take a lead role in determining which plant species are most appropriate for long-term landscaping in narrow medians along San Pablo Avenue.

Landscaping in Proposed Bulb-outs on Side Streets

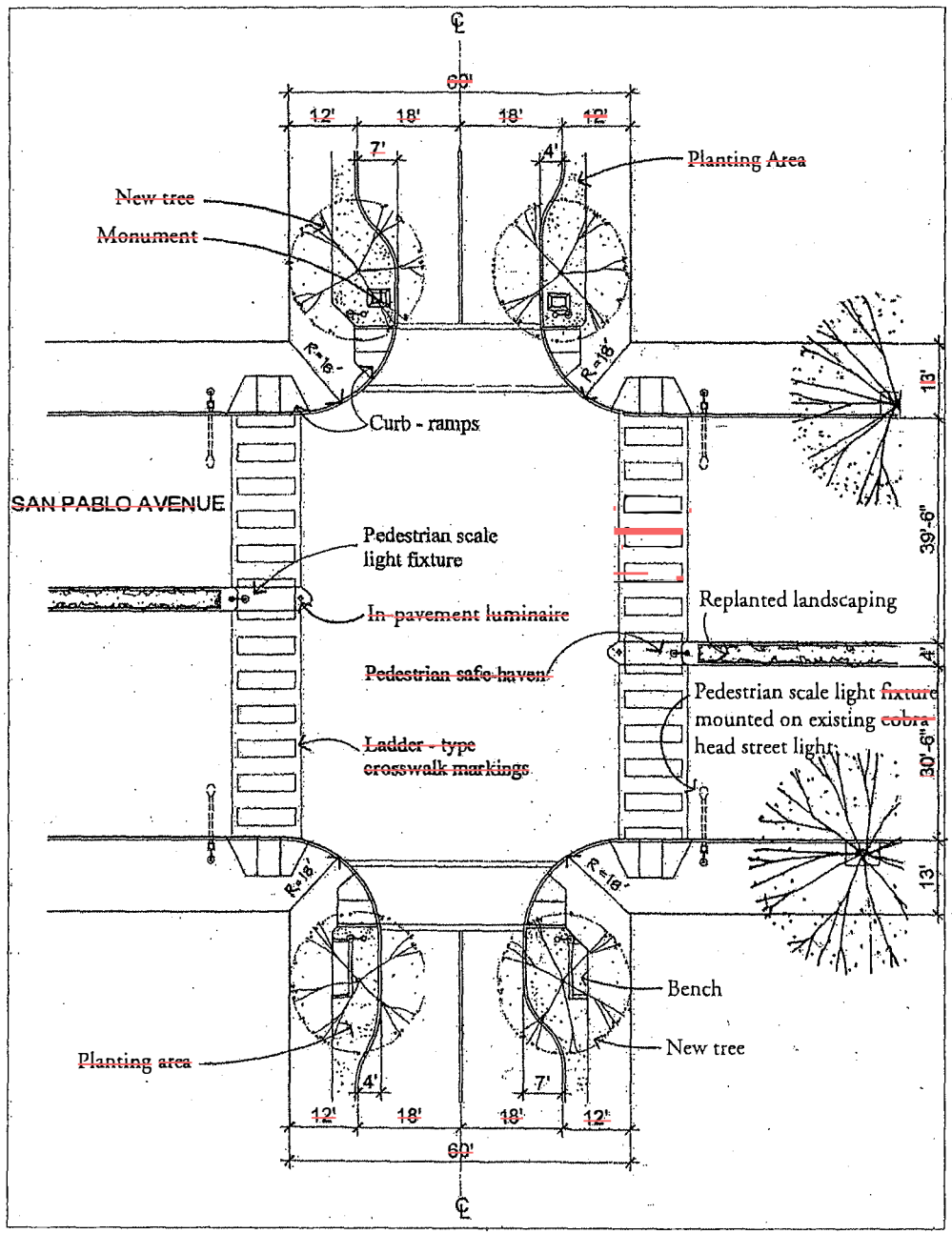
The proposed bulb-outs on cross streets (also see 3.3 Curb Bulb-outs on Side Streets) not only shorten the crossing distance for pedestrians but also represent an opportunity to beautify the street with additional landscaping. Each individual bulb-out provides approximately 250 square feet of planting area. Depending on the choices made by local residents, a bench or residential monument may be included in the design of the bulb-out landscaping. At a minimum, one street tree shall be planted within the bulb-out area. Although bulb-outs could be paved with concrete or other paving materials, it is preferrable to take advantage of this opportunity for additional landscaping. Figures 30 and 31 illustrate how individual bulb-out elements should be arranged within the bulb-out.

Supplemental Street Trees and Landscaping on Cross Streets

Streets intersecting San Pablo should receive supplemental planting of street trees in order to strengthen the physical and visual relationship between neighborhoods and districts surrounding the avenue, and San Pablo's amenities such as public transit and commercial businesses and services. This is particularly recommended on the blocks directly connecting to San Pablo Avenue. Such tree plantings would also tie into and further enhance the benefits of landscaping and tree plantingsin the proposed bulb-outs. Tree species planted along cross streets should match the dominant species among existing trees or be selected in conjunction with the City's Forestry Supervisor, maintenance staff, and the streets' residents and business owners (*Figure 32*).

The planting of medium-sized flowering trees on residential streets is recommended, where no existing tree species is yet dominant. Wherever feasible, existing planting strips should be planted with appropriate ground covers or perennials, to further enhance the landscape character of cross streets.

Figure 29: Typical bulb-out landscape treatements (plan view)



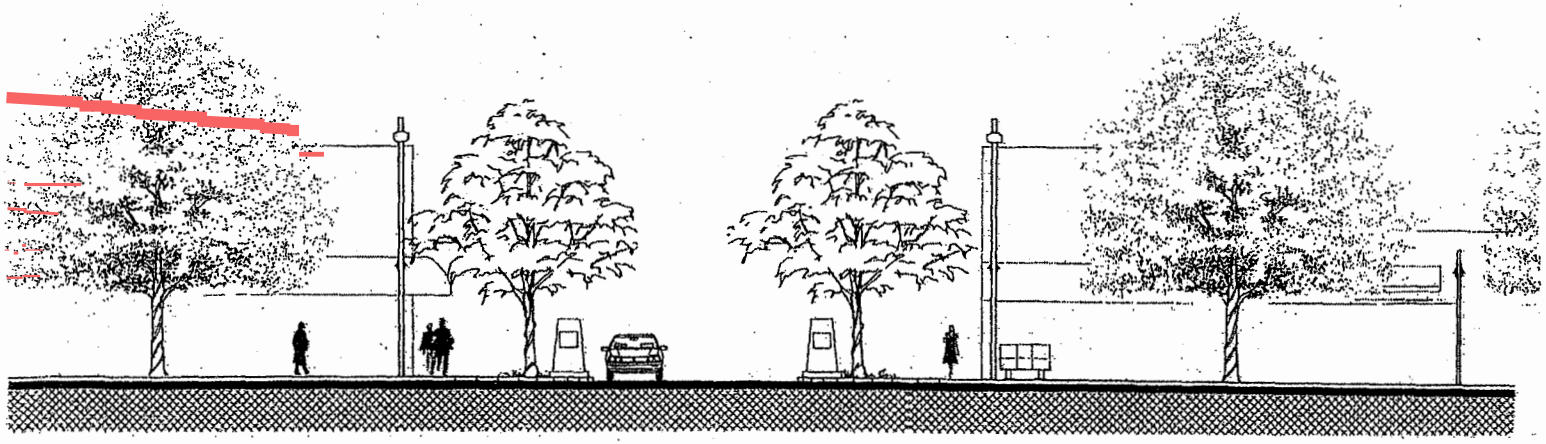


Figure 30: Optional landscape with neighborhood monuments

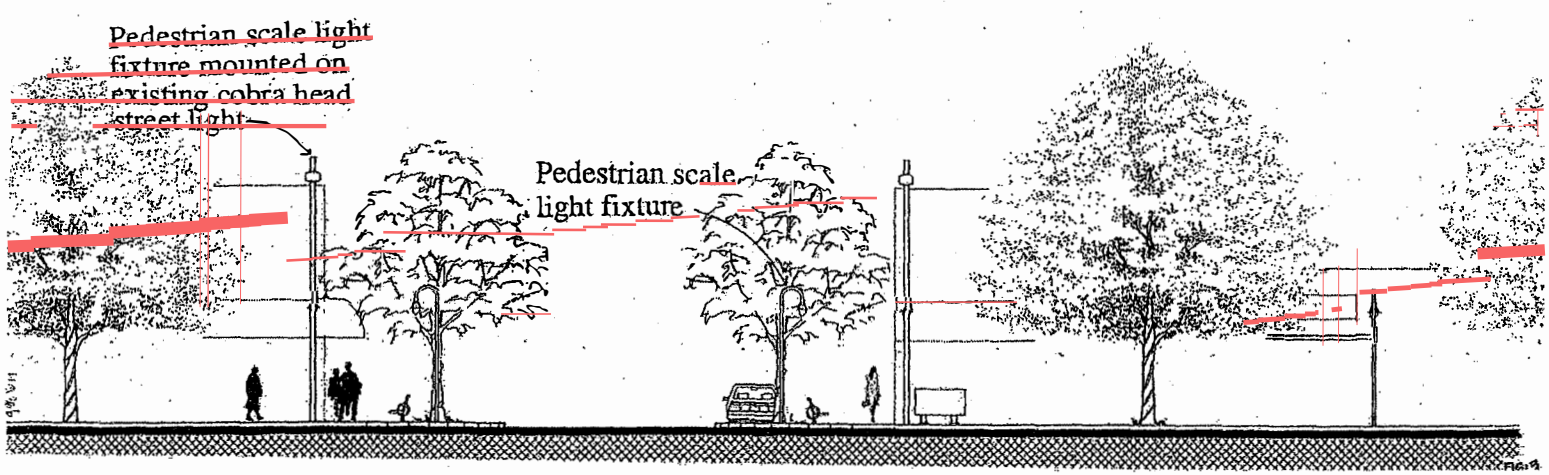


Figure 31: Optional bulb-out landscape with benches

Suggested Tree Planting on Side Streets

- ● add individual trees where necessary
- ◐ add trees to existing rows, completing a connection to San Pablo Avenue
- O establish new row of street trees connecting to San Pablo Avenue

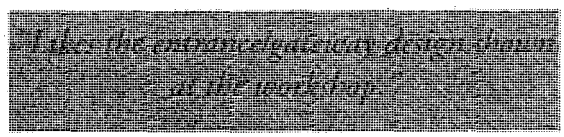
Figure 32: Suggested tree planting on side streets

3.9 Entry/Gateway Feature

At both community workshops, a majority of workshop participants supported the concept of defining the northern and southern entry points into Berkeley with a gateway feature on San Pablo Avenue.

Entry at Oakland Border

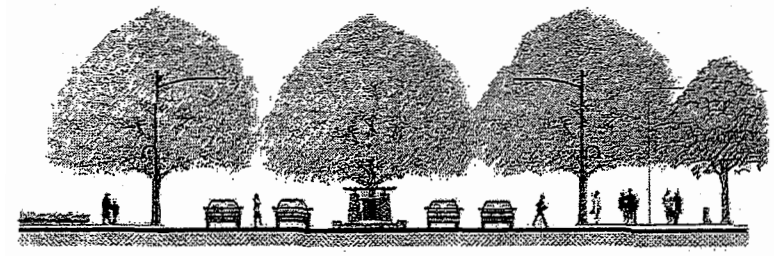
Recent construction of planted medians by the City of Oakland south Bekeley city limit will, over time and as planted trees mature, render the location of the city limit line less distinct. In the past this distinction was rooted in the absense of trees on the Oakland side. However, the proposed new median will provide greater visual consistency to the overall appearance of San Pablo Avenue as it traverses different communities. To maintain a sense of arrival and departure as one travels through the different communities, it is suggested that a modest entry or gateway feature be included in the design of the proposed extended median at this southern end of San Pablo Avenue. Figure 33 illustrates a schematic design for such a modest entry feature. The design proposes to combine the opportunity for a new median between Folger and Haskell Streets with a small structure that incorporates a 'City of Berkeley" sign. The structure should reflect architectural traditions and materials associated with the best architectural traditions found in Berkeley. The structure should furthermore be an integral part of the crosswalk design and its standard elements, including the light fixtures identified in this document. It is important that the feature be appropriately scaled to equally address passing pedestrians, bicyclists and drivers alike.



Entry at Albany Border

At the northern city limit, between Berkeley and the City of Albany, another opportunity exists to extend the existing median to the Berkeley city limit line. In addition, the crossing of Codornices Creek underneath San Pablo Avenue (coinciding with the city limit line), and the fact that some design ideas for this location and related to the creek already exist can positively inform the creation of a gateway design.

In early 2001, the City of Albany adopted the 'San Pablo Avenue Streetscape Master Plan,' which proposes to establish a gateway using special design features, which highlight the creek crossing. The plan proposes to accentuate the creek crossing by integrating into the roadway a special paving and a scor-



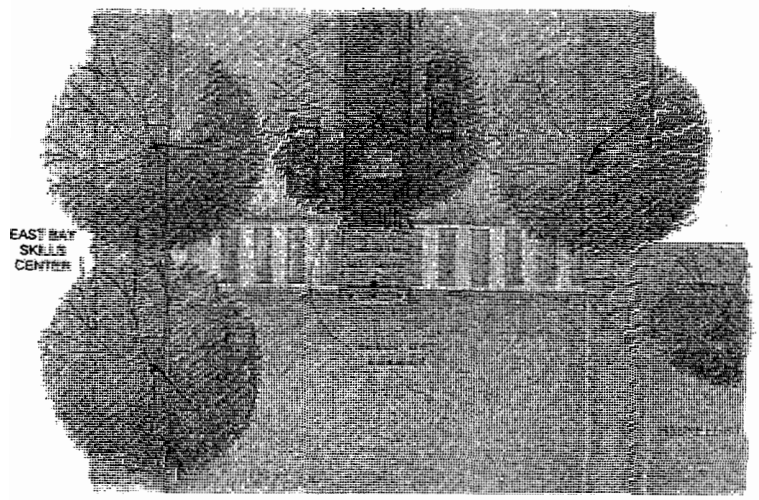
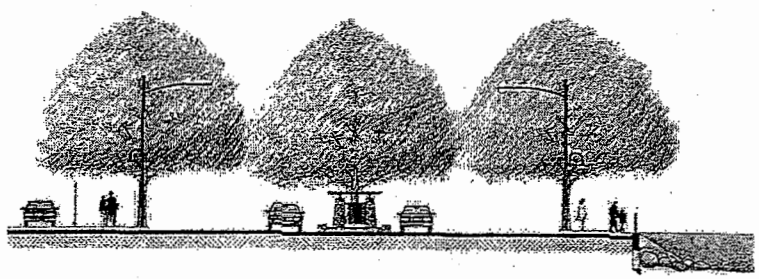


Figure 33: Schematic design for an entry feature on San Pablo between Folger and Haskell



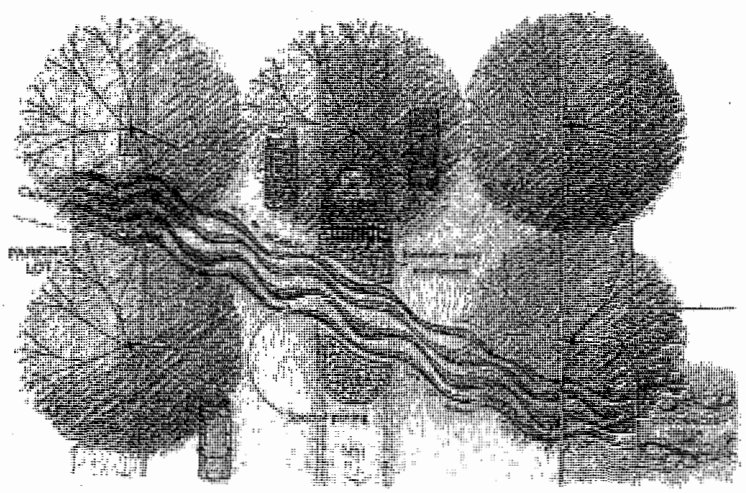


Figure 34: Design for the border between Albany and Berkeley that uses special paving to emphazise the creek crossing beneath the roadway Albany Border

ing pattern that is suggestive of the water flowing beneath. The schematic design for a Berkeley entry feature illustrated in Figure 34 builds on this idea. It suggests that the special paving be carried across the sidewalks to render them more noticeable to pedestrians and that the paving be combined with an extension of the existing median on the Berkeley side of San Pablo (no medians are currently planned in this location by the City of Albany). The extended median should have at its terminus an identical companion to the entry/gateway feature at the Oakland border.

Other planning efforts currently undertaken by the City of Albany explore the possibility of paralleling the creek with a multi-purpose path for pedestrians and bicyclists. If a multi-purpose path that connected to either side of San Pablo Avenue were implemented, this would create a significant need for a mid-block crossing in this location. The City of Berkeley and the City of Albany should coordinate their efforts for the design of city entry features so that they can enhance one another and provide the future possibility for pedestrian and bicycle mid-block crossing in this location.

3.10 Incorporation of Public Art

Once construction funding for improvements on San Pablo Avenue will become available, 1.5% of these funds will, by default, be dedicated for public art. It is recommended that priority be given for such funds to be used to incorporate artwork into the proposed entry feature, i.e. the special paving pattern at the Albany city limit or the architectural element in the center medians at both city entries. However, this recommendation is not intended to discourage public art in other places throughout the corridor, it merely expresses a preference for early implementation of public art in said locations. Final determination of this subject falls within the purview of the Berkeley Public Arts Commission.

There are many opportunities for the incorporation of public art into the streetscape of San pablo Avenue, including but not limited to special pavement design in areas of high pedestrian foot traffic, median refuges (where 13 foot wide), 'corral' railings at crosswalks through conotinouus medians, and monuments in bulb-outs.

It should also be noted that south of the intersection with University Avenue

a steel arch once spanned San Pablo Avenue. Arrows and signs were affixed to the arch, orienting drivers with respect to the location of Downtown and other destinations. For support of the war effort this structure was scrapped for its metal.

Recently, some interest has been expressed to give consideration to recreation or commemoration of this structure. In light of teh fact that today University Avenue and not San Sablo Avenue is the main gateway into Berkeley in this particualr area, it is recommended to associate such efforts with allocation on University Avenue rather than on San Pablo.

4. Placement Guide for Improvements

As funding for public improvement projects becomes available over time, it is critical to ensure a consistent appearance and a mutually enhancing impact of successive capital improvements projects or the incremental installation of individual improvements, whether they be privately or publicly financed. The following diagrams describe where particular streetscape furnishings and materials shall typically be used and located within the public right-of-way.

4.1 Placement Guidelines for Public Improvements

This chapter will contain Figures and Diagrams that illustrate where specific streetscape elements shall be accommodated within the public right-of-way. For this purpose the sidewalk was divided into three zones: the Curb Zone, and the Clear Zone and Building Zone (*Figure 1*).

Figures 2 through 8 address the proper location of the following proposed street furnishings:

- Pedestrian Lighting
- Benches
- Trash/ Recycling Receptacles
- Tree Grates
- Bicycle Racks

4.2 Placement Guidelines for Improvements based on Private Initiative

Planters

Planters installed or placed upon private initiative have to comply with the City's "Guidelines for Benches and Planters" and have to be located within the 2.5 feet wide 'Building Zone' or the 4 foot wide Curb Zone of the sidewalk.

Landscaping in Tree Wells of existing Street Trees

Private property owners, residents, and businesses are encouraged to plant perennials or groundcovers in those tree wells that have no tree grates. It is the responsibility of the individual who introduces landscaping into a tree well to provide appropriate watering and other maintenance. The City reserves the right to remove any landscaping that adversely affects the visual appearance of the streetscape or interferes with other sidewalk functions.

Benches/Seating

Benches installed in the 'Curb Zone' must match the San Pablo Avenue specifications for benches in this location, while benches in the 'Building Zone' have to comply with the City's "Guidelines for Benches and Planters." Chairs and tables for sidewalk cafes may be of any design, but must be installed or placed so that their use does not encroach into the 6-foot Clear Zone of the sidewalk.

Bicycle Racks

Bicycle Racks installed as a result of development activity on a private properties or private initiative must match the specifications described in this document and accordingly be located in the 4-foot wide 'Curb Zone.'

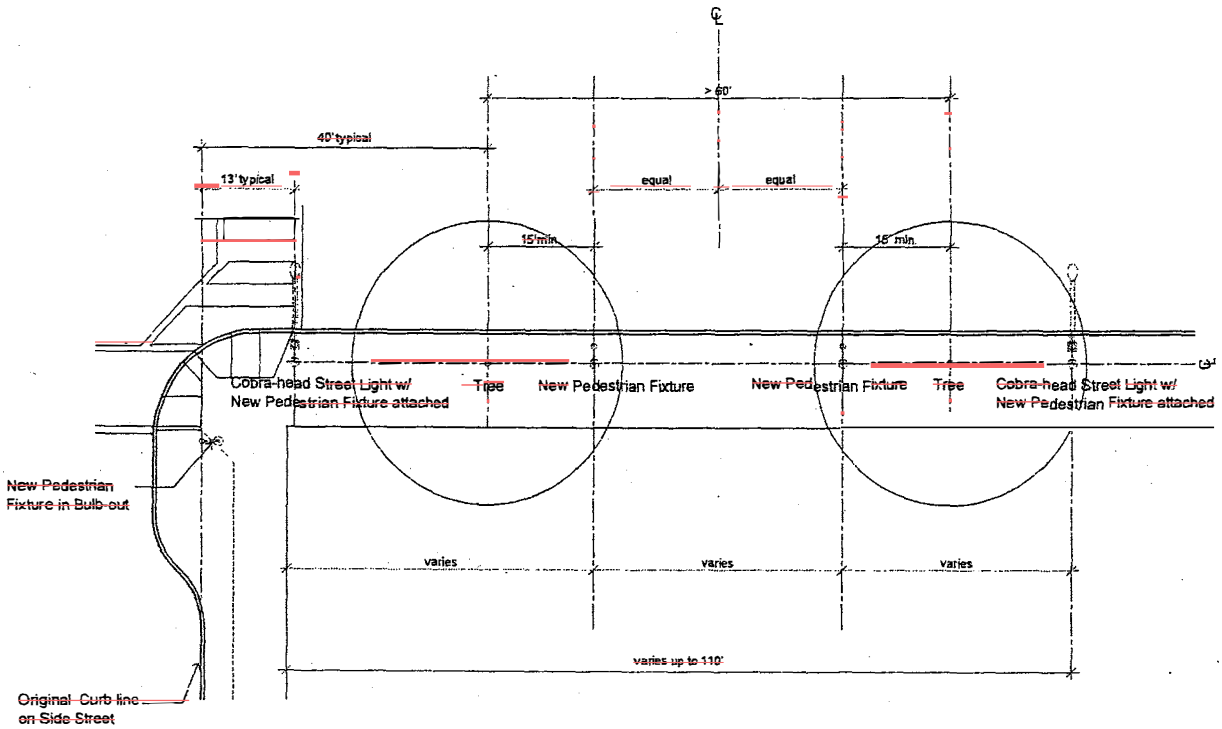


Figure 2: Guidelines for the placement of pedestrian fixtures where trees are spaced more than 55 feet on-center

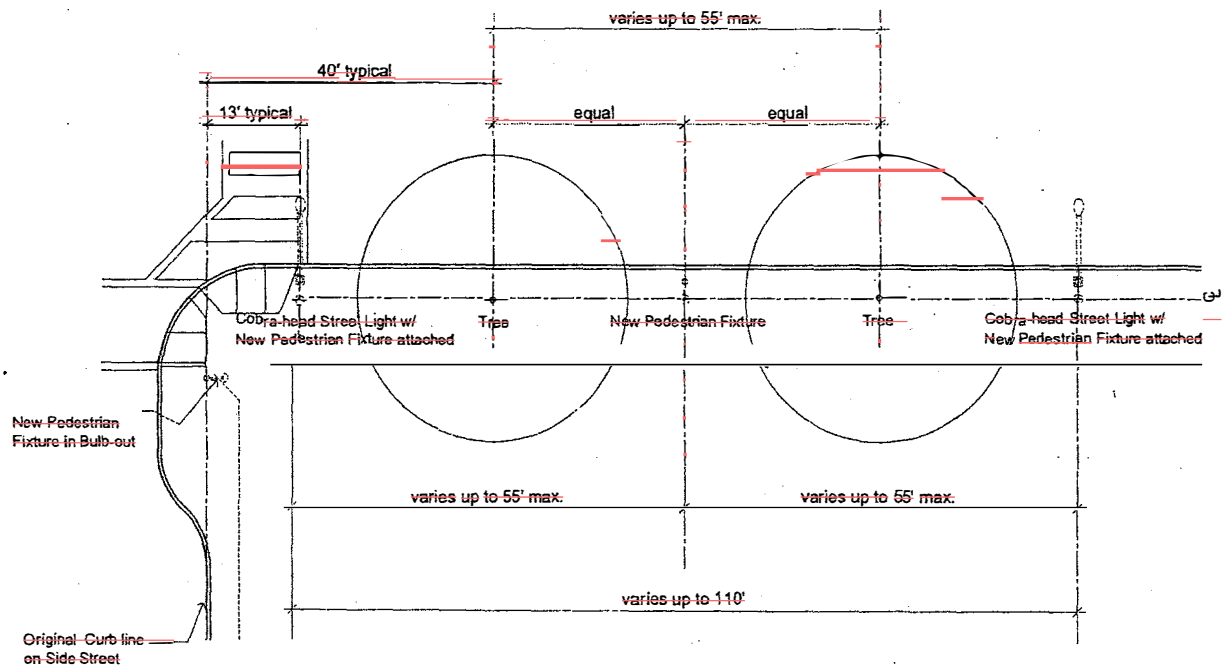


Figure 3: Guidelines for the placement of pedestrian fixtures where trees are spaced up to 55 feet on-center.

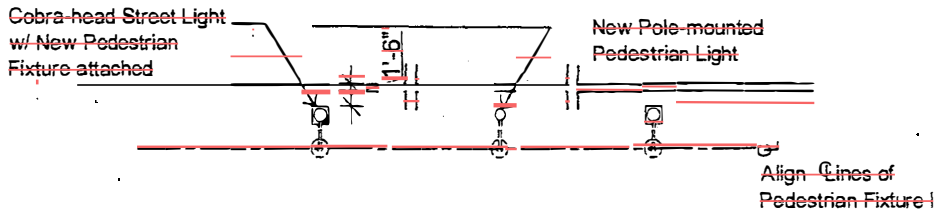


Figure 4: Alignment of Pedestrian-scale Light Fixtures

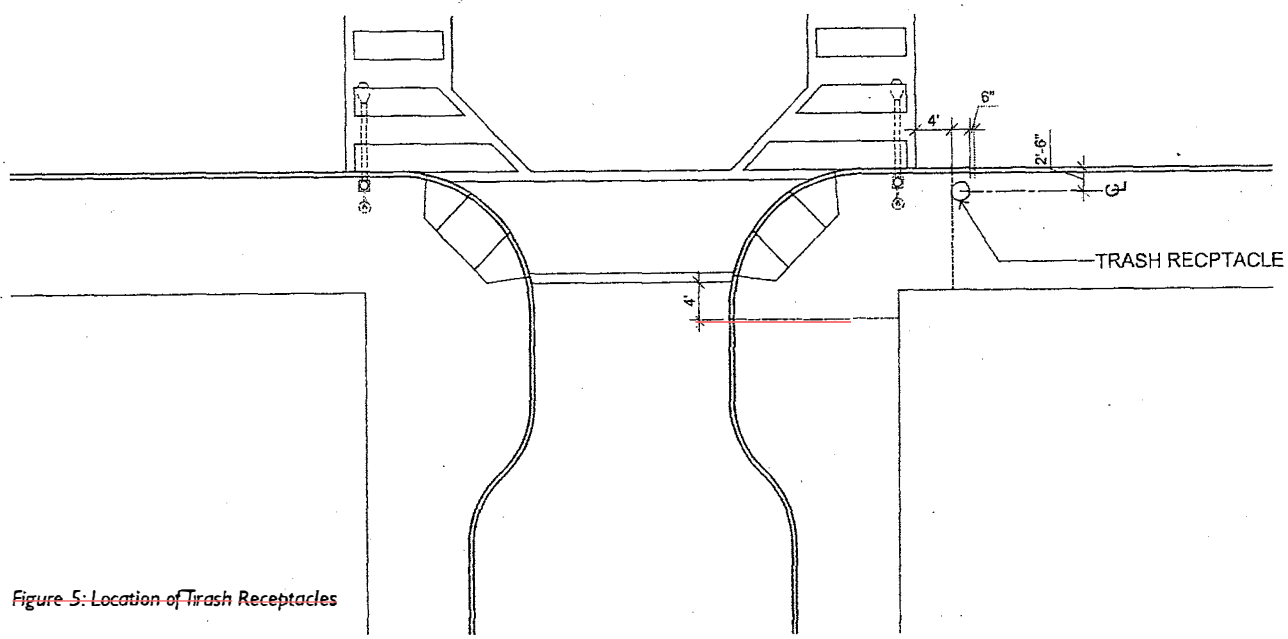


Figure 5: Location of Trash Receptacles

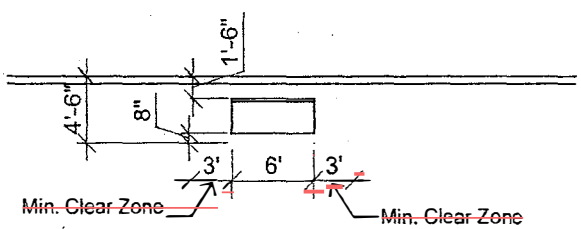


Figure 6: Bench Location and Placement

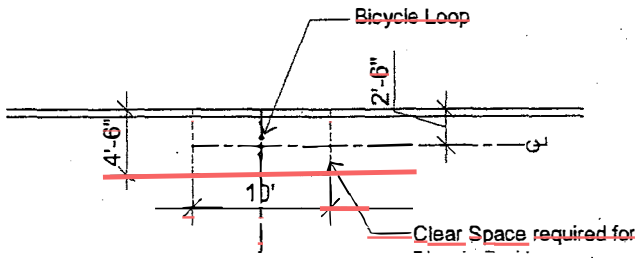


Figure 7: Location of Bicycle Racks

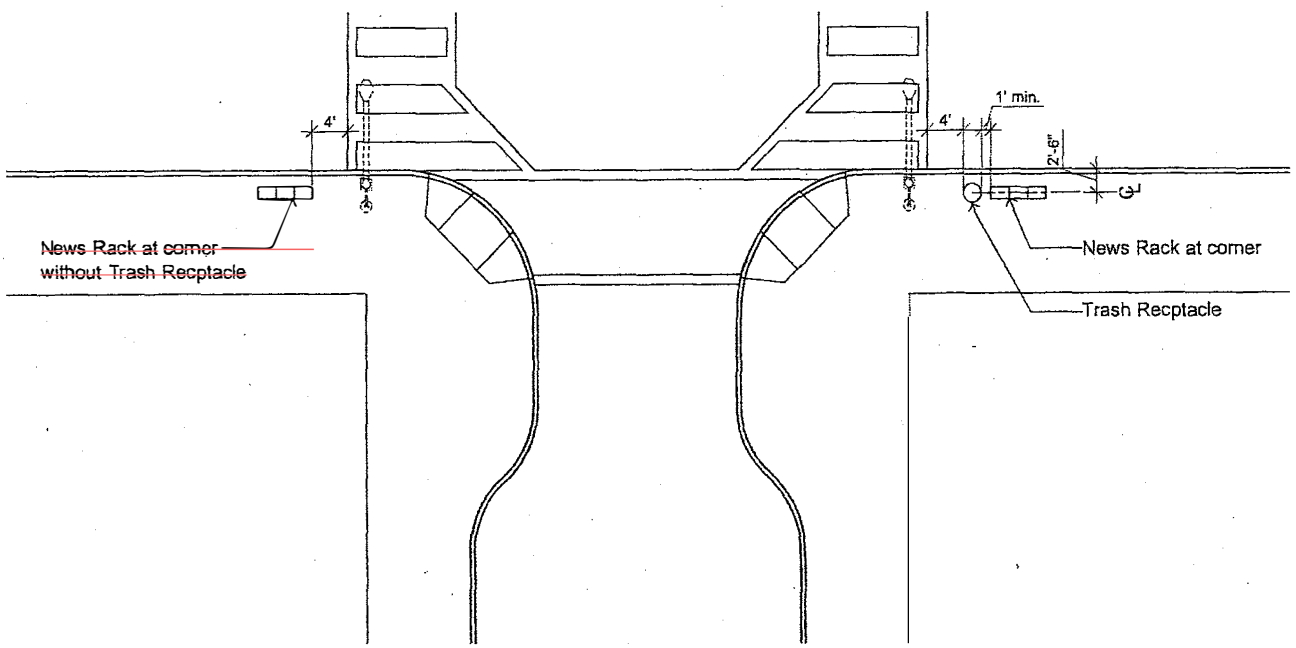


Figure 8: Location of News Racks (News Racks may not be placed within Bus Stop locations)

5. Implementation and Phasing

5.1 Phasing of Improvements and Funding Sources

It is anticipated that the implementation of improvements proposed in this document will occur over a longer period of time (5 to 10 years). Some improvements can be made sooner than others. For instance, the installation of any new traffic lights or the installation of new medians will most likely be long-range improvements as they require additional feasibility studies and final approval from Caltrans. Other improvements, such as the installation of individual bicycle racks or the planting of individual trees could be funded through existing City programs and therefore move ahead sooner. However, for implementation of the key pedestrian and streetscape improvements proposed in this document, the City will have to pursue funding from outside sources. The availability of funding will therefore largely determine the phasing of capital improvements for San Pablo Avenue.

The City has expressed its commitment to pursue a diverse range of funding sources as it has in the past in order to incrementally move portions of the Improvements Plan toward construction. Such funding sources include, but are not limited to the Alameda County Congestion Management Agency, the Metropolitan Transportation Commission's (MTC) Livable Communities program, and other programs that allow or support the implementation of capital streetscape improvements. The City could create cost reductions for some of the proposed improvements by coordinating its efforts with those of AC Transit and Caltrans (*see 6.2 and 6.3*)

In addition, the City should seek every opportunity to facilitate that private development projects contribute in a meaningful and coordinated way to the City's ongoing efforts of improving the public right-of-way. Such contributions may include the planting of new street trees along the frontage of a new development project, the installation of tree grates at existing tree locations, new pedestrian-scale light fixtures, or the improvement of a nearby crosswalk.

A prioritization index was included in the Improvements Matrix, in order to facilitate the determination of which improvements to move toward construction in the short-, mid-, or long-term within the incremental implementation process *(see Appendix)*.

5.2 Coordination with Improvements Planned by Caltrans

At the time of writing of this document, it was expected that Caltrans will conduct comprehensive repaving work on San Pablo Avenue in the next two years. This work should trigger an upgrade of the sub-standard handicapped ramps along the corridor. The City intends to coordinate with Caltrans on this issue to facilitate the most efficient and cost effective implementation of improvements proposed in this document. This pertains particularly to the construction of curb bulb-outs on side streets and the location of curb ramps in relation to proposed crosswalk improvements.

5.3 Coordination with Improvements Planned by AC Transit

The following paragraphs and diagrams describe how improvements planned by AC Transit and those proposed in this document should be coordinated so as to mutually enhance the overall streetscape character and pedestrian and transit-friendliness of the San Pablo Avenue corridor.

In the Fall of 2001, the Alameda County Congestion Management Agency published the final report of the San Pablo Avenue Corridor – transit Operations and Improvements Study. Among other subjects, this report addresses Design Standards for Bus Stop Improvements as they are intended for implementation at AC Transit's bus stops throughout the San Pablo Corridor. The level of intensity of the proposed improvements is dependent on the importance of the stop as reflected by the number of boardings and alightings. Important bus stops will therefore receive a more extensive array of features as compared to a bus stops with significantly fewer boardings. Altogether there are four different typical improvements levels, which in turn may be laid out in different ways depending on local conditions (*see example in Figure 1*). The San Pablo Avenue Public Improvements Plan seeks to ensure the compatibility of AC Transit's intended improvements with those proposed in this document, as well as the improvements mutually supportive benefits of these improvements.

For this purpose a review was conducted of the bus stop improvement standards with respect to the proposed typical layouts of bus stop areas and the proposed furnishings and materials. The review concluded that bus stop improvements and public improvements will generally coordinate well with one another and typically have the desired mutually enhancing effect. To increase the cost efficient use of available capital improvement funds, the City intends to discuss with AC Transit the possibility of installing concurrently, and possibly through the same contractor, improvements funded by both City and AC Transit. A detailed coordination is not feasible within this document as the majority of bus stops will require one or the other level of customization of the presently known typical designs. However, the following general items should be observed in future coordination efforts:

Light Fixtures

Where the final location of AC Transit bus stop light fixtures coincide with the location of a pedestrian-scaled, pole mounted light fixtures as proposed in this document, the installation of the City-funded fixture should be omitted.

Trash Receptacles

The installation of city-funded trash receptacles should be omitted where AC Transit's trash receptacles are installed within 50 feet of an intersection where a city receptacle is required (*see also 3.5 Pedestrian-scaled Light Fixtures and Street Furnishings*).

Pavement Layout

The special paving proposed by AC Transit for installation at bus stops should relate to existing tree wells and crosswalk improvements.

News and Bicycle Racks

No news or bicycle racks should be approved for installation within the AC Transit bus stop area where bus stop furnishings are installed. The minimum distance between news or bicycle racks installed in the Curb Zone and the end or beginning of a bus stop zone (as designated by AC Transit) is 10 feet.

Removal of obsolete Improvements at relocated or abandoned Bus Stops

The initial set of bus stop improvements planned by AC Transit will include the relocation of a number of bus stops (far side vs. near side). In this context, the transit agency should be requested to remove all remnants of bus stop improvements at locations that are being abandoned as part of this process. This

request should be extended to older bus stop improvements, such as pavement tiles, trash receptacles and benches, that were partially left in place after bus stop locations were changed as a result of previous changes of bus service on San Pablo Avenue. Today, these left over improvements are unsightly and add to the visual clutter within the pedestrian realm.

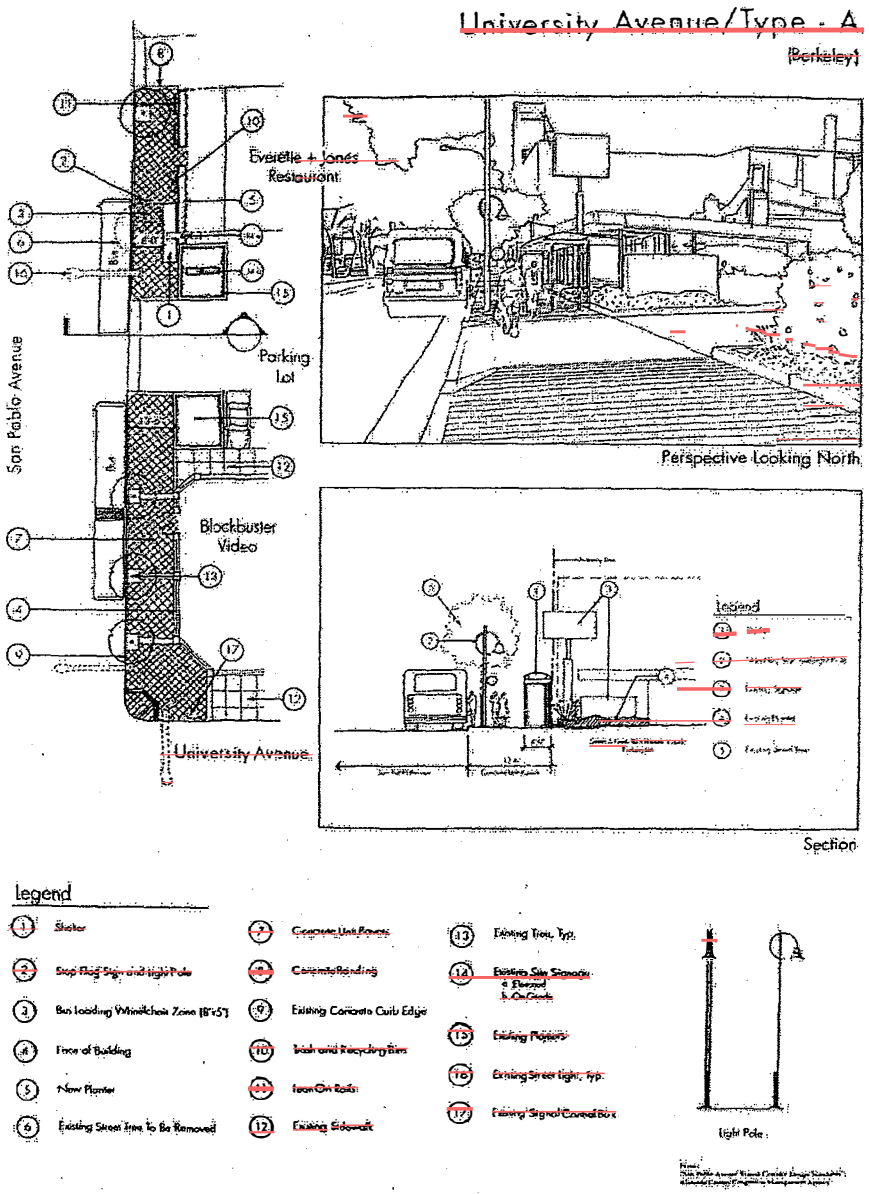


Figure 1: Example of bus stop improvements proposed by AC Transit

6. Preliminary Cost Estimates

Preliminary cost estimates were prepared to gauge the magnitude of funding needed for implementation of improvements suggested in this document.

Not included in the preliminary cost estimates were items which require additional feasibility studies, such as the extension or creation of new medians, or the introduction of mid-block crossings. Although any new signal on San Pablo Avenue will also require additional analysis and the issuing of warrants by Caltrans, their approximate cost has been included by adding $250,000 per signal location.

How were the cost estimates prepared?

The corridor-wide and intersection specific costs for improvements were arrived at by going through the following set of steps:

1. A set of intersection and crosswalk improvements was selected that addressed most variations of improvement and intersection configurations.

2. Schematic cost estimates were prepared for five different sample intersection/improvement configurations. Each estimate was assigned a category that could then be assigned to similar intersection/improvement configurations throughout the Corridor:

Category 1 (Cowper) - $32,000;

Category 2 (see below) - $95,000

Category 3 (Addison - west) - $125,000;

Category 4 (Hearst - $205,000);

Category 5 (see below) - $275,000;

Category 6 (Addison - east) - $130,000

Category 7 (University Avenue) - $300,000.

The individual sample cost estimates include cost items such as demolition of existing pavement and curbs, the construction of new curbs, landscaping, pedestrian-scale lighting, and other street furnishings (see Appendix for itemized schematic cost estimates for all sample intersections). A contingency of 25% and 8% design and engineering cost were added to the total calculated capital cost.

3. Two additional schematic cost estimates were prepared for configurations that are very similar to one the above but include an additional feature or one less feature. Category 2 is based on the configuration of intersection and improvements of Category 3, but includes one less crosswalk. Category 5 is based on Category 4 improvements, but in addition includes special paving for all four crosswalks.

4. All intersections throughout the Corridor were then assigned one of the above categories based on similarity to the sample intersection/improvements configuration (see Table 1 - "Improvements Matrix" in the Appendix).

5. To estimate the cost for improvements proposed to occur between intersections, a cost estimate was prepared for a total of 1000 feet of improvements on both sides of the street (approx. $500,000 per 1,00 feet). This cost was then extrapolated to reflect the entire corridor length between intersections (10,000 feet).

Summary of Results

Based on the above outlined schematic cost estimates, corridor-wide improvements suggested in this document would total an approximate $11 million (see Table below and Tables 2 through 5 in the Appendix).

Estimated Cost for Corridor-wide Improvements	
Total Estimated Cost for all Intersection Improvements	$5,600,000
Total Estimatd Cost for Improvements between Intersections	$5,000,000
Estimated Cost for new Signals	$750,000
Schematic Total for Corridor-wide Improvements	**$11,350,000**

* Not included are costs for new medians and special gateway designs

7. Appendix

A. Capital Improvements Plan

B. Improvements Matrix

C. Summary of Streetscape Furnishings and Materials

- Pedestrian-scale Lighting and Refuge Lighting
- Bench
- Trash and Recycling Receptacle
- Tree Grates
- Bicycle Racks
- Special Paving

D. Sample Cost Estimates

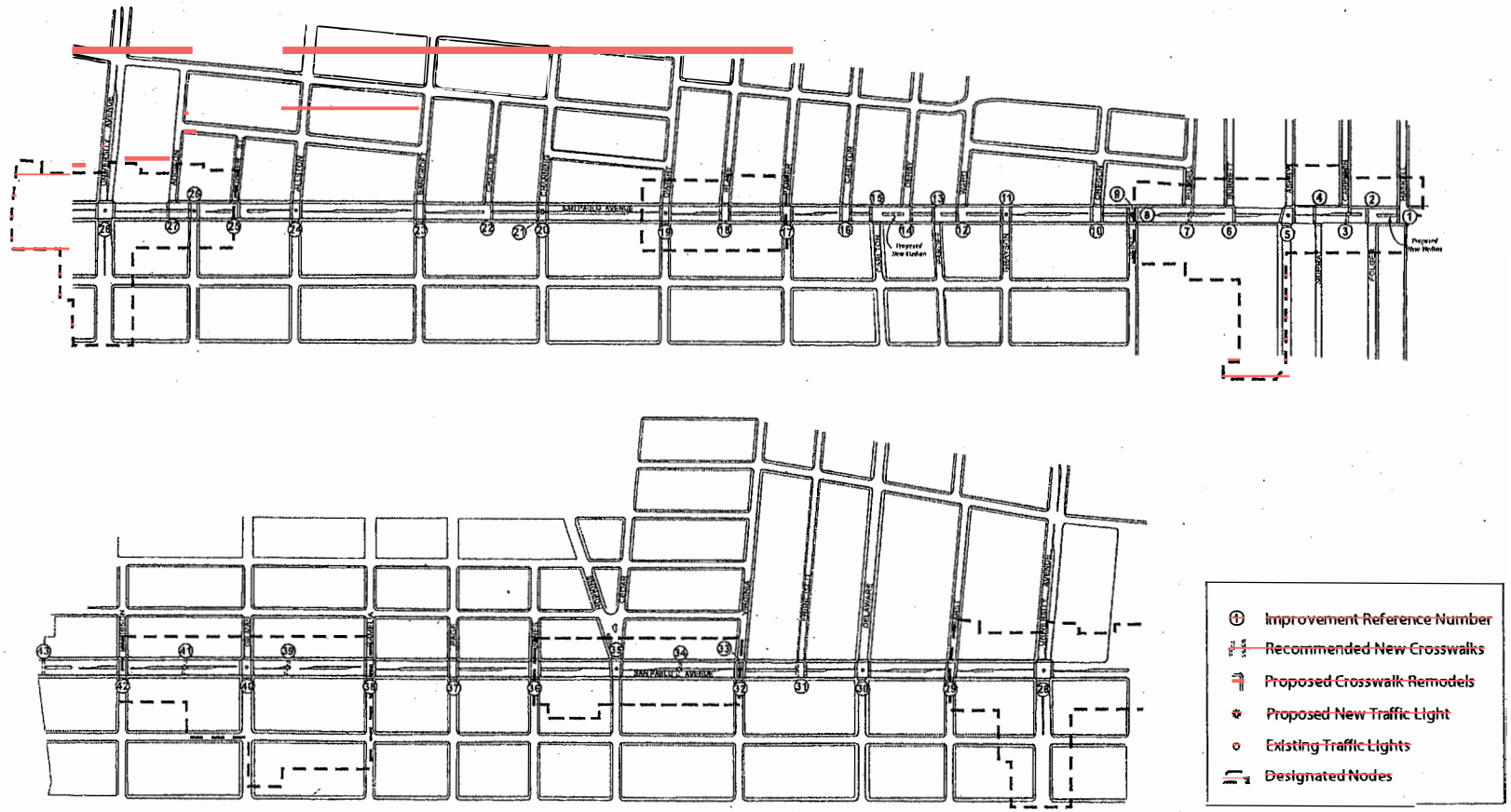
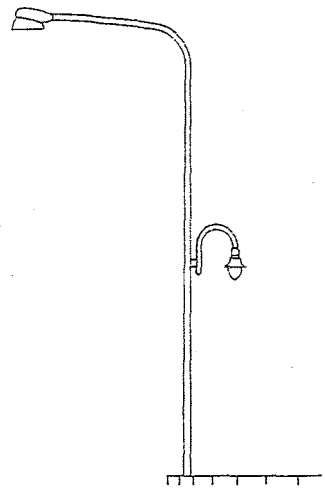


Figure 1: Capital Improvements

~~C. Summary of Streetscape Furnishings and Materials~~



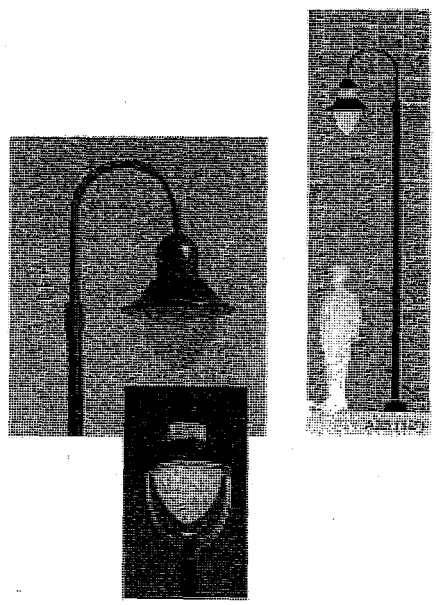
~~*Pedestrian-scale Lighting and Refuge Lighting*~~

~~*Selux*~~

- ~~Beta Pendant (BPO-D-R3-custom bracket-MH150w)~~
- ~~Mount on existing 'cobra-head' light fixture (match mounting height of 12' pole fixture described below)~~

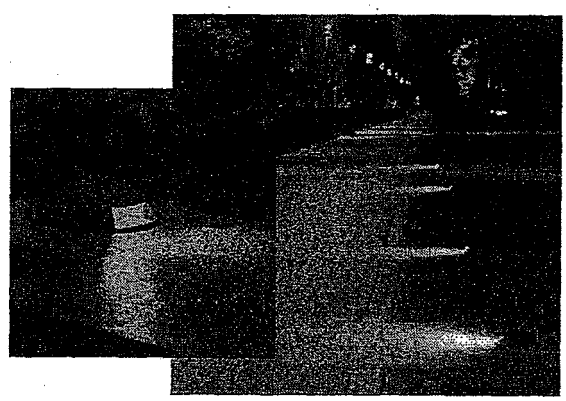
~~*Selux*~~

- ~~Paint with RAL 5008 to match other street furnishings.~~
- ~~Beta Pendant (BPO-D-R3-single-MH150w)~~
- ~~Mount on 12-foot pole, with BC1 optional base cover.~~
- ~~Paint with RAL 5008 to match other street furnishings.~~



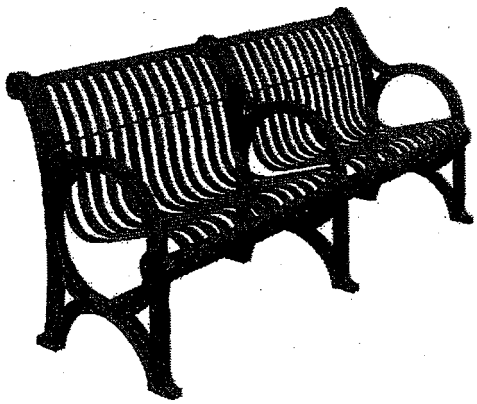
~~*BEGA*~~

- ~~8714MH - In-pavement Luminaire~~
- ~~MH-39 Watts~~



Reference No. (see Image X of Report)	Cross streets at intersection	R.O.W. Width of Side Street	T-Intersection	Located In/at Edge of Designated Node	Special features/characteristics	Removal of Existing Crosswalk	New Traffic Light Proposed	New Crosswalk Recommended	Remodel Of Existing Crosswalks Proposed	Crosswalk Cuts Through Median	Install New Special Paving for Crosswalks	Priority for Implementation of combined Crosswalk Improvements (1=highest, 4=lowest)	Priority Ranking Criteria	Bulb-Out proposed on Side Street (as per approved Intersection Layout)	Cost Category (see Chapter 6)
1	Haskell (East)	60'	yes	•	Explore Incorporation of Entry Feature				•			2	1. Bus Stop Access to stop in Oakland at 8Th; 2. Draw of University Bldg.	•	2
2	Folger (East)	69'	yes	•					•			3	Infill X-ing where higher ranking ones exist nearby.	•	2
3	Carrison (East)	60'	yes	•				•		•		1 B	No Crosswalk currently exists causing reduced safety.	•	6
4	Murray(West)	50'	yes	•		•						1 A	This X-ing was deemed unsafe because of too close proximity to Ashby Intersection.		1
5	Ashby (East/West)	60'/80'		•					•		•	1 A	1. Key Node Intersection; 2. Bus Stop Access; 3. Access to businesses		5
6	Burnett (East)	80'	yes	•					•			2	1. Access to businesses; 2. Bus Stop Access	•	2
7	Russel (East)	60'	yes	•	Bicycle Bloulevard				•	•	•	1 A	1. Bicycle Blvd. Crossing; 2. Access to businesses		6
8	Heinz (West)	60'	yes	•	Bicycle Bloulevard			•	•			1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access; 3. Access to businesses		3
9	same			•			•					1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access; 3. Access to businesses	n/a	t.b.d.
10	Oregon (East)	70'	yes					•	•			2	Key Bus Stop Access from residential areas	•	3
11	Grayson (West)	60'	yes						•			3	Bus Stop Access, but existing signal provides safety	•	3
12	Ward (East)	80'	yes						•			2	Bus Stop Access	•	2
13	Pardee (West)	60'	yes						•			3	Infill X-ing where higher ranking ones exist nearby.		2
14	Derby (East)	60'	yes		New median is proposed between Derby and Carleton.			•				1 B	No Crosswalk currently exists causing reduced safety.	•	2
15	Carleton (West)	72'	yes						•			3	Infill X-ing where higher ranking ones exist nearby.	•	2
16	Carleton (East)	60'	yes						•			2	Bus Stop Access	•	3
17	Parker (East/West)	60'/60'		•	Class 3 Bicycle Route				•			1 B	1. Bus Stop Access; 2. Bicycle Route; 3. Key route to Wtherkley workplaces	•	4
18	Blake (East)	60'	yes	•				•	•			2	1. Access to businesses; 2. Bus Stop Access	•	3
19	Dwight (East/West)	80'/80'		•					•		•	1 A	1. Key Node Intersection; 2. Bus Stop Access; 3. Access to businesses		5
20	Channing (East/West)	60'/60'			Bicycle Bloulevard				•			1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access		4
21	same	same					•					1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access	n/a	t.b.d.
22	Chaucer (East)	50'	yes					•	•			3	Bus Stop Access, but alternatives exist, particularly if new signal at Channing is built.		2
23	Bancroft (East/West)	60'/60'							•			2	Bus Stop Access	•	4
24	Allston (East/West)	60'/80'			Class 3 Bicycle Route				•			1 A	1. Bus Stop Access; 2. Bicycle Route; 3. Key route to School west of SP	•	4
25	Cowper (East)	50'	yes	•					•			3	Infill X-ing where higher ranking ones exist nearby.		1
26	Addison (West)	60'	yes	•					•			2	Access to businesses	•	3
27	Addison (East)	80'	yes	•					•	•	•	1 B	1. Access to businesses; 2. Reduction of jay walking	•	6
28	University(East/West)	100'		•					•		•	1 A	1. Key Node Intersection; 2. Bus Stop Access; 3. Access to businesses		7
29	Hearst (East/West)	60'/60'		•					•			2	1. Access to businesses; 2. Bus Stop Access	•	4
30	Delaware (East/West)	80'/80'			Class 2 (striped bicycle lane)				•			3	1. Bus Stop Access; 2. Bicycle Route; but existing signal provides safetly		4
31	Francisco (East)	50'	yes					•	•			2	Important x-ing for School Access		1
32	Virginia (East/West)	60'/60'		•	Bicycle Bloulevard				•			1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access; 3. School Access		4
33	same	n/a		•			•					1 A	1. Bicycle Blvd. Crossing; 2. Bus Stop Access; 3. School Access	n/a	t.b.d.
34	Midblock betw. Virginia/Cedar	n/a		•				•		•	•	4	Long-term goal is the reduction of jay walking within Designated Nodes by introducing mid-block x-ings.	n/a	t.b.d.
35	Cedar (East/West)	70'/60'		•					•		•	1 A	1. Key Node Intersection; 2. Bus Stop Access; 3. Access to businesses		5
36	Jones (East/West)	60'/60'		•					•			3	Infill X-ing where higher ranking ones exist nearby.	•	4
37	Page (East/West)	60'/60'							•			2	Bus Stop Access	•	4
38	Camelia (East/West)	60'/60'		•					•			2	1. Access to businesses; 2. Long blocks make quality x-ings at intersections more important.	•	4
39	Midblock betw. Camelia/Gilman	n/a		•				•		•	•	4	Long-term goal is the reduction of jay walking within Designated Nodes by introducing mid-block x-ings.	n/a	t.b.d.
40	Gilman (East/West)	60'/80'		•	Class 2.5/Class 2 (striped bicycle lane)				•		•	1 A	1. Key Node Intersection; 2. Bus Stop Access; 3. Access to businesses		5
41	Midblock betw. Gilman/Harrison	n/a		•				•		•	•	4	Long-term goal is the reduction of jay walking within Designated Nodes by introducing mid-block x-ings.	n/a	t.b.d.
42	Harrison (East/West)	60'/60'		•					•			2	1. Access to businesses; 2. Bus Stop Access; 3. Long blocks make quality x-ings at intersections more important.	•	4
43	at Berkeley/Albany City Limit	n/a			Explore Incorporation of Entry Feature/ Coordinate w/ City of Albany			•			•	t.b.d.	If ped/bike paths are implemented along Codornices Creek, a x-ing at this location provide a safe connection across SP	n/a	t.b.d.

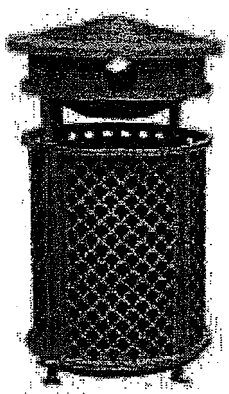
San Pablo Avenue Crosswalk and Intersection Improvements Matrix



Benches (removable)

Canterbury International

- Modified Bowrey Bench
- 6 foot long, w/ back and additional center arm-rest
- Paint with RAL 5008 to match other site furnishings, surface mount.



Trash/Recycling Receptacle

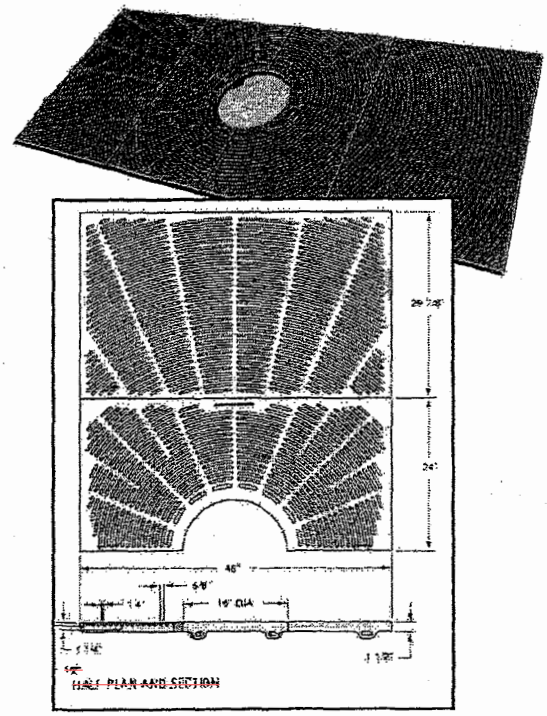
Forms+Surfaces

- Urban Renaissance Receptacle – SLURB-36SF
- 36 Gallon, side opening with dome top, fan grillwork (is City of Berkeley Standard)
- Paint with RAL 5008 to match other street furnishings, surface mount.

Tree Grates

Neenah Foundry Company

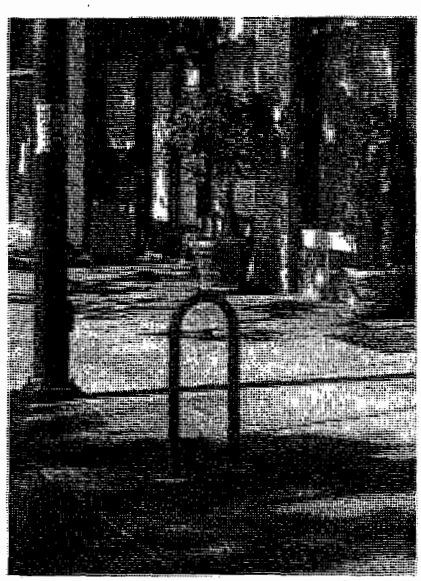
- R-9105 180∞ Rectangular
- Four piece 4'x 6' cast iron tree grate for frameless retrofit installation, _" slot openings.



Bicycle Racks

American Bicycle Security Company

- BR 3 - single loop for storage of 3 bicycles maximum, surface flanged, (is City of Berkeley Standard)
- Paint with RAL 5008 to match other street furnishings
- surface mount.



Special Paving at Crosswalks

- Ackerstone

Crosswalk Surface

- 5 3/8" x 8 3/8" x 8" (WxLxT) Antique Kobble, precast concrete unit pavers, "Through Mix", w/ standard texture, color t.b.d.
- Install in running bond pattern.

Note: According to manufacturer, paver does not require a concrete base.

Crosswalk Edges

- 4" x 12" x 8" (WxLxT) Holland Stone 1
- precast concrete unit pavers,
- "Through Mix", w/ shotblast texture, color "pewter"
- Install as 12" wide band on along either edge

of Antique Kobble surface.

Note: According to manufacturer, paver does not require a concrete base.

D. Sample Cost Estimates

Schematic Cost Estimates for typical Sets of Improvements

Table 1 - Cost Categories and Key Improvements Characteristics

Cost Category	Estimated Total for Proposed Imrpovements	Key Characteristics
1	$32,000	50' ROW T-intersection; no bulb-outs; 1 crosswalk across San Pablo (except 2 at Francisco); (Chapter 3 - Figure 7)
2	$95,000	60' ROW T-intersection; 2 bulb-outs; 1 crosswalks across San Pablo (Category 3 minus one crosswalk)
3	$125,000	60' ROW T-intersection; 2 bulb-outs; 2 crosswalks across San Pablo (Chapter 3 - Figure 5)
4	$205,000	60' ROW Four-way intersection; 4 bulb-outs (except Delaware); 2 crosswalks across San Pablo (Chapter 3 - Figure 4)
5	$275,000	Ashby, Dwight, Cedar, and Gilman Intersections (Category 4 plus Special Crosswalk Paving); (Chapter 3 - Figure 6)
6	$130,000	Single crossing through existing median; includes corral configuration in median (Chapter 3 - Figure 9)
7	$300,000	University Avenue specific Improvements (Chapter - Figure 8)

Table 2 - Estimated Cost for Intersection and Cross-walk Improvements

Cost Category	Occurrence of Categories throughout Corridor	Cost per Occurrence	Total Cost
1	3	$32,000	$96,000
2	8	$95,000	$760,000
3	6	$125,000	$750,000
4	11	$205,000	$2,255,000
5	4	$275,000	$1,100,000
6	3	$130,000	$390,000
7	1	$300,000	$300,000
		Grand Total	**$5,651,000**

Table 3 - Average Estimated Cost for Improvements between Intersections

Approx. Total Length of Street Segments between Intersections		Cost per 1000 feet of Improvements (on both sides of the street)	Total Cost
10,000 feet		$500,000	**$5,000,000**

Table 4 - Estimated Cost for Corridor-wide Improvements

Total Estimated Cost for all Intersection Improvements	$5,600,000
Total Estimatd Cost for Improvements between Intersections	$5,000,000
Estimated Cost for new Signals	$750,000
Schematic Total for Corridor-wide Improvements	**$11,350,000** *

* Not included are costs for new medians and special gateway designs

ATTACHMENT 1, EXHIBIT G
DRAFT
GENERAL PLAN AMENDMENTS

Land Use Element

Page LU-9
The Land Use Element maintains the City's current industrial and manufacturing land use policies ~~of the 1993 West Berkeley Plan~~.

Page LU-25
Policy LU-47 San Pablo Avenue Specific Plan
Implement the San Pablo Avenue Specific Plan and take action to achieve the four desired outcomes of the Plan:

1. Increased Diversity and Supply of Housing
2. Increased Business Activity to Support a Thriving Community
3. Enhanced Interaction Between Public and Private Spaces
4. Enhanced Local and Citywide Access

Page LU-29

Avenue Commercial

These areas of Berkeley are characterized by pedestrian-oriented commercial development and multi-family residential structures. These areas are typically located on wide, multi-lane avenues served by transit or BART. Appropriate uses for these areas include: local-serving and regional-serving commercial, residential, office, community service, and institutional. Building intensity will generally range from a Floor Area Ratio (FAR) of less than 1.0 to a FAR of 8.0. Population density will generally range from 44 to 88 persons per acre.

Within the Southside Plan Area, residential development in the Telegraph Avenue Commercial (C-T) district is subject to a minimum density of 200 dwelling units per acre and minimum population density of 500 persons per acre. There is no residential density limit. This allows for greater flexibility in housing types to maximize housing opportunities in the Southside Plan Area. Within the San Pablo Avenue Specific Plan Area, there is no minimum or maximum residential density limit. This allows for greater flexibility in housing types to maximize housing opportunities in the Specific Plan Area.

For information purposes, the compatible zoning districts for this classification are shown below with accompanying development standards.

Zoning District	Maximum FAR	Maximum Height
South Area Commercial (C-SA):	4.0	24-60 ft
General Commercial (C-1)[1]:	3.0	35-50 ft
Telegraph Avenue Commercial (C-T):	3.0 – 8.0	50-85 ft
West Berkeley Commercial (C-W)~~[2]:~~	3.0	40-50 ft
San Pablo Avenue Commercial (C-SP)[2]	4.25	40-75 ft

[1] Please see the University Avenue Strategic Plan for a description and location of development nodes on University Avenue in the C-1 Zoning District.
~~[2] Please see the West Berkeley Plan for a description and location of development nodes on San Pablo Avenue in the C-W Zoning District~~
[2] Please see the San Pablo Avenue Specific Plan for a description and location of development nodes on San Pablo Avenue in the C-SP District.

Page LU-31

Mixed Use-Residential

These areas are intended to maintain and preserve areas of the city for lighter manufacturing and industrial uses and allow for additional uses, including residential, where determined appropriate by zoning, and only if the use will not weaken Berkeley's manufacturing and industrial economy. ~~Appropriate uses for these areas are identified in the West Berkeley Plan.~~ Within these areas, building intensity will generally range from a Floor Area Ratio (FAR) of less than 1 to an FAR of 1.5. Population density will generally range from 22 to 44 persons per acre, where housing is allowed.

For information purposes, the compatible zoning district for this classification is Mixed Use-Residential (MU-R), which allows a maximum FAR of 1 to 1.5 and a maximum building height of 28 to 35 feet.

Page LU-32

~~*University Avenue and West Berkeley*~~ *Designated Nodes*

Both the ~~West Berkeley~~ San Pablo Avenue Specific Plan and the University Avenue Strategic Plan established specific "nodes" along University Avenue and San Pablo Avenue in which specific regulatory policies and programs would be applied as an overlay to accomplish area plan goals for revitalization in these specific locations.

See the Berkeley Zoning Ordinance, the ~~West Berkeley~~ San Pablo Avenue Specific Plan, and the University Avenue Strategic Plan for more detail.

Transportation Element

Page T-1

The following plans and studies inform the Transportation Element:

- Downtown Plan, ~~West Berkeley~~ San Pablo Avenue Specific Plan, South Berkeley Plan, South Shattuck Strategic Plan, and University Avenue Strategic Plan.

Environmental Management Element

Page EM-9

Noise sources related to heavy manufacturing, located mainly in industrialized West Berkeley, were once a more dominant contributor to the noise environment. In the past, noise-related land use conflicts between West Berkeley and other more residential sectors of the city were at a minimum, given the distance between these areas. More recently, however, increased residential and commercial uses in West Berkeley have begun to threaten industrial uses, in part through a changing perception of environmental standards as they relate to the manufacturing process. The presumption in the past in most industrially zoned areas was that noise generated by an industrial use was an acceptable part of the manufacturing context. The Concept Plan for West Berkeley was adopted in 1991 and included policies to address these types of noise conflicts in order to maintain the historic mix of land uses in an environmentally responsible manner. ~~The West Berkeley Plan, adopted in 1993, calls for more stringent environmental review and regulation, including the mitigation of noise through both industrial and residential measures.~~

Economic Development and Employment Element

Page ED-6

In the early 1990s the City established the Berkeley-Oakland Recycling Market Development Zone (RMDZ) as part of a strategy to increase the number of environmental businesses in

Berkeley. This was followed in 1993 with a formal adoption of the "Environmental Economy" initiative. Also in 1993, the City adopted the West Berkeley Plan, which establishes an economic development strategy to maintain manufacturing in the mix of West Berkeley uses. In 1997 the City revised the Zoning Ordinance to implement the West Berkeley Plan. In 2000 the City adopted further revisions to provide appropriate locations for recycling uses, and other uses consistent with the West Berkeley Plan and the City's Environmental Economy initiative. In 2026, the City retired the West Berkeley Plan.

Page ED-8

Policy ED-2 West Berkeley Industry

Continue to ~~implement the West Berkeley Plan, with its central emphasis on~~ protect~~ing~~ and strengthening the city's manufacturing sector. (Also see Land Use Policies LU-33 and LU-34.)

Actions:

Publicize the economic, social, and environmental benefits of industry, emphasizing the health of Berkeley manufacturing, the "high-tech" dimensions of industry in Berkeley and the United States, manufacturing's comparatively high "multiplier" effect on the economy, and the community value of well-paying, high-benefit, low-bar-of-entry industrial employment.

A. Work with the West Berkeley Association of Industrial Companies and the sustainable business associations to maintain West Berkeley's attractiveness as a site of manufacturing and to facilitate relations with other business in West Berkeley and with West Berkeley residents and community members.

~~B. Continue to evaluate the effectiveness of the West Berkeley Plan.~~

~~C.~~ B. Focus business assistance and economic development efforts in West Berkeley on retention and expansion of industrial and Environmental Economy businesses.

~~D.~~ C. Examine use of land trusts, investment loans and funds, and business incubators to preserve land and buildings for industrial uses.

Urban Design and Preservation Element

Page UD-5

Recognizing the particular character of areas, the City Council has adopted a series of area plans, including the Waterfront Plan (1986), Downtown Plan (1990), South Berkeley Plan (1990), ~~West Berkeley Plan (1993),~~ South Shattuck Strategic Plan (1997), University Avenue Strategic Plan (1997), ~~and~~ the Southside Plan (2011), and the San Pablo Avenue Specific Plan (2026).

Page UD-21

Policy UD-26 Pedestrian-Friendly Design

Architecture and site design should give special emphasis to enjoyment by, and convenience and safety for, pedestrians. (Also see Land Use Policies LU-11, LU-20, LU-21, LU-26, and LU-27, LU-47, and Transportation Policy T-47.)

ORDINANCE NO. -N.S.

AMENDMENTS TO THE ZONING DISTRICTS AND MAP CHAPTER (BMC 23.108), COMMERCIAL DISTRICT CHAPTER (BMC 23.204), MANUFACTURING DISTRICT CHAPTER (BMC 23.206), SUPPLEMENTAL USE REGULATIONS CHAPTER (23.302), GENERAL DEVELOPMENT STANDARDS CHAPTER (23.304), LIVE/WORK CHAPTER (23.312), PARKING AND LOADING CHAPTER (23.322), ADMINISTRATIVE RESPONSIBILITY CHAPTER (23.402), AND SPECIFIC PERMIT REQUIREMENTS CHAPTER (23.406) TO ENACT THE SAN PABLO AVENUE SPECIFIC PLAN AND RETIRE THE WEST BERKELEY PLAN

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. Table 23.108-1 Zoning Districts within BMC Section 23.108.020(A) is amended to read as follows:

TABLE 23.108 1: ZONING DISTRICTS

DISTRICT SYMBOL	NAME OF DISTRICT
Residential Districts	
R-1	Residential Multi-Unit 1
ES-R	Environmental Safety Residential
R-2	Residential Multi-Unit 2
R-2A	Residential Multi-Unit 2A
R-3	Multiple-family Residential
R-4	Multi-family Residential
R-5	High Density Residential
R-S	Residential Southside
R-SMU	Residential Southside Mixed Use
R-BMU	Residential BART Mixed Use
Commercial Districts	
C-C	Corridor Commercial
C-U	University Avenue Commercial
C-N	Neighborhood Commercial
C-E	Elmwood Commercial
C-NS	North Shattuck Commercial
C-SA	South Area Commercial

DISTRICT SYMBOL	NAME OF DISTRICT
C-T	Telegraph Avenue Commercial
C-SO	Solano Avenue Commercial
C-DMU	Downtown Mixed-Use
C-W	West Berkeley Commercial
C-AC	Adeline Corridor Commercial
C-SP	San Pablo Commercial
Manufacturing Districts	
M	Manufacturing
MM	Mixed Manufacturing
MU-LI	Mixed Use-Light Industrial
MU-R	Mixed Use-Residential
M-RD	Manufacturing, Research and Development
Special Districts	
S	Specific Plan
U	Unclassified

Section 2. That Table 23.204-1 Allowed Uses in the Commercial Districts within BMC Chapter 23.204.020 is amended to read as follows:

Table 23.204-1: Allowed Uses in Commercial Districts

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit NP = Not Permitted -- = Permitted with AUP, see 23.204.020(B) [#] = Table Note Permit Requirement * Use-Specific Regulations Apply	COMMERCIAL DISTRICTS												USE-SPECIFIC REGULATIONS
	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Residential Uses													
Accessory Dwelling Unit	See 23.306—Accessory Dwelling Units												
Dwellings													
Single-Family Residential	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)*	23.204.060(B)(3); 23.302.070(H); 23.204.160(D)(3)(a)
Multi-Unit Residential	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	23.204.060(B)(3); 23.302.070(H); 23.302.070(M)
Group Living Accommodation	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)*	23.204.060(B)(3); 23.302.070(H); 23.204.160(D)(3)(a)
Hotel, Residential	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	23.204.060(B)(3); 23.302.070(H)
Mixed-Use Residential	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	UP(PH)*	UP(PH)	UP(PH)	UP(PH)	See Table 23.204-41	UP(PH)	UP(PH)*	23.204.060(B)(3);23.302.070(H); 23.302.070(M)
Senior Congregate	See 23.302.070.I												

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Housing													
Public and Quasi-Public Uses													
Child Care Center	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	AUP	
Cemetery/Crematory/Mausoleum	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Club/Lodge	UP(PH)	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	UP(PH)	AUP	
Columbaria	See 23.302.070.C												
Community Care Facility	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	ZC	AUP	ZC	
Community Center	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	ZC	
Emergency Shelter, 25 beds or fewer	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	23.308-Emergency Shelters
Emergency Shelter, 26 to 60 beds	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	ZC	UP(PH)	UP(PH)	UP(PH)	
Emergency Shelter, more than 60 beds	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit NP = Not Permitted -- = Permitted with AUP, see 23.204.020(B) [#] = Table Note Permit Requirement * Use-Specific Regulations Apply	COMMERCIAL DISTRICTS												USE-SPECIFIC REGULATIONS
	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Hospital	UP(PH)	UP(PH)	NP	NP	NP	NP	NP	NP	UP(PH)	UP(PH)	NP	UP(PH)	
Library	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Low Barrier Navigation Center	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	
Mortuaries and Crematories	UP(PH)	UP(PH)	NP	NP	NP	NP	NP	NP	NP	UP(PH)	NP	UP(PH)	
Municipal Animal Shelter	–	–	–	–	–	–	–	–	–	–	--	-*	23.204.160(D)(3)(a)
Nursing Home	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Park/Playground	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	AUP	ZC	ZC	
Public Safety and Emergency Service	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Public Utility Substation/Tank	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)*	23.204.160(D)(3)(a)
Religious Assembly	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	AUP	UP(PH)	AUP	
School	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
School,	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	UP(PH)	AUP	AUP	

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Vocational													
Supportive Housing	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	23.302.070.I-Supportive Housing
Retail Uses													
Alcoholic Beverage Retail Sale	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	23.310
Cannabis Retailer	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	23.320; 12.21; and 12.22
Cannabis Retailer, Delivery Only	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	--	ZC*	23.320; 12.21; and 12.22
Firearm/Munitions Business	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	NP	UP(PH)	UP(PH)*	UP(PH)*	23.302.070(D)
Industrial and Mining Products	–	–	–	–	–	–	–	–	–	–	--	--	
Pawn Shop/Auction House	UP(PH)	–	NP	NP	NP	NP	NP	NP	UP(PH)	UP(PH)	NP	UP(PH)	
Pet Store	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	ZC	AUP	ZC	
Retail, General	ZC	ZC	ZC*	ZC*	ZC*	ZC	ZC	ZC*	ZC	ZC*	ZC*	ZC*	23.204.040(C) 23.204.040(D)

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Smoke Shop	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	UP(PH)*	NP	UP(PH)*	UP(PH)*	UP(PH)*	23.302.070.I
Personal and Household Service Uses													
Personal and Household Services, General	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	
Kennels and Pet Boarding	NP	NP	NP	NP	NP	NP	NP	NP	NP	UP(PH)	NP	UP(PH)*	23.204.160(D)(3)(a)
Laundromats and Cleaners	AUP	AUP	UP(PH)	UP(PH)	UP(PH)	AUP	AUP	UP(PH)	UP(PH)	AUP	AUP	AUP	
Veterinary Clinic	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Video Tape/Disk Rental	ZC	ZC	ZC	AUP	ZC	-	ZC	ZC	ZC	ZC	NP	ZC	
Office Uses													
Business Support Services	ZC	ZC	ZC	ZC	ZC	ZC	ZC*	ZC	ZC	ZC	ZC	ZC*	23.204.110(B)(4); 23.204.160(D)(3)(a)
Banks and Financial Services, Retail	AUP	AUP	UP(PH)	UP(PH)	UP(PH)	ZC	AUP*	UP(PH)	ZC*	AUP	ZC	ZC*	23.204.110 (B)(4); 23.204.130(B)(3); 23.204.130(D)(3); 23.204.160(D)(3)(a)
Insurance	ZC	ZC	ZC*	ZC*	ZC*	ZC	ZC*	ZC*	ZC*	ZC	ZC	ZC*	23.204.040.D;23.204.110B.

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Agents, Title Companies, Real Estate Agents, Travel Agents													4; 23.204.130.D.3; 23.204.160(D)(3)(a)
Medical Practitioners	ZC	ZC	AUP	NP	UP(PH)	ZC	AUP*	UP(PH)	ZC*	ZC	ZC	ZC	23.204.040(B); 23.204.110(B)(4); 23.204.130(D)(3)
Non-Chartered Financial Institutions	UP(PH)*	UP(PH)*	NP	NP	NP	UP(PH)*	UP(PH)*	NP	NP	UP(PH)*	UP(PH)	NP	23.302.070(F) 23.204.110(B)(4)
Office, Business and Professional	ZC	ZC	AUP*	AUP*	ZC*	ZC	ZC*	AUP*	ZC*	ZC	ZC	ZC	23.204.040(B); 23.204.110(B)(4); 23.204.130(D)(3)
Food and Alcohol Service, Lodging, Entertainment, and Assembly Uses													
Adult-oriented Business	UP(PH)*	UP(PH)*	NP	NP	NP	NP	NP	NP	UP(PH)*	UP(PH)*	NP	UP(PH)	23.302.070.A
Amusement Device Arcade	See 23.204.040.A												23.302.070.B
Bar/Cocktail Lounge/Tavern/Tap Room/Wine Tasting	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP	23.310
Commercial Recreation Center	See 23.204.040.A												

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Entertainment Establishment	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	AUP*	23.204.160(D)(3)(b)
Food Service Establishment, Under 3,000 Sq. Ft.	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	23.302.070(E)
Food Service Establishment, 3,000 Sq. Ft. or larger	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	23.302.070(E)
Group Instruction, under 3,000 sq. ft.	ZC	ZC	ZC	ZC	ZC	ZC	ZC*	ZC	ZC*	ZC	ZC	ZC	
Group Instruction 3,000 sq. ft. or larger	ZC	ZC	AUP	AUP	ZC	ZC	ZC	AUP	ZC	ZC	ZC	ZC	
Health and Fitness Facility Under 7,500 sq. ft.	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	
Health and Fitness Facility 7,500 sq. ft. or	ZC	ZC	AUP	AUP	ZC	ZC	ZC	AUP	ZC	ZC	ZC	ZC	

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
larger													
Hotels, Tourist	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Motels, Tourist	UP(PH)	UP(PH)	NP	NP	NP	NP	NP	NP	UP(PH)	UP(PH)	NP	UP(PH)	
Theater	UP(PH)	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	NP	AUP	UP(PH)	UP(PH)	AUP	
Vehicle Service and Sales Uses													
Alternative Fuel Station	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	NP*	UP(PH)	NP	AUP*	UP(PH)	AUP*	23.204.110(B)(2); 23.204.140(B)(3); 23.204.160(B)(3)
Gasoline Fuel Stations	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	NP*	UP(PH)	NP	UP(PH)*	UP(PH)	UP(PH)*	23.204.140(B)(3); 23.204.160(B)(3)
Large Vehicle Sales and Rental	AUP	NP	NP	NP	NP	NP	NP	NP	NP	AUP* [1]	NP	AUP* [1]	23.204.140(B)(3); 23.204.160(B)(3); 23.204.160(D)(3)(a)
Small Vehicle Sales and Service	AUP	NP	NP	NP	NP	UP(PH)*	NP	NP	UP(PH)	UP(PH)*	NP	UP(PH)*	23.204.100(B)(3); 23.204.140(B)(3); 23.204.160(B)(3); 23.204.160(D)(3)(a)
Tire Sales and Service	UP(PH)	NP	NP	NP	NP	NP	NP	NP	NP	UP(PH)*	NP	UP(PH)*	23.204.140(B)(3);

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
													23.204.160(B)(3); 23.204.160(D)(3)(a)
Vehicle Parts Store	ZC	NP	ZC	ZC	ZC	ZC	ZC	ZC	NP	AUP*[1]	ZC	AUP*[1]	
Vehicle Rentals	AUP	NP	NP	NP	NP	NP	NP	NP	UP(PH)	AUP* [1]	NP	AUP* [1]	23.204.140(B)(3) 23.204.160(B)(3); 23.204.160(D)(3)(a)
Vehicle Repair and Service	AUP	NP	NP	NP	NP	NP	NP	NP	NP	AUP* [1]	NP	AUP* [1]	23.204.160(D)(3)(a)
Vehicle Sales, New	AUP	NP	NP	NP	NP	UP(PH)*	NP	NP	UP(PH)	AUP* [1]	NP	AUP* [1]	23.204.140(B)(3) 23.204.160(B)(3); 23.204.160(D)(3)(a)
Vehicle Sales, Used	AUP	NP	NP	NP	NP	UP(PH)*	NP	NP	UP(PH)	UP(PH)*	NP	UP(PH)*	23.204.100(B)(3); 23.204.140(B)(3); 23.204.140(D)(4) 23.204.160(B)(3); 23.204.160(D)(3)(a)
Vehicle Wash	UP(PH)	NP	NP	NP	NP	NP	NP	NP	NP	UP(PH)*	NP	UP(PH)*	23.204.140(B)(3) 23.204.160(B)(3); 23.204.160(D)(3)(a)

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Vehicle Wrecking	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Industrial and Heavy Commercial Uses													
Bus/Cab/Truck/Public Utility Depot	–	–	–	–	–	–	–	–	–	–	–	–*	23.204.160(D)(3)(a)
Commercial Excavation	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	–	NP	UP(PH)	NP	
Contractors Yard	–	–	–	–	–	–	–	–	–	AUP	--	NP	
Dry Cleaning and Laundry Plant	UP(PH)	UP(PH)	NP	–	UP(PH)	NP	NP	NP	UP(PH)	NP	NP	NP	
Laboratory													
Research and Development Under 20,000 sq. ft.	ZC	ZC	--	--	ZC	--	ZC	--	ZC	ZC	--	ZC	23.204.040(E)
Research and Development, 20,000 sq. ft. or larger	AUP	AUP	--	--	AUP	--	AUP	--	AUP	AUP	--	AUP	23.204.040(E)

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Commercial, Physical or Biological Testing	AUP	AUP	NP	NP	NP	NP	NP	NP	AUP	NP	NP	AUP	23.204.040(E)
Cannabis Testing	AUP	AUP	NP	NP	NP	NP	NP	NP	AUP	AUP [2]	NP	AUP [2]	
Manufacturing													
Construction Products	–	–	–	–		–	–	–	–	UP(PH)		NP	
Light Manufacturing	–	–	–	–		–	–	–	–	AUP [1]	--	AUP* [1]	23.204.160(B)(4) 23.204.160(D)(3)(a)
Pesticides/Herbicides/Fertilizers	–	–	–	–		–	–	–	–	UP(PH)	--	NP	
Petroleum Refining and Products	–	–	–	–		–	–	–	–	UP(PH)	--	NP	
Pharmaceuticals	–	–	–	–		–	–	–	–	UP(PH)	--	UP(PH)*	23.204.160(D)(3)(a)
Primary Production	–	–	–	–	NP	–	–	–	–	UP(PH)	--	NP	

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Manufacturing													
Semiconductors	–	–	–	–	NP	–	–	–	–	UP(PH)	--	UP(PH)*	23.204.160(D)(3)(a)
Material Recovery Enterprise	–	–	–	–	–	–	–	–	–	–	--	--*	23.204.160(D)(3)(a)
Media Production	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)*	AUP	UP(PH)	AUP	23.204.130(B)(4)
Mini-storage	UP(PH)	NP	NP	NP	NP	NP	NP	–	UP(PH)	NP	NP	NP	
Recycled Materials Processing	–	–	–	–	–	–	–	–	–	–	--	--*	23.204.160(D)(3)(a)
Recycling Redemption Center	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP*	23.204.160(D)(3)(a)
Repair Service, Non-Vehicle	–	–	–	–	–	–	–	–	–	AUP	--	AUP*	23.204.160(D)(3)(a)
Research and Development	–	–	–	–	–	–	–	–	–	--	--	--*	23.204.160(D)(3)(a)
Services to Buildings and Dwellings	–	–	–	–	–	–	–	–	–	AUP	--	AUP*	23.204.160(D)(3)(a)

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	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Warehouse	UP(PH)	NP	NP	NP	NP	NP	NP	–	UP(PH)	NP	NP	NP	
Warehouse-Based Non-Store Retailer	–	–	–	–	--	–	–	–	–	–	--	--*	23.204.160(D)(3)(a)
Wholesale Trade	–	–	–	–	--	–	–	–	–	AUP	--	AUP*	23.204.160(D)(3)(a)
Incidental Uses													
Amusement Devices	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	UP(PH)	AUP*	23.302.070(B)
Alcoholic Beverage Service	See 23.310												
Cafeteria, On Site	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	AUP	UP(PH)	AUP	
Columbaria	See 23.302.070(C)												
Food and Beverage for Immediate Consumption	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	
Food Service Establishment, Under 3,000 sq. ft.	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	23.310.030

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit NP = Not Permitted -- = Permitted with AUP, see 23.204.020(B) [#] = Table Note Permit Requirement * Use-Specific Regulations Apply	COMMERCIAL DISTRICTS												USE-SPECIFIC REGULATIONS
	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Food Service Establishment, 3,000 sq. ft. or larger	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	ZC*	23.310.030
Live Entertainment Unamplified	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	
Live Entertainment Amplified	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	
Manufacturing	AUP	AUP	UP(PH)	UP(PH)	NP	UP(PH)	AUP	AUP	AUP	AUP	AUP	AUP*	23.204.160(B)(4)
Retail Sale of Goods Manufactured On-Site	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	AUP	ZC	ZC	
Storage of Goods (>25% gross floor area)	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP	AUP*	23.302.020(C)
Wholesale Activities	AUP*	AUP*	UP(PH)*	UP(PH)*	NP	AUP*	AUP*	AUP*	AUP*	AUP	AUP	AUP	23.204.080(B)(3)
Other Miscellaneous Uses													
Art/Craft Studio	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	ZC	

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit NP = Not Permitted -- = Permitted with AUP, see 23.204.020(B) [#] = Table Note Permit Requirement * Use-Specific Regulations Apply	COMMERCIAL DISTRICTS												USE-SPECIFIC REGULATIONS
	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
ATM, Exterior and Attached to Bank	AUP	AUP	AUP	UP(PH)	AUP	AUP	AUP	AUP*	AUP	AUP	AUP	AUP*	23.204.120(B)(2) 23.204.160(D)(3)(a)
ATM, Interior or Exterior and Not With Bank	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)	UP(PH)	UP(PH)	NP	UP(PH)*	AUP	UP(PH)	AUP*	23.204.130(B)(2) 23.204.160(D)(3)(a)
Circus/Carnival	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	UP(PH)	
Drive-in Uses	UP(PH)	NP	NP	NP	UP(PH)	UP(PH)	NP	UP(PH)	NP	NP	UP(PH)	NP	
Home Occupations	See 23.302.040												
Live/Work	See 23.312												
Parking Lot/Structure	See 23.302.070(~~-~~G)												
Public Market, Open Air	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	UP(PH)	AUP	AUP	
Public Market, Enclosed	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP [2]	AUP	ZC	
Short-Term Rental	See 23.314		NP	NP	See 23.314			NP	See 23.314		NP	See 23.314	

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit NP = Not Permitted -- = Permitted with AUP, see 23.204.020(B) [#] = Table Note Permit Requirement * Use-Specific Regulations Apply	COMMERCIAL DISTRICTS												USE-SPECIFIC REGULATIONS
	C-C	C-U	C-N	C-E	C-NS	C-SA	C-T	C-SO	C-DMU	C-W	C-AC	C-SP	
Urban Agriculture, Low-Impact	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC*	ZC	ZC	ZC	
Urban Agriculture, High-Impact	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP*	AUP	AUP	AUP	23.318
Wireless Telecommunication Facility	See 23.332—Wireless Communication Facilities												

Notes:

[1] Requires a Use Permit if either 5,000 sq. ft. or more of floor area or 10,000 square feet or more of lot area.

[2] Requires a Use Permit if more than 10,000 sq. ft.

Section 3. That Table 23.204-2 New Floor Area Permit Requirements within BMC Chapter 23.204.030 is amended to read as follows:

Table 23.204 2: New Floor Area Permit Requirements

DISTRICT/NEW GROSS FLOOR AREA	PERMIT REQUIRED FOR NEW FLOOR AREA
C-C, C-U, C-SP	
Less than 5,000 sq. ft.	ZC
5,000 sq. ft. or more	UP(PH)
C-N, C-E, C-SO (any amount of new floor area)	UP(PH)
C-NS	
Less than 2,000 sq. ft.	ZC
2,000 sq. ft. or more	UP(PH)
C-SA	
Less than 3,000 sq. ft.	ZC
3,000 sq. ft. or more	UP(PH)
C-T	-
Less than 1,500 sq. ft.	AUP
1,500 sq. ft. or more	UP(PH)
C-DMU	
Less than 10,000 sq. ft.	ZC
10,000 sq. ft. or more	UP(PH)
C-W	
5,000 sq. ft. or more except when an AUP is required below	UP(PH)
7,500 sq. ft. or less in a building containing only retail uses	AUP
20,000 sq. ft. or less in a building with residential and retail space that is more than 15% and less than 33% of the floor area being created	AUP
C-AC	
New Main Building or New Dwelling Unit	UP(PH)
Addition of 5,000 sq ft or more	UP(PH)

Section 4. That Table 23.204-3 Tenant Space Reconfiguration Permit Requirements within BCM Chapter 23.204.030 is amended to read as follows:

TABLE 23.204 3: Tenant Space Reconfiguration Permit Requirements

District	Permit Required for Tenant Space Reconfiguration Project
C-C, C-U	
Less than 5,000 sq. ft.	ZC
5,000 sq. ft. or greater	AUP
C-N, C-E, C-NS, C-SO (All reconfiguration projects)	AUP
C-SA, C-DMU, C-AC	No additional permit required
C-T	
Increasing the number of individual tenant spaces	ZC
5,000 sq. ft. or greater	AUP
Creating a tenant space less than 1,000 sq. ft.	AUP
C-W, C-SP	
Less than 5,000 sq. ft	ZC
In existing buildings in a designated node affecting 5,000 sq. ft. or greater	AUP

Section 5. That Table 23.204-4 Commercial Recreation Center Permit Requirements within BMC Chapter 23.204.040 is amended to read as follows:

Table 23.204-4: Commercial Recreation Center Permit Requirements

DISTRICT/USE SIZE	PERMIT REQUIRED
C-C, C-U, C-T, C-DMU, C-W	
Under 5,000 sq. ft indoor use	ZC
5,000 to 10,000 sq. ft. indoor use	AUP
Over 10,000 sq. ft. indoor use or outdoor use of any size	UP(PH)
C-N, C-E, C-NS, C-SA, C-SO, C-AC	
Under 3,000 sq. ft indoor use	AUP
Over 3,000 sq. ft. indoor use or outdoor use of any size	UP(PH)
C-SP	
Under 10,000 sq. ft. indoor use	ZC
Over 10,000 sq. ft. indoor use or outdoor use of any size	AUP

Section 6. That Section 23.204.140(A) is amended to read as follows:

A. **District Purpose.** The purpose of the West Berkeley Commercial (C-W) district is to:

1. Implement the ~~West Berkeley Plan Commercial District~~ Avenue Commercial Land Use designation;
2. Provide locations for commercial services which primarily serve area residents and/or businesses;
3. Support the retention and attraction of a balance of both smaller and larger stores and restaurants;
4. Provide appropriate locations~~, consistent with West Berkeley Plan policies,~~ for commercial services which serve a citywide or broader clientele;
5. Provide a relatively compact, clearly bounded set of commercial areas in West Berkeley, so as to both improve the quality of West Berkeley shopping environments and to prevent commercial overspill into industrial areas;
6. Encourage the intensification of commercial activity at designated nodes to help develop more pedestrian-oriented environments at those locations;
7. Increase the opportunities for development of housing in commercial areas to support local retailing and use of transit lines and opportunities for mixed use projects combining pedestrian-oriented neighborhood-serving uses with mixed income housing in locations abutting residential districts;
8. Encourage appropriately intense development in underutilized portions of commercial streets;
9. Promote development compatible with adjacent commercial, residential and industrial areas;
10. Provide a location for cultural and performing arts activities; and
11. promote environmental protection for the residents and workers both within and adjacent to the district from such detriments as noise, fumes, and other detrimental environmental effects.

Section 7. That Sections 23.204.140(B)(3) and (4) are amended to read as follows

~~**3. Automotive Uses**~~

~~(a) As used in this paragraph, "automotive use" means a use classified in Table 23.204-1 as a vehicle service and sales use, except for vehicle parts store. "Automotive site" means a site which was legally used or approved for use as an automotive use as of March 1, 1997.~~

~~(b) On lots in the C-W district with frontage on San Pablo Avenue:~~

~~An automotive use may be established only on an automotive site; and~~

~~If an automotive use on an automotive site is discontinued for a period of two years or more, it may not be re-established.~~

3.4. Langendorf Building. See Section 23.206.030.D– Additional Permit Requirements (Langendorf Building).

Section 8. That Section 23.204.140(D) is amended to read as follows

D. Designated Node~~s~~.

1. **Purpose.** The purposes of the designated node~~s~~ in the C-W district are to:

   (a) Intensify retail, commercial, and mixed-use activity around major intersections;

   (b) Reflect and reinforce the major existing and developing concentrations of pedestrian-oriented uses;

   (c) Encourage intensified development around transit transfer points;

   ~~(d) Help define the urban form of San Pablo Avenue by developing identifiable areas of concentrated development.~~

2. **Location.** Properties designated as nodes in the C-W district are shown in Figure 23.204-7: C-W Designated Node~~s~~.

3. **Ground Floor Uses.** The ground floor of buildings in the designated node~~s~~ may be used only for the following:

   (a) Retail sales

   (b) Personal and household services

   (c) Retail financial services (banks)

   (d) Food and alcohol service

   (e) Tourist Hotel and Tourist Motel

   (f) Entertainment and assembly uses

   (g) Gasoline/vehicle fuel stations

   (h) Vehicle repair uses

   (i) New car sales

   (j) Used vehicles sales

   (k) Required access to and lobbies serving upper-story uses

4. **Prohibited Uses.** The following uses are not permitted in the designated node~~s~~:

   (a) Vehicle rentals

   (b) Used vehicle sales when not principally in buildings

   (c) Vehicle washes

   (d) Tire sales and service

   (e) Open air markets

   (f) Circus/carnivals

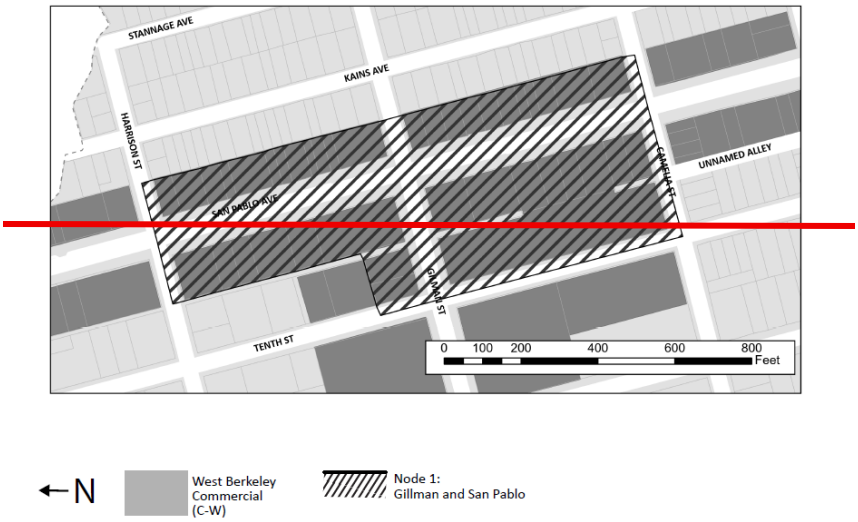
   (g) Public utility substation buildings, tanks

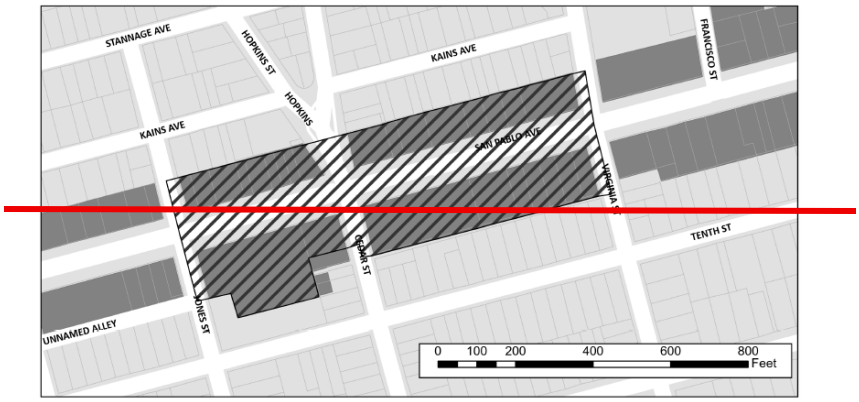
5. **Findings.** To approve a Use Permit or AUP for a project in ~~a~~ the designated node, the review authority must find that the project supports the development of a strong retail commercial and pedestrian-oriented environment at the node. Factors the review authority should consider when making this finding include:

   (a) The placement of store entrances relative to the street and parking lots; and

   (b) The size and prominence of display windows and areas facing the sidewalk.

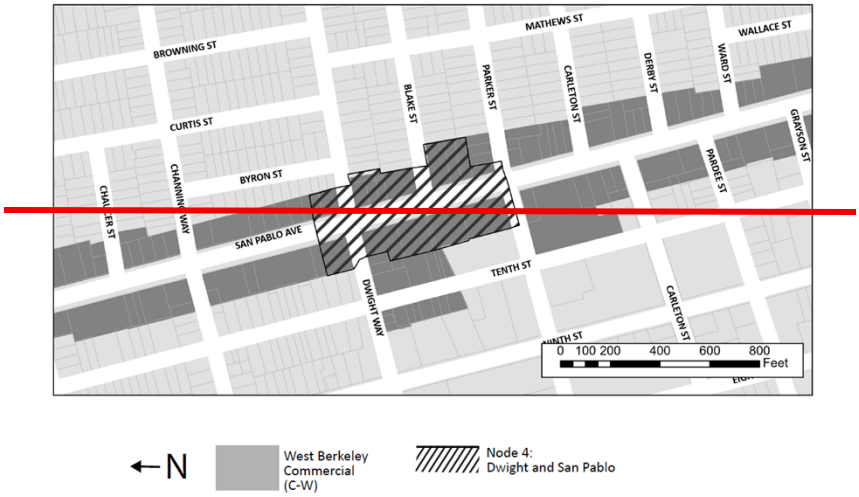
Figure 23.204-7: C-W Designated Node~~s~~

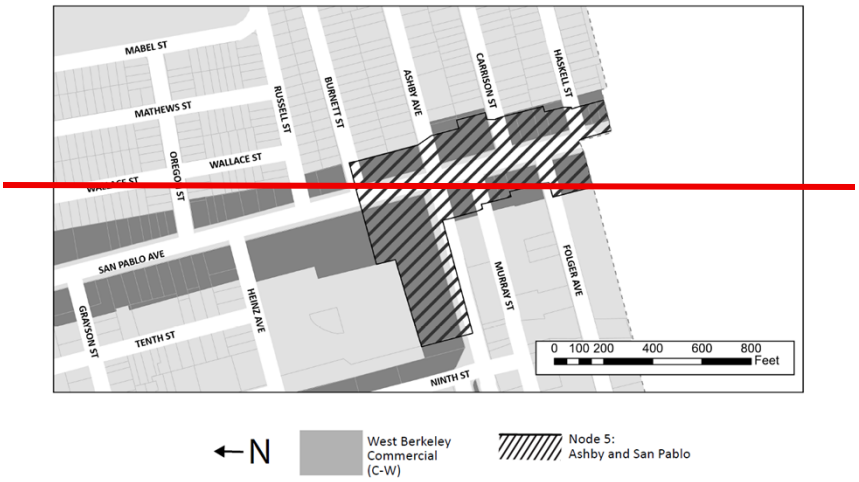


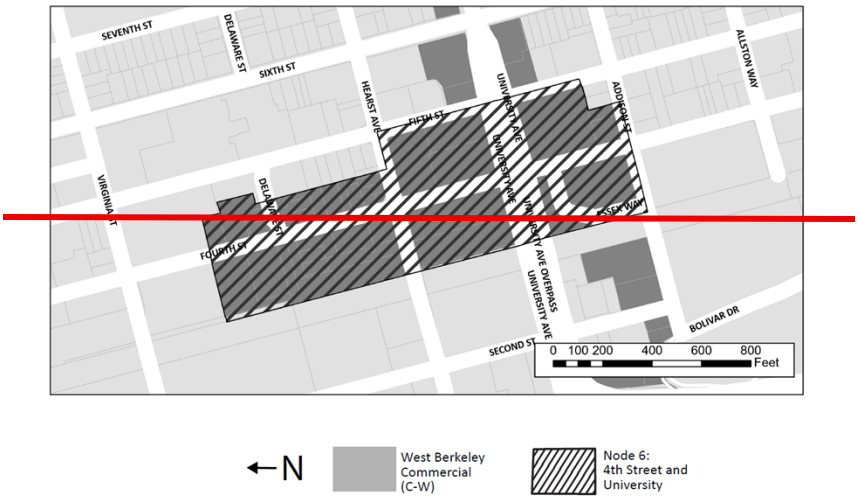


←N West Berkeley Commercial (C-W) Node 2: Cedar and San Pablo

←N West Berkeley Commercial (C-W) Node 3: University and San Pablo


BROWNING ST
MATHEWS ST
WALLACE ST
CURTIS ST
BLAKE ST
PARKER ST
CARLETON ST
DERBY ST
WARD ST
GRAYSON ST
BYRON ST
PARDEE ST
CHANNING WAY
SAN PABLO AVE
TENTH ST
DWIGHT WAY
CARLETON ST
NINTH ST
0 100 200 400 600 800
Feet
N
West Berkeley Commercial (C-W)
Node 4: Dwight and San Pablo


MABEL ST
MATHEWS ST
RUSSELL ST
BURNETT ST
ASHBY AVE
CARRISON ST
HASKELL ST
WALLACE ST
SAN PABLO AVE
HEINZ AVE
MURRAY ST
FOLGER AVE
GRAYSON ST
TENTH ST
NINTH ST
0 100 200 400 600 800
Feet
N
West Berkeley Commercial (C-W)
Node 5: Ashby and San Pablo



Section 9. That BMC Section 23.204.160 be added to read as follows:

A. District Purpose. The purpose of the San Pablo Avenue Commercial (C-SP) district is to:

1. Implement the General Plan's designation for Avenue Commercial, as well as the policies of the San Pablo Avenue Specific Plan;

2. Encourage the intensification of commercial activity at designated nodes to help develop more pedestrian-oriented environments at those locations;

3. Increase the opportunities for development of housing in commercial areas to support local retailing and use of transit lines and opportunities for mixed use projects combining pedestrian-oriented neighborhood-serving uses with mixed income housing in locations abutting residential districts; and

4. Promote development compatible with adjacent commercial, residential and industrial areas.

B. Allowed Land Uses.

1. General. See Table 23.204-1.

2. Mixed Use Buildings. In all mixed-use buildings, all stories above the second story shall be used for residential uses.

3. Automotive Uses.

a) As used in this paragraph, “automotive use” means a use classified in Table 23.204-1 as a vehicle service and sales use, except for vehicle parts store. “Automotive site” means a site which was legally used or approved for use as an automotive use as of March 1, 1997.

b) On lots in the C-SP district with frontage on San Pablo Avenue:

i. An automotive use may be established only on an automotive site; and

ii. If an automotive use on an automotive site is discontinued for a period of two years or more, it may not be re-established.

4. Light Manufacturing Use. Light manufacturing is permitted with a Zoning Certificate subject to conformance with the following conditions to minimize potential negative impacts on surrounding properties:

a) Production methods shall be limited to the use of hand tools or small-scale, light mechanical equipment occurring solely within an enclosed building where such production requires no outdoor operations or storage, and do not produce noise, vibration, or air pollution that will endanger neighboring properties.

b) On-site sales of goods produced on site, as well as incidental sales, are permitted.

5. Temporary Uses. The following temporary uses are permitted with a Zoning Certificate as specified below:

a) Public Market, Enclosed. A temporary public market is allowed within either a vacant commercial space or a space occupied by a legally established commercial use, for a period not to exceed three years.

b) Food Service Establishment. A temporary food service establishment is allowed within either a vacant commercial space or a space occupied by a legally established commercial use, for a period not to exceed three years.

6. Outdoor Temporary Uses on Private Property. A temporary outdoor use may be conducted as follows:

a) The following businesses are not covered by this subsection:

i. Delivery-Only (Cannabis) Retailers.

ii. Liquor Stores/Wine Shops.

iii. Adult-Oriented Businesses.

iv. Smoke Shops.

v. Firearm/Munitions Businesses

b) Zoning Certificate.

i. A business may conduct business outdoors on a temporary basis subject to approval of a Zoning Certificate and compliance with 23.204.160(B)(5)(d)(iv) operating standards.

ii. An application for a Zoning Certificate must be accompanied by a site plan, business description and operational plan that certifies compliance with 23.204.160(B)(5)(d)(vii) operating standards.

iii. The operator of the temporary use must have the written permission of the property owner.

c) Time Period. An outdoor temporary use allowed in this subsection shall not exceed one year. A time extension is not allowed unless approved by the Zoning Officer.

d) Operating Standards.

i. A 10-foot setback is required from any property in a residential district.

ii. Operating Hours are limited to 9 a.m. to 9 p.m. Operating Hours include the time that the business is open for customer access to the departure of the last patron.

iii. Temporary outdoor lighting fixtures must be oriented in a manner to direct light away from adjacent parcels.

e) Existing Parking and Loading. Non-residential parking and loading requirements on private property are temporarily suspended if the outdoor use displaces areas designated for these purposes.

f) Temporary Fixtures and Structures. Movable fixtures such as tables and chairs, umbrellas, heaters, generators, trucks or trailers must be stored in a secure place on private property when not in use.

g) Safety.

i. If the Temporary Outdoor Use is located within an active parking lot, a business must provide temporary barriers to separate vehicle traffic from pedestrians and commercial activity.

ii. If the Temporary Outdoor Use fully occupies a parking lot, a business must provide temporary barriers to prevent vehicle traffic from entering the parking lot.

h) Remedies. A Zoning Certificate for a Temporary Outdoor Use may be revoked for non-compliance with any conditions in this subsection.

.

C. Additional Permit Requirements. See BMC Section 23.204.030- Additional Permit Requirements

D. San Pablo Avenue Designated Nodes.

1. Purpose. The purposes of the designated nodes in the C-SP district are to:

a) Intensify commercial activity around major intersections;

b) Reflect and reinforce the major existing and developing concentrations of pedestrian-oriented uses;

c) Help define the urban form of San Pablo Avenue by developing identifiable areas of concentrated commercial activity.

d) Encourage commercial uses that promote social interaction and collaboration.

2. Location. Properties designated as nodes in the C-SP district are shown in Figure 23.204-8: C-SP Designated Nodes.

3. Ground Floor Uses.

a) Prohibited Uses. The following uses are prohibited on the Ground Floor in designated nodes:

i. ATM, Exterior and Attached to Bank.

ii. ATM, Interior or Exterior and Not with Bank.

iii. Banks and Financial Services, Retail.

iv. Bus/Cab/Truck/Public Utility Depot.

v. Business Support Services.

vi. Group Living Accommodation.

vii. Insurance Agents, Title Companies, Real Estate Agents, Travel Agents.

viii. Kennels and Pet Boarding.

ix. Large Vehicle Sales and Rental.

x. Live/Work units.

xi. Manufacturing.

xii. Material Recovery Enterprise.

xiii. Multi-Unit Residential

xiv. Municipal Animal Shelter.

xv. Parking Lot/Structure.

xvi. Public Utility Substation Buildings, Tanks.

xvii. Recycled Materials Processing.

xviii. Recycling Redemption Center.

xix. Repair Service, Non-Vehicle.

xx. Research and Development.

xxi. Services to Buildings and Dwellings.

xxii. Single-Family Residential.

xxiii. Small Vehicle Sales and Service.

xxiv. Tire Sales and Service.

xxv. Used vehicle sales when not principally in buildings.

xxvi. Vehicle Repair and Service.

xxvii. Vehicle Rentals.

xxviii. Vehicle Sales, new.

xxix. Vehicle Wash.

xxx. Warehouse-Based Non-Store Retailer.

xxxi. Wholesale Trade.

b) Zoning Certificate Exceptions. Entertainment establishments are permitted in designated nodes with a Zoning Certificate.

c) Prohibited Uses, Ground Floor. Prohibited uses are permitted on the ground floor where located behind a non-prohibited use. The prohibited use must meet the following standards.

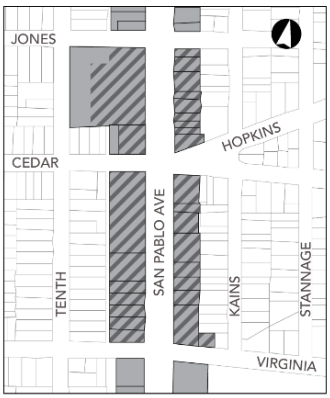
i. Occupy a minimum of 50-foot depth of the ground floor street frontage; and

ii. Occupy the full extent of the building frontage, excluding required utilities, driveways, pedestrian access and residential lobby.

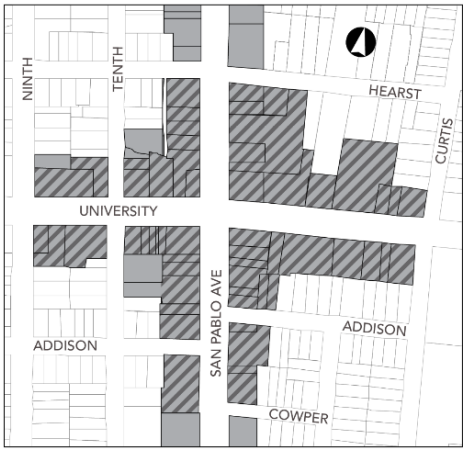
4. Findings. To approve a Use Permit or AUP for a project in a designated node, the review authority must find that the project supports the purposes in Section 23.204.160(D)(1).

Figure 23.204-8. C-SP Designated Nodes

Specific Plan Area
Gilman Node

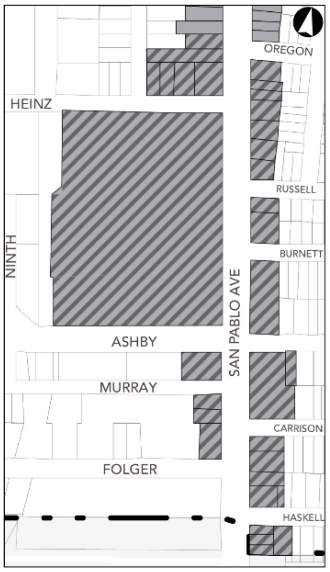


Specific Plan Area
Cedar Node



Specific Plan Area
University Node

Specific Plan Area
Dwight Node



Specific Plan Area
Ashby Node

D. Development Standards.

1. Basic Standards. See Table 23.204-45.

TABLE 23.204-45: C-SP DEVELOPMENT STANDARDS

BASIC STANDARDS	PROJECT LAND USE		SUPPLEMENTAL STANDARDS
	NON-RESIDENTIAL	RESIDENTIAL ONLY OR MIXED-USE	
Lot Area Minimum			23.304.020– Lot Requirements
New Lots	No minimum	No minimum	
Per Group Living Accommodation Resident			
Residential Density			23.106.100 – Residential Density
Minimum (du/acre)	No minimum	No minimum	
Maximum (du/acre)	No maximum	No maximum	
Private Open Space, Minimum			23.204.160(E)(3) – Private Open Space
Per Dwelling Unit or Live/Work Unit	No minimum	40 sq. ft.	
Per Group Living Accommodation Resident		No minimum	
Floor Area Ratio, Maximum	3.0	4.25	
Main Building Height, Minimum	No minimum	No minimum	23.304.050– Building Height
Main Building Height, Maximum	40 ft. and 3 stories	75 ft. and 7 stories	
Lot Line Setbacks, Minimum	See Table 23.204-46	See Table 23.204-46	23.304.030– Setbacks 23.304.131 – Non-Residential Districts Abutting a Residential District

Building Separation, Minimum	No minimum	No minimum	23.304.040 – Building Separation in Residential Districts
Lot Coverage, Maximum	100%	100%	23.304.120– Lot Coverage

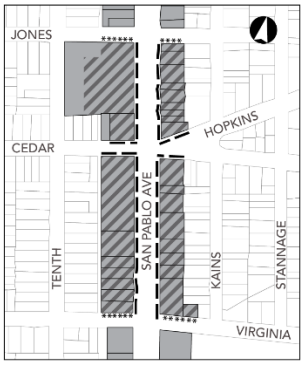
2. Minimum Setbacks. Minimum setbacks apply to the ground floor only and are based on the ground floor frontage type either required or allowed. Figure 23.204-9: Ground-Floor Frontage Types in Designated Nodes shows the locations where certain ground-floor frontage types are required within Designated Nodes. Outside of Designated Nodes, any ground floor frontage type is allowed. Table 23.204-46: C-SP Ground Floor Setback Standards shows the required ground-floor lot line setbacks in the C-SP district. Required frontage types are described in the San Pablo Avenue Specific Plan Design Standards document.
3. Parapet Walls. For roofs with parapet walls, building height is measured to the top of the roof. Parapets may exceed the height limit by up to 5 feet as of right.

TABLE 23.204-46: C-SP GROUND-FLOOR SETBACK STANDARDS

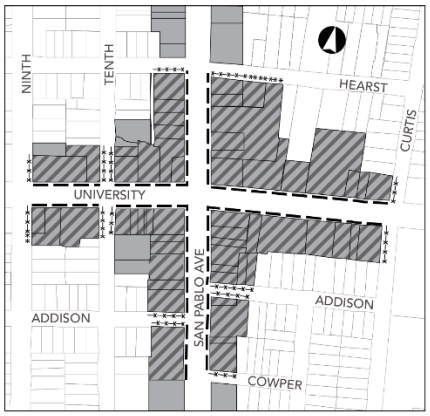
LOT LINE & PROJECT GROUND FLOOR FRONTAGE TYPE	REQUIRED SETBACK
Front [1]	
Storefront and Active	No minimum
Residential and Live/Work [2]	Minimum 5 ft. Maximum 8 ft.
Rear	No minimum
Interior Side [3]	No minimum
Street Side	No minimum
Notes: [1] Applies to parcels fronting a public street or a privately-owned public open space. [2] Applies also to the second floor when the ground-floor clear ceiling height is less than 12 feet, measured from sidewalk grade. [3] Applies also to frontage along an abutting mid-block public access easement.	

Figure 23.304-9: Ground Floor Frontage Types in Designated Nodes

Specific Plan Area
Gilman Node
Storefront required
Storefront or Active required
**** Storefront, Active or Residential required

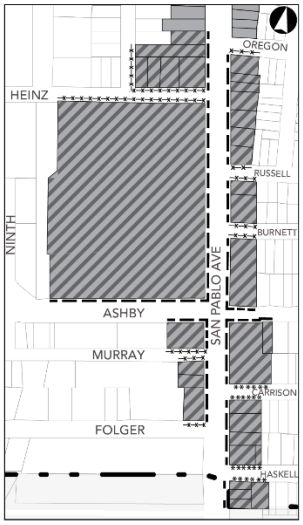


Specific Plan Area
Cedar Node
Storefront required
Storefront or Active required
**** Storefront, Active or Residential required



Specific Plan Area
University Node
Storefront required
Storefront or Active required
**** Storefront, Active or Residential required

Specific Plan Area
Dwight Node
Storefront required
Storefront or Active required
**** Storefront, Active or Residential required



Specific Plan Area
Ashby Node
Storefront required
Storefront or Active required
**** Storefront, Active or Residential required

4. Private Open Space Requirements. The following standards apply to the C-SP district only and supersede requirements in Section 23.304.090 – Usable Open Space.

    (a) Purpose. These requirements are intended to provide high quality private open spaces for active and passive recreation. They establish minimum standards for the size and location of such spaces, as well as provisions for privacy.

    (b) Applicability. Private open space required in Table 23.204-45 may be satisfied by providing common private open space and/or personal private open space.

    (c) Definitions.

        a. For the purposes of this section, Common Private Open Spaces are courtyards, sport courts, outdoor dining areas, community rooms, recreational amenities, rooftop amenities, play areas, and gardens for communal use within a development.

        b. For the purposes of this section, Personal Private Open Space is an individual yard, terrace, balcony, porch, or deck that is directly accessible from the associated residential unit.

    (d) General Standards. Private Open Space may not contain areas designated for off-street parking and loading, service areas, driveways, required walkways or other features used for access to dwelling units.

    (e) Design Standards. Common and Personal Private Open Space design shall comply with the standards listed in the San Pablo Avenue Specific Plan Design Standards.

5. Public Open Space Incentives. To encourage the creation of high-quality, publicly accessible open space within private development in the C-SP district, a development project may provide up to 70 percent of the total private open space required in Table 23.204-45 through one or more of the following types of public open space.

    (a) Sidewalk Expansion. For the purposes of this section, a sidewalk expansion is an additional ground-floor setback beyond the minimum or maximum required in Table 23.204-46.

        i. Location. Applies only to parcels fronting San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, and Ashby Avenue.

ii. Design. Sidewalk design shall comply with the standards listed in the San Pablo Avenue Specific Plan Design Standards. The final design shall be approved by the Public Works Department.

iii. Incentive. Each square foot of sidewalk space provided beyond the required ground-floor setback is counted as 1.5 square feet of Private Open Space as required in this section.

(b) Privately Owned Public Open Space (POPOS). For the purposes of this section, POPOS are courtyards, plazas, parks, walkways and gardens for use by the public on privately owned land.

i. Location. POPOS must be located within a designated node, as shown in Figure 23.204-8.

ii. Design. POPOS design shall comply with the standards listed in the San Pablo Avenue Specific Plan Design Standards.

iii. Maintenance. Maintenance of the POPOS shall be the responsibility of the property owner.

iv. Incentive. A POPOS is allowed the following incentives, subject to meeting all of the requirements in this section:

a. Each square foot of POPOS is counted as 2 square feet of private open space as required in this section; and

b. Wavier of any plan review fees levied by the City related only to the POPOS.

c) Side Street Plaza. For the purposes of this section, a Side Street Plaza is a conversion of a minor street that intersects with San Pablo Avenue into a plaza through either limiting or removing vehicle access.

i. Location. The applicant shall propose a location consistent with Policy PR-P.14 Side-Street Plazas in the San Pablo Avenue Specific Plan. The final location shall be approved by the Public Works Department.

ii. Design. Side Street Plazas shall comply with the standards listed in the San Pablo Avenue Specific Plan

Design Standards. The final design shall be approved by the Public Works Department.

iii. Ownership and Maintenance. The ownership and maintenance of the Side Street Plaza shall be defined through an ordinance and a Memorandum of Understanding between the property owner and the City.

iv. Incentive. A Side Street Plaza is allowed the following incentives, subject to meeting all of the requirements in this section:

a. 1 square foot of Side Street Plaza credited in lieu of 2 square feet of required Private Open Space.
b. Waiver of any plan review fees levied by the City related only to the Side Street Plaza.
c. Waiver of any additional City regulations and/or fees, at the discretion of the City.

(d) Mid-Block Passages. For the purposes of this section, a mid-block passage is a privately-owned, publicly accessible path within a development project that provides a mid-block connection to enhance pedestrian and multimodal circulation.

i. Location. Mid-block passages are permitted on lots that: (1) exceed 170 linear feet of site frontage along either San Pablo Avenue or University Avenue; and (2) have frontage on opposite sides of a block.

ii. Design. Mid-block passages shall comply with the standards listed in the San Pablo Avenue Specific Plan Design Standards.

iii. Incentive. Each square foot of mid-block passage is counted as 1.5 square feet of Private Open Space as required in this chapter.

E. Design Standards.

1. Applicability. New buildings and alterations to existing buildings, with the exception of automotive uses on an automotive site (BMC Section 23.204.160(B)(3) (Automotive Uses), shall be reviewed for compliance with the San Pablo Avenue Specific Plan Design Standards document.

2. Exceptions. The Design Review Committee or Design Review staff may grant exceptions to the design standards set forth in the San Pablo

Avenue Specific Plan Design Standards document upon making the findings required for such exceptions included in that document.

F. Permit Findings. To approve any AUP or Use Permit for a project in the C-SP district, the review authority must make the findings in Section 23.406.040-Use Permits and find that the proposed use or structure:

1. Is consistent with the purpose of the district; and
2. Encourages utilization of public transit in the area of the proposed building.

Section 10. That the lines "Multi-Unit Residential" and "Mixed-Use Residential" in Table 23.206-1: Allowed Land Uses in Manufacturing Districts within BMC Section 23.206.020 are amended to read as follows:

ZC = Zoning Certificate AUP = Administrative Use Permit UP(PH) = Use Permit -- = Permitted with an AUP, see 23.206.020(B) NP = Not Permitted [#] = Floor Area Permit Requirement * Use-Specific Standards Apply	Manufacturing Districts					Use-Specific Standards Applies to uses with an asterisk following the permit requirement (e.g., ZC*)
	M	**MM**	**MU-LI**	**MU-R**	**MR-D**	
Residential Uses						
Multi-Unit Residential	NP	NP	NP*	ZC*	NP	23.206.090(B)(8); 23.406.070(C)(2)(d); 23.206.090(E)
Mixed-Use Residential	NP	NP	NP*	UP(PH)*	NP	23.206.090(B)(7); 23.206.090(E)

Section 11. That Section 23.206.040(R) is amended to read as follows

R. Vocational Schools in the MU-LI and M-RD Districts. A vocational school in the MU-LI or M-RD district must provide training for occupations and/or industries found within the area bounded by the City of Albany to the north, the City of Emeryville/Oakland to the south, San Pablo Avenue to the east and the Eastshore Freeway to the west ~~in the West Berkeley Plan area~~.

Section 12. That Section 23.206.050(A)(4) is amended to read as follows

4. **Replacement Space.** Floor area occupied by a protected industrial use that is changed to a non-protected use must be replaced within the area bounded by the City of Albany to the north, the City of Emeryville/Oakland to the south, San Pablo Avenue to the east and the Eastshore Freeway to the west ~~, in the West Berkeley Plan area,~~ by a comparable space devoted to one or more of protected industrial uses.

Section 13. That Section 23.206.050(B)(4)(a) is amended to read as follows

(a) To approve a permit required by Table 23.206-9, the review authority must find that space occupied by the existing non-industrial protected use will be replaced with a comparable space within the area bounded by the City of Albany to the north, the City of Emeryville/Oakland to the south, San Pablo Avenue to the east and the Eastshore Freeway to the west ~~in the West Berkeley Plan area,~~ which is reserved for use by any protected use in the same category. Such replacement space may not qualify for exemption under Paragraph 3 (Owner-Occupied Exemption) above or by reason of having been established after July 6, 1989.

Section 14. That Section 23.206.060(A)(1) is amended to read as follows

1. Implement the ~~West Berkeley Plan Manufacturing District~~ Manufacturing Land Use designation;

Section 15. That Section 23.206.070(A)(1) is amended to read as follows

1. Implement the ~~West Berkeley Plan MM~~ Manufacturing Land Use designation;

Section 16. That Section 23.206.080 is amended to read as follows

23.206.080 MU-LI Mixed Use-Light Industrial District

A. **District Purpose.** The purpose of the Mixed Use-Light Industrial (MU-LI) district is to:

1. Implement the ~~West Berkeley Plan Light~~ Manufacturing ~~District~~ Land Use designation;
2. Encourage development of a mixed use-light industrial area for a range of compatible uses;
3. Encourage development of an area where light manufacturers can operate free from the economic, physical and social constraints caused by incompatible uses;
4. Encourage the creation and continuation of well-paid jobs which do not require advanced degrees;
5. Provide for the continued availability of manufacturing and industrial buildings for manufacturing uses, especially of larger spaces needed by medium sized and larger light manufacturers;

6. Provide opportunities for office development when it will not unduly interfere with light manufacturing uses and/or the light manufacturing building stock;
7. Provide the opportunity for laboratory development and research and development facilities in appropriate locations;
8. Support the development of businesses which contribute to the maintenance and improvement of the environment;
9. Allow on-site ancillary retail as a tool to maintain and enhance the economic viability of manufacturers in the district; and
10. Maintain and improve the quality of the West Berkeley environment, while allowing the lawful and reasonable operation of light industrial uses.

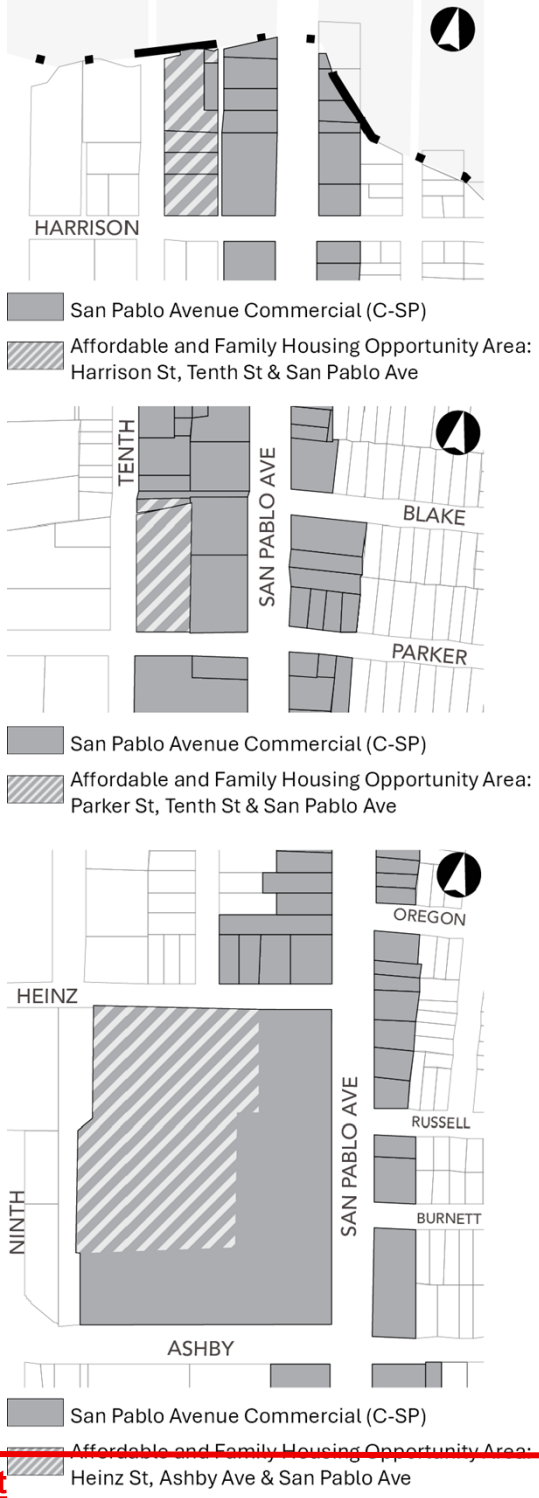
B. **Land Use Regulations.**

1. **Allowed Land Uses.** See Table 23.206-1: Allowed Land Uses in Manufacturing Districts
2. **Use Permit Not Required.** An existing use in the MU-LI district may be modified or intensified without a Use Permit if:
   (a) A Use Permit is not required by this chapter; and
   (b) The Zoning Officer determines that the modification or intensification of the use can reasonably be expected not to increase any impact regulated under environmental performance standards.
3. **Alcoholic Beverage Retail Sales.** Alcoholic beverage retail sales are allowed in the MU-LI district only when incidental to food product stores.
4. **Theaters.** Only live stage performances are allowed in a theater in the MU-LI district. Motion picture theaters are not permitted.
5. **Vehicle Wrecking.** Permits required for vehicle wrecking the MU-LI district is determined by size of lot, not floor area.
6. **Affordable and Family Housing Opportunity Areas.** To increase affordable housing production and expand the supply of family-sized units, the MU-LI district shall include an Affordable and Family Housing Opportunity Area as shown in Figure 23.206-1. Multi-unit and mixed-use residential uses shall be allowed within the Affordable and Family Housing Opportunity Area with a UP(PH), provided that the development project either:
   a) Offers 100 percent of the residential units, excluding any manager's unit, at a rent that is affordable to households earning less than 60 percent of the Area Median Income (AMI); or

b) Sells 100 percent of the residential units at a price that is affordable to an appropriate-sized household whose income is no more than 80 percent of the AMI; or

c) Provides at least 50 percent of the residential units as either two- or three-bedroom units.

Figure 23.206-1: Affordable and Family Housing Opportunity Area in the MU-LI District



C. **Additional Permit Requirements.** See Section 23.206.030-Additional Permit Requirements.

D. ~~**Outdoor Recreation Sub-Zone.**~~

1. ~~An Outdoor Recreation Sub-zone may be designated by the City Council, upon recommendation of the Planning Commission. In an Outdoor Recreation Sub-zone, parks and outdoor recreational uses are permitted with a Use Permit.~~

2. ~~Properties designated as an Outdoor Recreation Sub-zone must be:~~

   a) ~~Designated specifically for outdoor recreational use in the West Berkeley Plan;~~

   b) ~~Owned or under acquisition by a public agency which is subject to the Zoning Ordinance;~~

   c) ~~At least 5 contiguous acres in area;~~

   d) ~~Not primarily occupied by a conforming use as designated in the West Berkeley Plan; and~~

   e) ~~At least 1,000 feet from any other Outdoor Recreation Sub-zone.~~

3. ~~The initial designation of an Outdoor Recreation Sub-zone expires five years from the designation date. To permit outdoor recreational uses after that date, the Council must renew the Outdoor Recreation Sub-zone designation.~~

E. **Development Standards**.

1. *Basic Standards.* See Table 23.206-12: ~~for development standards in the~~ MU-LI ~~district~~ Development Standards.

TABLE 23.206-12: MU-LI DEVELOPMENT STANDARDS

BASIC STANDARDS		**SUPPLEMENTAL STANDARDS**
Lot Area, Minimum	No minimum	23.304.020-Lot Requirements
Usable Open Space Per Dwelling Unit, Minimum	n/a	
Floor Area Ratio, Maximum	2.0	
Main Building Height, Maximum	45 ft.	23.304.050-Building Height
Lot Line Setbacks, Minimum		23.304.030-Setbacks
Front	No minimum	
Rear	No minimum	
Interior Side	No minimum	
Street Side	No minimum	

Building Separation, Minimum	No minimum	
Lot Coverage, Maximum	100%	

2. *Affordable and Family Housing Opportunity Areas*. Multi-unit and mixed-use residential projects on parcels located within the Affordable and Family Housing Opportunity Area as shown in Figure 23.206-1 shall comply with the development standards in the San Pablo Commercial (C-SP) District (see 23.204.160).

F. **Permit Findings.** See Section 23.206.11~~0~~0 – Permit Findings.

Section 17. That Section 23.206.090(A)(1) is amended to read as follows

1. Implement the ~~West Berkeley Plan~~ Mixed ~~Residential District~~ Use Land Use designation;

Section 18. That Section 23.206.110(A) ~~within BMC Chapter 23.206~~ is amended to read as follows

A. All Manufacturing Districts. To approve an AUP or a Use Permit in a Manufacturing District, the review authority must find that the project:

1. Is consistent with the purposes of the district;
2. Is compatible with the surrounding uses and buildings;
3. Complies with the policies of the ~~adopted West Berkeley~~ General Plan; and
4. Meets any applicable performance standards for off-site impacts.

Section 19. That Table 23.302-2 Permit Requirements for Outdoor Uses within BMC Chapter 23.302 is amended to read as follows:

TABLE 23.302 2: Permit Requirements for Outdoor Uses

DISTRICT/USE CHARACTERISTICS [1]	PERMIT REQUIRED
All Commercial Districts Except for C-W	
Not abutting a residential district	AUP
Abutting a residential district	UP(PH)
C-W, C-SP	
Not abutting a residential district and less than 10,000 s. ft.	AUP
Abutting a residential district	UP(PH)
10,000 sq. ft. or more	UP(PH)

M, MM, M-RD [2]	
Less than 20,000 sq. ft.	ZC
20,000 sq. ft. or more	AUP
MU-LI	
Less than 20,000 sq. ft.	ZC
20,000 to 30,000 sq. ft.	AUP
More than 30,000 sq. ft.	UP(PH)
MU-R	
Not abutting a residential district	AUP
Abutting a residential district	UP(PH)
Notes: [1] Size is measured as the lot area of the outdoor activity or storage [2] In the M, MM, and M-RD districts, permits are required only for activity or storage not ancillary to a permitted use.	

Section 20. That section 23.302.020(D)(5) within BMC Chapter 23.302.020 is amended to read as follows:

5. **C-W and C-SP Districts.** In the C-W and C-SP districts, uses outside of a building must be permitted or incidental to permitted use in the district.

Section 21. That Table 23.302-1 Allowed Hours of Operation within BMC Chapter 23.302 is amended to read as follows:

District	**Allowed Hours of Operation**	**Permit Required to Extend Hours**
C-C, C-U, C-NS, C-AC, C-W ~~nodes~~, C-SP, C-N, C-E, C-SO, C-SA, MU-R	6:00 a.m. – 12:00 midnight	AUP
~~C-N, C-E, C-SO, C-SA, C-W outside nodes, MU-R~~	~~6:00 a.m. – 12:00 midnight~~	~~AUP~~
C-T, C-DMU	24 hours per day 7 days a week	N/A

Section 22. That Section 23.302.070(E)(3) is amended to read as follows:

3. C-SP~~W~~ District Requirements.

(a) Food service drive-through is not permitted on properties fronting San Pablo Avenue.

Section 23. That Table 23.302-7 Permit Requirements for Parking Lots/Structures within BMC Chapter 23.302.070 is amended to read as follows:

Table 23.302-7: Permit Requirements for Parking Lots/Structures

DISTRICT	PERMIT REQUIRED
Residential Districts	
R-3	Use Permit for all parking lots and structures. [1]
R-S, R-SMU, R-BMU	Use Permit for parking structures only. Parking lots are not permitted, except on lots between Acton Street and Virginia Gardens and between Peralta Avenue and Northside Avenue in the R-BMU.
All other residential districts	Use Permit for all parking lots and structures.
Commercial Districts	
C-C, C-U	Zoning Certificate for parking lots and structures with 5 spaces or fewer. Use Permit for more than 5 spaces.
C-SO	AUP for parking lots and structures with 5 spaces or fewer. Use Permit for more than 5 spaces.
C-DMU	AUP for parking lots with 8 spaces or fewer. Use Permit for all parking structures. Lots with more than 8 spaces not permitted.
C-N, C-E, C-NS, C-SA	Use Permit for all parking lots and structures.
C-T	Use Permit for all parking structures. All parking lots not permitted.
C-W, C-SP	AUP for parking lots and structures with 10 spaces or fewer. Use Permit for parking lots and structures with more than 10 spaces. [2]
Manufacturing Districts	
M, MM	AUP for parking lots and structures with 10 or fewer spaces exclusively for uses in the district. Use Permit for parking lots and structures with any number of spaces not exclusively for uses in the district.
MU-LI, M-RD	Zoning Certificate for parking lots and structures with 10 or fewer spaces exclusively for uses in the district. AUP for parking lots and structures with 11 spaces or more exclusively for uses in the district. Use Permit for parking lots and structures with any number of spaces not exclusively for uses in the district.
MU-R	Zoning Certificate for parking lots and structures exclusively for uses in the district. Use Permit for parking lots and structures not exclusively for uses in the district.

Notes:
[1] Parking lots and structures in the R-3 district are not permitted within the Southside Plan area
[2] Parking lots and structures in the C-SP district are not permitted within Designated Nodes (see Section 23.204.160(D).

Section 24. That Table 23.304-3 within BMC Chapter 23.304.030 is amended to read as follows:

Table 23.304-3: Setbacks Adjacent to Residential Districts

District	Minimum Lot Line Setback when Lot Line Abuts or Confronts a Lot in a Residential District			
	Front	**Rear**	**Interior Side**	**Street Side**
C-C, C-U, C-N, C-E, C-NS, C-SA, C-SO, C-DMU, C-W, C-AC, MU-LI	Same as required in adjacent Residential District [1]	10 feet or 10% of the lot depth, whichever is less	5 ft.	Same as required in adjacent Residential District [1]
C-SP	5 ft. [2]	No minimum	5 ft.	5 ft. [2]
C-T	No minimum		5 ft.	4 ft.
MU-R	10 ft. [1]	10 feet or 10% of the lot width, whichever is less [3~~2~~]		

Notes:
[1] In the MU-LI and MU-R districts, setback may be reduced to the smaller of front setbacks on abutting lot with an AUP.
[2] Applies only to the portion of the parcel located within 30 ft. of an abutting Residential District.
[3~~2~~] This applies to lots that abut or confront a lot either in a Residential District or containing one or more dwelling units.

Section 25. That Section 23.304.050(C) is amended to read as follows

C. *Parapets Allowed Above Height Limit.* Parapets may exceed the height limit by up to five feet as of right in the following districts:

1. The R-3, R-S, R-SMU, and C-T districts located within the Southside Plan boundaries.
2. The C-DMU district (see Section 23.204.130(E)(1)(b)).
3. The R-BMU district (see Section 23.202.150(F)).
4. The C-AC district (see Section 23.204.150(E)(4)).
5. The C-SP district (see Section 23.204.160(E)(3)).

Section 26. That Section 23.304.140 is amended to read as follows

A. **Downtown Area Plan.** Projects in the Downtown Area Plan boundaries are subject to the applicable mitigation measure in the adopted Mitigation Monitoring Program of the Downtown Area Plan Final EIR.

B. Southside Plan.

1. **Mitigation Measures.** Projects in the Southside Plan boundaries are subject to the applicable mitigation measures in the adopted Mitigation Monitoring Program the Southside Plan Final EIR.
2. **Permit Findings.** To approve an AUP or Use Permit for a project in the Southside Plan boundaries, the review authority must find that the project complies with the Southside Plan's adopted Mitigation Monitoring Program (MMP).

~~C. **West Berkeley Plan.** Projects in the West Berkeley Plan boundaries are subject to the applicable mitigation measure in the adopted Mitigation Monitoring Program of the West Berkeley Plan Final EIR.~~

~~D.~~ C. **Adeline Corridor Plan.** Projects in the Adeline Corridor Plan boundaries are subject to the applicable mitigation measure in the adopted Mitigation Monitoring Program of the Adeline Corridor Plan Final EIR.

~~E.~~ D. **Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project**. Projects in the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project boundaries are required to implement all the applicable mitigation measures in the adopted Mitigation Monitoring Program of the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project EIR.

E. **San Pablo Avenue Specific Plan**. Projects in the San Pablo Avenue Specific Plan boundaries are subject to the applicable mitigation measure in the adopted Mitigation Monitoring Program of the 2023-2031 Housing Element Update Final EIR.

Section 27. That Section 23.312.040(E) be added to read as follows

E. C-SP District. In addition to the standards in Subsection A (All Districts) above, the following live/work standards apply in the C-SP district.

1. Only ground floor space may be changed to live/work units.
2. Live/work units are prohibited in C-SP Designated Nodes (see Section 23.204.160(D).

Section 28. That Section 23.312.050(D)(1) is amended to read as follows

1. Establishment of a live/work unit will not interfere with the lawful operation of manufacturers and other industries existing in or adjacent to the district ~~and~~

~~will not impede the lawful future establishment of manufacturers and other industries permitted under the West Berkeley Plan~~.

Section 29. That Section 23.322.050(B)(2)(c)(1) within BMC Chapter 23.322 is amended to read as follows

i. The parking requirement modification will ~~implement the West Berkeley Plan goals and policies related to~~ improve~~ment~~ and support ~~for~~ alternative transportation, as well as pedestrian improvements and activity~~, and similar policies~~.

Section 30. That the line "Modifications to Development Standards in West Berkeley Plan Area" in Table 23.402-1 in BMC Chapter 23.402.020(B) is amended to read as follows

Modifications to Development Standards in West Berkeley ~~Plan Area~~	23.406.080	Evaluate	--	--	-	Decision	--	Appeal

Section 31. That Section 23.406.060(A)(1) is amended to read as follows

1. Facilitate the implementation of the General Plan and area plans~~, including the West Berkeley Plan~~;

Section 32. That Section 23.406.070(B)(1)(a) is amended to read as follows

1. Design Review is required for:

a) Projects in all Non-Residential Districts except for Residential Uses in the MU-R zoning district, and projects located within the San Pablo Avenue Specific Plan Area.

Section 33. That Section 23.406.080 within BMC Chapter 23.406 is amended to read as follows

23.406.080 – Modification of Development Standards in West Berkeley ~~Plan Area~~

A. **Purpose.** A Modification of Development Standards is a discretionary approval to modify land use and development standards for development projects in ~~the~~ West Berkeley ~~Plan area~~. For the purposes of this section, West Berkeley is defined as the area bounded by the City of Albany to the north, the City of Emeryville/Oakland

to the south, San Pablo Avenue to the east and the Eastshore Freeway to the west. The purpose of these modifications is to:

1. Facilitate the implementation of the ~~West Berkeley~~ General Plan;
2. Facilitate the reuse of large and multi-user sites which might otherwise prove difficult to reuse;
3. Facilitate the development and reuse of large, multi-user sites as integrated units in a stable and desirable environment to benefit occupants, the neighborhood, and the city as a whole; and
4. Allow modifications of standards when:

(a) The modifications serve the overall purposes of their districts and the ~~West Berkeley~~ General Plan on large, complex sites; and

(b) The design of the project is compatible with the design and character of the surrounding area.

B. **Eligibility.** A project must satisfy the following criteria to be eligible for a Modification of Development Standards.

1. More than 50 percent of the site area must be within a C-W, C-SP, MU-LI, MM or M district.
2. The site must be either:

(a) At least five contiguous acres within the City boundary under a single ownership and not primarily ~~being used~~ occupied by a conforming use ~~conforming to the West Berkeley Plan~~; or

(b) Less than five acres and forms a full city block bounded on all sides by public streets (exclusive of alleys), mainline railroad tracks, and/or the borders of the City.

C. **Allowed Modifications.** The ZAB may allow modifications to the following land use and development standards:

1. Permitted location of land uses within a building, site, or district.
2. Development standards including but not limited to, height, yards, open space, and parking.

D. **Project Phases.** The ZAB may approve a Modification of Development Standards application to allow a project to be built in phases.

E. **Limitation.** A Modification of Development Standards may not allow any modification that would violate Section 23.206.050 (Protected Uses).

F. **Review Authority.** The ZAB takes action on all Modification of Development Standards applications.

G. **Public Notice and Hearing.** The ZAB shall review and act on a Modification of Development Standards application at a noticed public hearing in compliance with Chapter 23.404 (Common Permit Requirements).

H. **Findings for Approval.**

1. To approve a Modification of Development Standards, the ZAB shall make all of the following findings:

(a) The site is eligible for a Modification of Development Standards under Subsections B (Eligibility) and E (Limitation);

(b) The project is likely to advance the purposes of the ~~West Berkeley~~ General Plan and this section;

(c) The project supports the attraction and/or retention of the types of businesses reflected in the purpose statement of the applicable district.

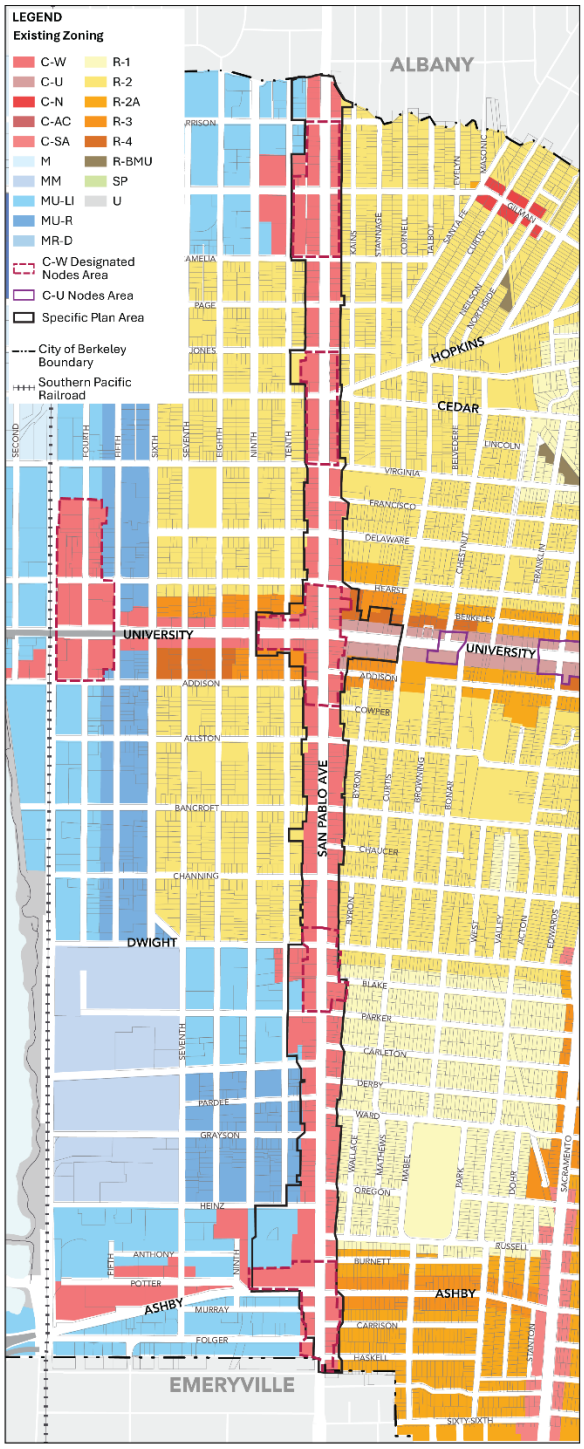
(d) The modification is necessary and appropriate for the development of the proposed project.

2. To approve a Modification of Development Standards, the ZAB shall also make all required Use Permit findings in Section 23.406.040 (Use Permits) and any additional Use Permit findings required by the Zoning Ordinance for the use or development in the applicable district.

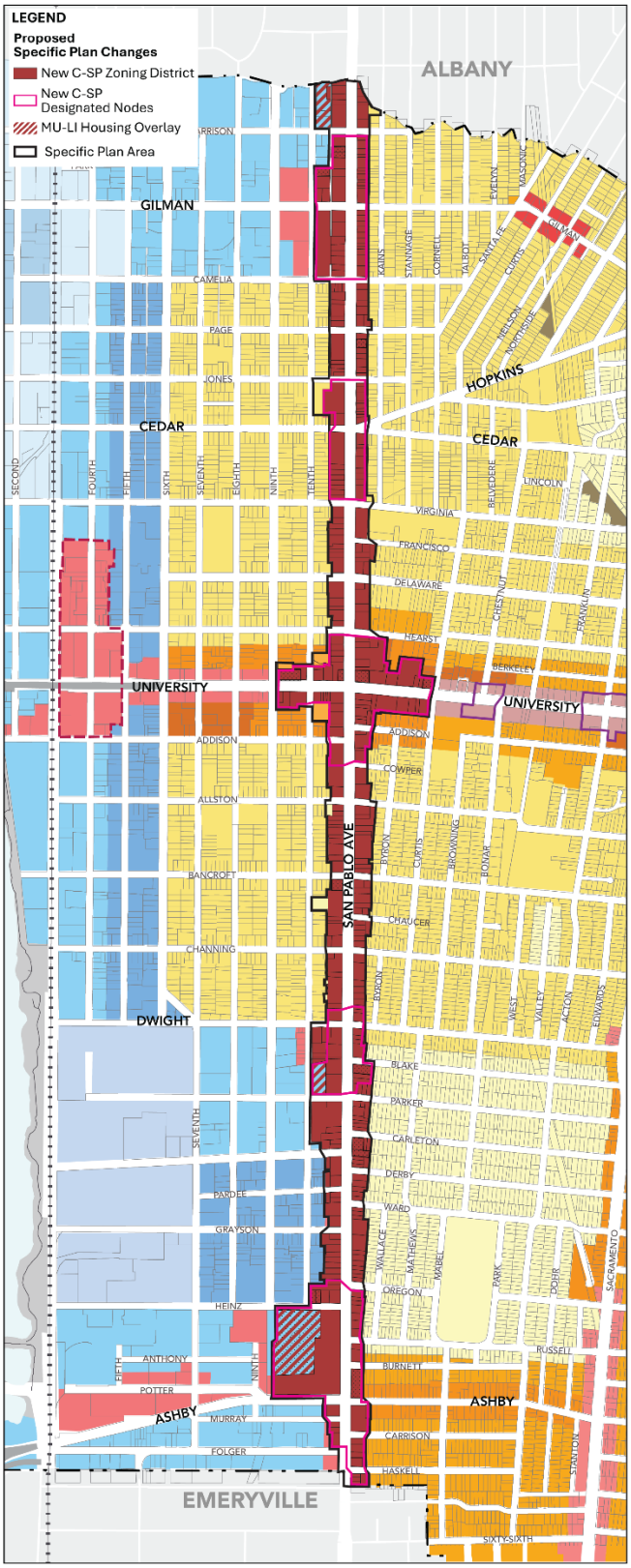
Section 34. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

EXISTING AND PROPOSED ZONING MAPS

Map 1. Project Area – Existing West Berkeley Commercial Zoning District (C-W)



Map 2. Project Area – Proposed San Pablo Avenue Commercial Zoning District (C-SP)



Planning and Development Department
Land Use Planning Division

STAFF REPORT
June 3, 2026

TO: Members of the Planning Commission

FROM: Justin Horner Principal Planner

SUBJECT: Public Hearing: San Pablo Avenue Specific Plan Adoption

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RECOMMENDATION

Receive a staff presentation, consider public comments, and adopt a resolution (Attachment 1) recommending that the City Council:

1. Adopt the San Pablo Avenue Specific Plan (Attachment 2) and San Pablo Avenue Specific Plan Design Standards Document (Attachment 3).
2. Amend the Zoning Map, Zoning Ordinance, University Avenue Strategic Plan, and General Plan (Attachment 1, Exhibits A, B, and E).
3. Retire the West Berkeley Plan and San Pablo Avenue Public Improvements Plan (Attachment1, Exhibits C and D).

SUMMARY

City staff are proposing amendments to the Zoning Map, Zoning Ordinance, and conforming amendments to the University Avenue Strategic Plan, and General Plan as part of the proposed adoption of the San Pablo Avenue Specific Plan (Specific Plan) and associated San Pablo Avenue Specific Plan Design Standards Document (Design Standards Document). The full text of the Zoning Ordinance and General Plan changes can be found in Attachment 1. The Specific Plan identifies goals, policies and programs that address citywide and regional goals for housing production and affordability, and support small businesses, multimodal streets, and cultural vitality. The Design Standards Document provides a set of standards to support Specific Plan implementation. As part of adoption of the Specific Plan, staff are proposing to retire the West Berkeley Plan and San Pablo Avenue Public Improvements Plan.

The Planning Commission provided comments at its April 3, 2024, December 4, 2024, November 5, 2025, and March 18, 2026 meetings and now staff are requesting that the Planning Commission provide a recommendation to City Council on the proposed Specific Plan and implementing legislation.

FISCAL IMPACTS OF RECOMMENDATION

The proposed Specific Plan and implementing legislation are intended to support housing production and affordability, and small businesses along the San Pablo Avenue corridor, which would result in additional contributions to the tax base and economic vitality in Berkeley. Therefore, the proposed amendments may result in an increase in employment, property tax, business license tax and sales tax revenues due to increased business activity in the Specific Plan area.

CURRENT SITUATION AND ITS EFFECTS

As described in the Land Use Chapter of the Specific Plan, land uses along San Pablo Avenue have been shifting away from the historically regional-serving, auto-oriented land use pattern of primarily commercial and light industrial businesses and towards higher density residential and local-serving commercial uses. This transition is beginning to transform the Specific Plan Area into a more vibrant, mixed-use district.

The Specific Plan would supersede the 1993 West Berkeley Plan for all properties within the Specific Plan Area while carrying forward the West Berkeley Plan's key goals related to land use and community character. Further, based on Commission and Council feedback, the West Berkeley Plan is proposed to be retired with adoption of the Specific Plan. Also, the Specific Plan would supersede the San Pablo Avenue Public Improvements Plan, which is proposed to be retired with adoption of the Specific Plan (see *Summary of Proposed Plan Retirements* below). All future development projects would be required to comply with the Specific Plan, the Design Standards Document, and the Berkeley Municipal Code (BMC). The Design Standards Document and BMC Title 23 contain the design standards and zoning regulations that implement the Specific Plan.

BACKGROUND

There are three prior actions by City Council that led to the development of a Specific Plan for San Pablo Avenue: 1) a 2015 City Council referral to develop a plan to guide development on San Pablo Avenue; 2) acceptance of a 2021 grant awarded by the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), which designated San Pablo Avenue as a Priority Development Area; [1] and 3) adoption of the 2023–2031 Housing Element Update, which established the development of a San Pablo Avenue Specific Plan as a programmatic goal.[2]

As shown in Table 1 below, the Specific Plan development process began in June 2023 with an assessment of existing conditions and initial community engagement efforts, which consisted of a pop-up event at the Harvest Festival and targeted intercept survey to gather input on the current condition and future development of San Pablo Avenue. In January 2024, an open house was held to collect input on existing conditions. In August 2024, a Community Assessment Report ***(Link 1- Community Assessment Report)*** and Policy Options and Development Framework ***(Link 2 - Policy Options and Development Framework)*** were published. In September 2024, a community workshop was held to collect input on the findings of these reports. The following month,

[1] Priority Development Areas (PDAs) | Metropolitan Transportation Commission.
[2] *City of Berkeley Housing Element Update 2023-2031*.

a survey was conducted that provided insights into priorities for policy development. Then, a walking tour was held to gather input on development scenarios. At the December 4, 2024, Planning Commission meeting, staff provided a project update and Commissioners provided feedback on policy options related to these reports ***(Link 3 – December 4, 2024 Planning Commission presentation)***. The project team incorporated feedback from the Commission, as well as feedback received through community engagement efforts, into the Public Review Draft Plan (Draft Plan) published in October 2025 ***(Link 4 – Public Review Draft Specific Plan)***.

In October 2025, a second open house was held to gather input in advance of publishing the Public Review Draft Specific Plan. The Planning Commission and City Council provided feedback on the Draft Plan at their November 5 and November 6 meetings, respectively ***(Link 5 – November 5, 2025 Planning Commission presentation)***, ***(Link 6 – November 6, 2025 City Council presentation)***. In response to comments received, the project team conducted additional analysis and developed policy options for feedback from the Planning Commission. At the March 18, 2026 Planning Commission meeting, staff received comments from the public and Commissioners regarding the following policy topics: maximum building height, voluntary commercial in-lieu fee, local density bonus program, allowed uses, and retirement of the West Berkeley Plan ***(Link 7 – March 18, 2026 Planning Commission presentation)***.

Since the March Planning Commission meeting, the project team has refined the Specific Plan policies, Design Standards Document and associated zoning regulations and prepared the Specific Plan and Design Standards Document for adoption. In addition, staff provided a memorandum to the Transportation Infrastructure Commission at its April 16, 2026 meeting describing transportation-related changes made to the Specific Plan in response to community feedback on the Public Review draft *(**Link 8 – Transportation Infrastructure Commission Memorandum, April 16, 2026**)*.

Table 1 - Community Outreach Process

October 21, 2023	Harvest Festival Pop-Up Event
November 1, 2023	Planning Commission Information Item
November 2023	Targeted Survey Results
January 24, 2024	Community Open House #1
April 4, 2024	Planning Commission Status Update and Overview #1
September 26, 2024	Community Workshop
October 2024	Community Survey Results
November 16, 2024	Walking Tour
December 4, 2024	Planning Commission Status Update and Overview #2
October 29, 2025	Community Open House #2
November 5, 2025	Planning Commission Planning Commission Status Update and Overview #3
November 6, 2025	City Council Worksession
March 18, 2026	Planning Commission Planning Commission Status Update and Overview #4

April 16, 2026	Transportation Infrastructure Commission Information Item
June 3, 2026	Planning Commission Recommendation

DISCUSSION

The project for Planning Commission consideration and recommendation to City Council includes adoption of the Specific Plan, as well as a Design Standards Document, Zoning Ordinance and Map amendments, corresponding General Plan text and Map amendments to ensure consistency with the Specific Plan, and retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan. The section describes each of the project components in more detail.

Summary of Specific Plan

The proposed Specific Plan includes six chapters, consisting of:

- The Introduction chapter (Chapter 1) provides context about Specific Plan Area conditions, the purpose of the document, and the community engagement process.
- The Vision & Desired Results chapter (Chapter 2) provides long-term vision, brief historical context, goals and planning framework for the Specific Plan Area.
- Three chapters focus on Land Use, Economic Development, and Streets, Mobility, and the Public Realm (Chapters 3 through 5), that each include goals, policies and standards.
- The Implementation chapter (Chapter 6) describes implementation measures or a preliminary set of next steps to achieve the long-term vision of the Specific Plan. The Specific Plan would be monitored and updated on a regular basis to reflect progress, lessons learned, changing circumstances, new opportunities, and community priorities over time.

A stand-alone Design Standards Document would implement urban design-related policies by articulating design requirements at the site, building and public realm levels for new development and alterations of existing buildings.

The following sections briefly describe the policies contained in each chapter and Design Standards Document, as they have been refined based on feedback received on the Draft Plan.

Land Use (Chapter 3)

The following policies aim to increase the diversity and supply of housing, and to support commercial vitality and reduce ground floor vacancies while promoting active, pedestrian-oriented development and public realm improvements. For more details about how these policies would be implemented through zoning, see Summary of Zoning and Plan Changes below.

- Establish the San Pablo Commercial (C-SP) Zoning District (*Figure 1*)

Currently, the Specific Plan Area is largely within the West Berkeley Commercial (C-W) district; a few parcels are split-zoned C-W and Mixed-Use Light Industrial (MU-LI), University Commercial (C-U), or residential (R-1, R-2, R-3) districts. The Specific Plan would re-zone these parcels within the Specific Plan Area to a new district – San Pablo Commercial (C-SP) to implement the Specific Plan's land use policies.

- Focus Commercial Uses within Designated Nodes

  The existing C-W district includes Designated Nodes at key intersections where development standards and permitted uses concentrate neighborhood-serving commercial uses. The Specific Plan would continue this framework and expand the number of permitted uses in Designated Nodes to increase flexibility for long-term commercial viability.

- Expand Allowed Primary and Temporary Uses

  Compared to the existing C-W district, the C-SP district would allow for a more active, flexible, and community-oriented mixed-use environment with certain industrial uses allowed where compatible with residential uses. To support commercial vitality, temporary uses that include retail, enclosed public markets[3], food service establishments, and commercial uses located outdoors would be allowed with a zoning certificate, subject to meeting performance standards.

- Allow Affordable and Family-Friendly Housing on certain MU-LI Parcels

  The Specific Plan would permit mixed-use and multi-family developments on certain MU-LI parcels within the Specific Plan Area, as long as the applicant dedicates either: 1) 100% of residential units as deed-restricted affordable housing or 2) at least 50% of residential units as "family-sized" (two or three-bedrooms). The C-SP development standards would apply to eligible projects. The affordability requirement for rental units would be to households earning less than 60 percent of the Area Median Income (AMI); for ownership units, the sales price would be affordable to households earning no more than 80 percent of the AMI.

- Local Density Bonus

  The Specific Plan would establish a pilot San Pablo Avenue Density Bonus Program by developing an affordable-housing benefit for new residential ownership (condominium) projects that is exclusively met through paying an in-lieu fee to the City's Affordable Housing Trust Fund. This program would align with a recently adopted Council referral to facilitate lower-cost ownership opportunities in Berkeley ***(Link 9 - April 14, 2026 Council Referral).***

[3] A facility or location where people regularly gather for the sale and purchase of food, beverages, flowers, crafts, and other similar goods. Public markets are open daily, year-round, in a permanent location, with multiple vendors that are owner-operated. (b) Enclosed. A public market conducted indoors. https://berkeley.municipal.codes/BMC/23.502.020(P)(20)

- Public Open Space Enhancements

  The Specific Plan includes incentives to create high-quality, publicly accessible open space within private development projects to enhance the pedestrian environment and support placemaking. A development project applicant could choose to substitute private open space for any of the following four types of public open space: sidewalk expansion, privately-owned publicly accessible open spaces (POPOS), side-street plazas, or mid-block passages.

- Ground Floor Form Types

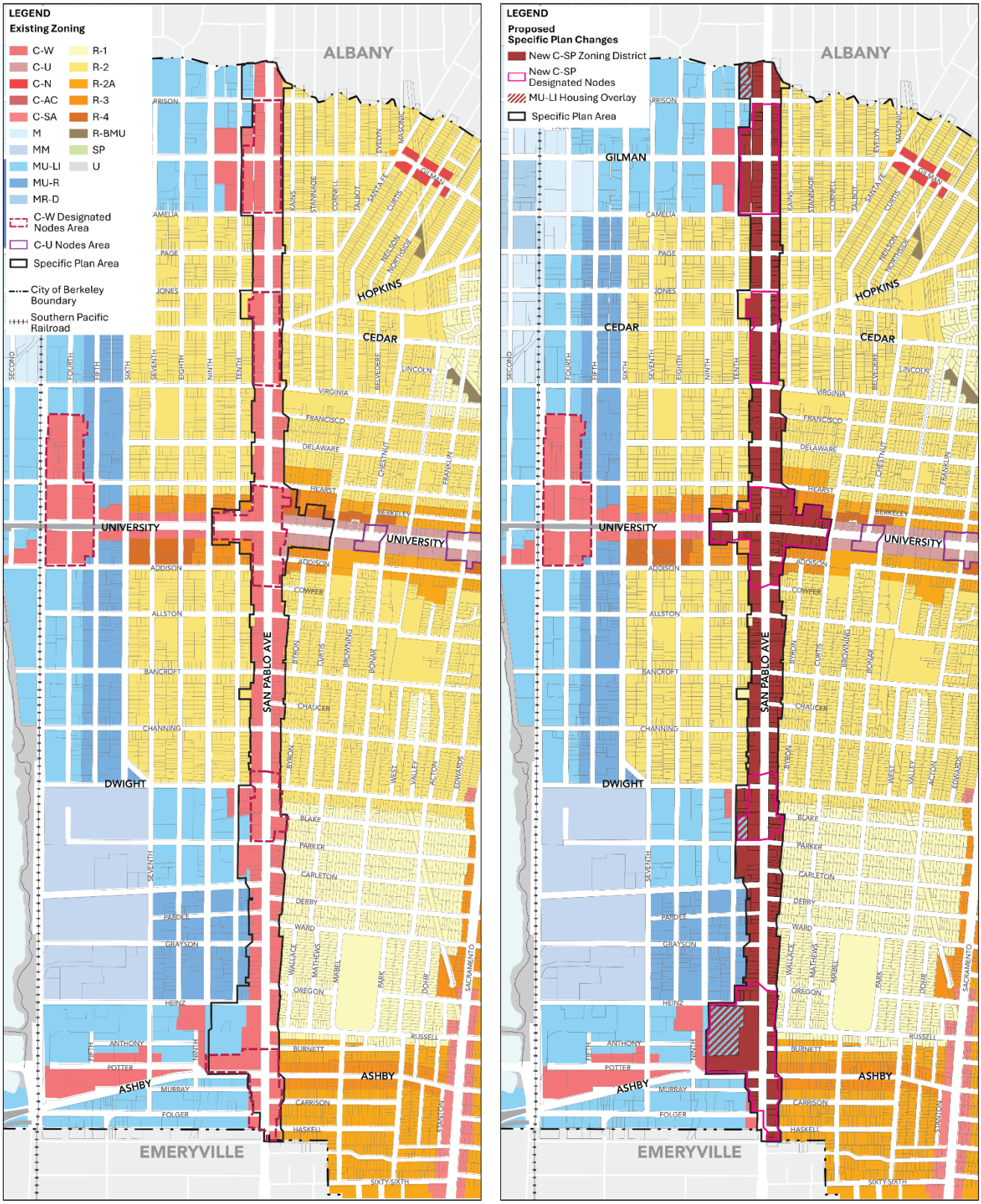
  The Specific Plan establishes four ground floor form types—Storefront, Active, Residential, and Live/Work—with tailored design standards to support an adaptable and walkable public realm and prioritize transparency, architectural articulation, and seamless adaptability between various commercial uses. Outside of Designated Nodes, any form type can be selected to meet the requirement. Also, more than one form type can be combined within a single development.

  - The Storefront form type is intended to encourage a strong retail-oriented commercial frontage, where residential use is allowed behind the commercial frontage. This form type would be required on parcels fronting San Pablo Avenue, University Avenue, and certain side streets within Designated Nodes.
  - The Active form type is intended to be functional for a range of non-residential uses and residential amenity spaces. This form type would be allowed on certain side streets within Designated Nodes as an alternative to Storefront.
  - The Residential form type is intended to foster social interaction and street activation while providing appropriate transitions between public and private space. This form type would be allowed in a few locations within the Cedar and Dwight Nodes; it is also allowed outside of Designated Nodes.
  - The Live/Work form type is intended to support the unique needs of spaces that combine living and working and provide a storefront character to enhance the pedestrian environment. This form type would only be allowed outside of Designated Nodes.

- Development Standards

  The Specific Plan includes new development standards to encourage additional housing development in the Specific Plan Area (see *Summary of Zoning and Plan Changes* section below). The proposed Design Standards Document provides objective standards to further the vision of the Specific Plan by promoting a built form and architectural character that reinforces San Pablo Avenue's distinctive place in the city, that supports walking, and sustains a diverse, active and safe public realm.

Figure 1 – Existing and Proposed Zoning Map



Economic Development (Chapter 4)
The Specific Plan's economic development policies support the land use policies by aiming to retain and grow local businesses, activate vacant and underutilized spaces, and strengthen the relationship between public and private spaces so that the Specific Plan Area is a place of economic opportunity and cultural vitality.

- Business Activation

  To expand opportunities for existing business and support development of new businesses, the Specific Plan: 1) introduces a maker space use (a light manufacturing use) that is limited to hand tools and small-scale equipment occurring solely within an enclosed building; and 2) would allow retail and office space with approval of a Zoning Certificate to support co-working spaces.

- Technical Assistance

  The Specific Plan proposes to strengthen the identity of the area as a lively and inclusive commercial district by building the capacity of existing neighborhood groups, associations and businesses to organize corridor-specific initiatives and events.

- Business Improvement District (BID) Feasibility Study

  The Specific Plan proposes to study the feasibility of forming one or more BIDs. The study would assess different boundaries and implementation approaches and establish a pilot in one or two Designated Nodes – focusing on Designated Nodes where public investments and community business interest are concentrated, long-term businesses with pedestrian-oriented storefronts are clustered, and planned or completed mixed-use development are increasing residential density.

- Establish a Process to Prioritize Public Investment in Designated Nodes

  Concentrating resources within the Designated Nodes would deliver visible, coordinated improvements that can attract new businesses, enhance safety, and build community identity. The Specific Plan seeks to establish a process to prioritize public investments in Designated Nodes.

Streets and Mobility (Chapter 5)
Community feedback emphasized the importance of making San Pablo Avenue easier to cross, more comfortable to walk and bike along, and better connected to the surrounding neighborhoods and regional destinations. To support this transition, the Specific Plan includes transportation policies that: 1) provide local context to inform updates of the City's Pedestrian and Vision Zero Action Plans expected to begin in 2026 or 2027; 2) call for implementation of mobility hubs in collaboration with MTC and AC Transit; 3) improve safety by managing vehicle speeds and lowering speed limits; and 4) improve multimodal connectivity at key intersections (see Appendix D to the Specific Plan).

Public Realm (Chapter 5)
The Specific Plan proposes policies and standards for the public realm that make it easy to reach businesses, transit, homes, and parking while also offering spaces to gather, exercise, and socialize.

- Sidewalks

  To serve the range of uses and infrastructure located within sidewalks, the Specific Plan establishes design standards for each of three zones: Pedestrian, Amenity, and Frontage. Where sidewalk widths are narrower than preferred in the Berkeley Pedestrian Plan (2020),[4] the Specific Plan would encourage widening as properties are redeveloped. In addition, the Outdoor Commerce Use Fee would be waived for 10 years from permit issuance where sidewalks are widened for commercial uses.[5]

- Streetscape

  The Specific Plan updates streetscape standards from the existing San Pablo Avenue Public Improvement Plan (2003) for pedestrian-scale lighting, street furnishing, bus stop improvements, medians, trees, and landscaping. Elements of the streetscape standards would apply to side streets within the Specific Plan Area, including University Avenue.

- Side Street Plazas

  The Specific Plan encourages converting minor streets into side street plazas by limiting or removing vehicle access at certain intersections along San Pablo Avenue that generally extend only a few blocks east/west of San Pablo Avenue or that lack a median break. Implementation approaches include public-private partnerships, a future BID, and as an open space incentive in new development.

- Parklets and Curb Extension Common Spaces

  On side streets within the Specific Plan Area, parklets and curb extensions offer opportunities to create community gathering areas, outdoor business spaces and streetscape landscaping within the public right-of-way. To encourage development of these spaces, the Specific Plan proposes waving the Sidewalk Seating Permit fee for up to 10 years from permit issuance.[6]

- Pocket Parks and Plazas

  There are no publicly owned park, plazas, or other community spaces located along San Pablo Avenue. Community feedback throughout the planning process emphasized a strong desire for accessible public open space along San Pablo Avenue. The Specific Plan suggests future

[4] City of Berkeley, Pedestrian Plan. Appendix B: Engineering and Design Guidance, page B-8.
[5] Outdoor Commerce, Sidewalk Seating, and Parklets | City of Berkeley
[6] Ibid.

evaluation of the feasibility of acquiring underutilized parcels for a public park along San Pablo Avenue.

Design Standards Document
To help achieve the Specific Plan's vision of a built form and architectural character that reinforces San Pablo Avenue's distinctive place in the city, supports walking, and sustains a diverse, active and safe public realm, a Design Standards Document is proposed for adoption with the Specific Plan. The document has been developed with a goal to not adversely affect project feasibility, with language that is objective yet flexible. Compliance would be mandatory. Projects that comply with the applicable standards would be exempt from the City's Design Review process; however, a project proponent could request an exception to any standard, and that exception would be reviewed through the existing Design Review process and certain findings would need to be made. The document is organized into five sections:

1. **Introduction**. Describes the purpose and applicability of the standards, the guiding principles, and administrative process to revise them.
2. **Site Design**. Provides standards for the arrangement of activities on the site, primarily in relation to the adjacent public space. The site design section includes standards for pedestrian and vehicular access, as well as parking and service locations within a development site.
3. **Building Design**. Provides architectural standards, including façade modulation and articulation, windows, colors and materials, roofs, and parking garages.
4. **Pedestrian-Level Design**. Provides standards primarily at the ground floor that relate to the building's interaction with sidewalks, adjacent buildings, and open space. The pedestrian-level design section includes standards for ground-floor frontages, as well as private and public open space, as well as standards for service and utilities, private parklets and public art.
5. **Glossary**. Defines technical terms not otherwise included in the Zoning Ordinance (BMC Title 23).

Summary of Zoning and Plan Changes
To implement the Specific Plan, staff are proposing the following Zoning Ordinance text and Zoning Map amendments to create a new District (C-SP), as well as conforming amendments to the University Avenue Strategic Plan and General Plan. The Specific Plan Area encompasses the 2.35-mile San Pablo Avenue corridor within the city limit. Parcels included in the Specific Plan Area front and are adjacent to San Pablo Avenue. In addition, parcels fronting University Avenue between Ninth Street and Curtis Street are included, as well as various parcels fronting side streets parallel to San Pablo Avenue (see Figure 1: Existing and Proposed Zoning Map).

Zoning District Boundary
The City of Berkeley Zoning Map would be amended to re-designate the Specific Plan Area to a new District - C-SP. The zoning district boundary would be slightly more expansive than the existing C-W district, as described in the *Land Use* section above.

Zoning District Purposes
The C-SP District purposes are to implement the General Plan's designation for Avenue Commercial, encourage intensification of commercial activity at Designated Nodes, and increase opportunities for housing, as well as to promote development that is compatible with adjacent commercial, residential and industrial areas.

Allowed Uses and Permit Thresholds
Compared to the existing C-W district, the allowed uses in the C-SP District encourage more public and quasi-public uses, discourage industrial uses that are incompatible with residential development, and maintain the existing restrictions on automotive uses located on San Pablo Avenue.

Temporary Uses
As described in the *Land Use* section above, certain temporary uses would be allowed with a Zoning Certificate. Retail, enclosed public markets, and food service establishments could occupy either a vacant or occupied commercial tenant space for up to three years. Temporary outdoor uses would be allowed for one year with a Zoning Certificate subject to compliance with performance standards, such as setbacks from residential properties, operating hours of 9:00 a.m. to 9:00 p.m., and submittal of site, operational, and business plans. Temporary outdoor uses would be allowed in existing surface parking lots with safety measures in order to activate underutilized spaces.

Designated Nodes
The proposed C-SP district would maintain the existing Designated Node structure established in the West Berkeley Plan. In the current C-W district, ground floor use regulations allow a narrow set of uses. The proposed C-SP district instead would list prohibited ground floor uses, which do not meet the Designated Node purposes to concentrate pedestrian-oriented uses.

Development Standards
As shown in Tables 2 and 3 below, the proposed C-SP district would increase development capacity from the existing C-W district for mixed-use buildings only. Key changes include an increase in the maximum allowed building height and FAR, and setbacks would apply only at the ground floor and would vary based on ground floor form type.

Table 2 – Development Standards

Development Standard		Existing C-W		Proposed C-SP [1]
		Single-Use	Mixed-Use	Mixed-Use
Min. Open Space [2]		40 sq. ft.		No change
Max. FAR		3.0		4.25
Max. Height	**Stories**	3	4	7
	Feet	40 ft.	50 ft.	75 ft.
Min. Density		N/A		145 du/ac
Min. Setbacks		*See Table 2*		

Notes:
[1] No changes proposed to existing development standards for single-use projects.
[2] Per dwelling unit or live/work unit.

Table 3 – Development Standards – Proposed Ground-Floor Setbacks

Setback	Existing C-W	Proposed C-SP	
Not adjacent to residential district			
Front [1]	No minimum	Storefront or Active Frontage	No minimum
		Residential and Live/Work Frontage [2]	Minimum 5 ft. Maximum 8 ft.
Interior Side		Any frontage type	No minimum [3]
Street Side			No minimum
Rear			No minimum
Adjacent to residential district			
Front	Same as required in Residential district	Any frontage type	5 ft. [4]
Interior Side	5 ft.		No change
Street Side	Same as required in Residential district		5 ft. [4]
Rear	10 feet or 10% of the lot depth, whichever is less		No minimum

[1] In the C-SP district, parcels fronting a public street or a privately-owned public open space.
[2] Applies also to the second floor when the ground-floor clear ceiling height is less than 12 feet, measured from sidewalk grade.
[3] Applies also to frontage along an abutting mid-block public access easement.
[4] Applies only to the portion of the parcel located within 30 ft. of an abutting Residential District.

Setbacks
For parcels not adjacent to a residential district, a minimum and maximum front setback would be required only for residential and live-work frontages. To support an active, pedestrian-oriented public realm, the front setback would also apply to the second floor when the ground-floor clear ceiling height is less than 12 feet, measured from finished grade. No minimum interior side, street side or rear setback would be required.

For parcels adjacent to a residential district, a 5-foot minimum front and street side setback would be required only to the portion of the parcel located within 30 feet of the residential district. The existing 5-foot minimum interior side setback would remain, and no minimum rear setback would be required to account for the additional front and side street setback.

Open Space – Private
To provide high quality private open spaces for active and passive recreation and account for public open space incentives, private open space requirements would be established that apply only in the C-SP District. Specifically, the District defines two types of private open space: common and personal. Common private open spaces are courtyards, sport courts, outdoor dining areas, community rooms, recreational amenities, rooftop amenities, play areas, and gardens for communal use. Personal private open space is an individual yard, terrace, balcony, porch, or deck that is directly accessible from the associated residential unit. These areas would be required to comply with design standards that support social interaction while providing a suitable level of privacy for residents. A development project could satisfy the minimum requirement by providing any amount of common and/or personal open space.

Open Space – Public
To encourage the creation of high-quality, publicly accessible open space within private development in the C-SP District, a development project could provide up to 70 percent of the total required private open space through one or more of the following types of public open space:

- **Sidewalk Expansion**. Defined as an additional ground-floor setback beyond the minimum or maximum required, and would apply only to parcels fronting San Pablo Avenue, Gilman Street, Cedar Street, Hopkins Street, University Avenue, Dwight Way, and Ashby Avenue. A design that would comply with the Specific Plan standards and be approved by the Public Works Department would receive credit for 1.5 square feet of private open space per square foot of sidewalk.
- **Privately Owned Public Open Space (POPOS).** Defined as courtyards, plazas, parks, walkways and gardens for use by the public on privately owned land, POPOS are allowed only within a Designated Node. A design that would comply with the Specific Plan standards could receive credit for 2 square feet of private open space per square foot of POPOS, and a waiver of plan review fees related to the POPOS. Ownership and maintenance would be defined through an ordinance and memorandum of understanding.

- **Side Street Plaza.** Defined as a conversion of a minor street that intersects with San Pablo Avenue into a plaza through either limiting or removing vehicle access. A project applicant could propose a location and design consistent with the related Specific Plan policy (PR-P.14) and subject to approval by the Public Works Department. A qualifying project would receive credit for 2 square feet of required private open space per square foot of side street plaza, as well as a waiver of any plan review fees related to the plaza as well as additional regulations or fees at the City's discretion. Ownership and maintenance would be defined through an ordinance and memorandum of understanding.
- **Mid-Block Passage.** Defined as a privately-owned, publicly accessible path within a development project that provides a mid-block connection to enhance pedestrian and multimodal circulation, mid-block passages would be allowed on lots that both exceed 170 linear feet and front San Pablo Avenue or University Avenue and have frontage on opposite sides of a block. A design that would comply with the Specific Plan standards would receive credit for 1.5 square feet of private open space per square foot of mid-block passage.

Summary of Proposed Plan Amendments

Adoption of the Specific Plan and associated Zoning Ordinance amendments requires the following conforming amendments to the University Avenue Strategic Plan and General Plan:

- **University Avenue Strategic Plan**. The Specific Plan Area would be amended to remove the existing San Pablo Avenue Node, as this area overlaps with the Specific Plan area and would therefore be superseded by the Specific Plan and C-SP zoning district (see Attachment 1, Exhibit B).
- **General Plan**. The Land Use Element would be amended to add a new policy – LU-47: San Pablo Avenue Specific Plan – to implement the Specific Plan and take action to achieve its desired outcomes. The C-SP district would be added as a compatible zoning district to the existing Avenue Commercial land use designation. The land use diagram would be revised to apply the Avenue Commercial land use designation to the Specific Plan Area. In addition, the Urban Design and Preservation Element would be amended to add reference to the Specific Plan (see Attachment 1, Exhibit E).

Summary of Proposed Plan Retirements

The following would be retired with adoption of the Specific Plan:

- **San Pablo Avenue Public Improvements Plan (SPAPIP)**. Adopted on December 7, 2004, the SPAPIP was developed to support pedestrians, cyclists, drivers, and transit users, while also revitalizing the area along and surrounding San Pablo Avenue. While many improvements have been completed, the SPAPIP itself is now outdated and would be replaced/superseded by this Specific Plan. The SPAPIP's recommendations served as a foundation for the Specific Plan's public realm framework, informing its policies, programs and design standards (see Attachment 1, Exhibit D).

- **West Berkeley Plan (WBP)**. Adopted in 1993 and amended in 2011, the WBP serves as the guiding document for land use, economic development, and urban design within West Berkeley. The Specific Plan would supersede portions of the WBP where the two plans overlap. Staff assessed the WBP and found that nearly all of its implementation measures have been completed (November 5, 205 PC presentation - **Link 5**). The evaluation also reaffirmed that the WBP is primarily implemented through the City's Zoning Ordinance. The City Council and Planning Commission expressed support for retiring the WBP as part of adoption of the Specific Plan (see Attachment 1, Exhibit C).

Summary of Proposed San Pablo Avenue Specific Plan Zoning Amendments
Table 4, below, provides a summary of the proposed amendments included in the Ordinance, including the specific code sections modified, a description of the changes, and the corresponding rationale.

Table 4 - Summary of Proposed Zoning Amendments

Ord Section	BMC Section and Title	Description of Changes	Rationale
Title 23, Division 1- General Provisions			
1	23.108.020 – Zoning Districts	Add San Pablo Commercial (C-SP) zoning district	Establish the C-SP district
Title 23, Division 2- Zoning Districts			
2	23.204.020 -Allowed Uses in Commercial Districts.	Add C-SP permit thresholds	Establish the C-SP
3 & 4	23.204.030-Additional Permit Requirements.	Add C-SP permit thresholds for construction of new floor area and tenant space configurations	Establish the C-SP district
5	23.204.040 – Use-Specific Permit Requirements and Regulations	Add C-SP permit thresholds for commercial recreation centers	Establish the C-SP district
6, 7, 8	23.204.140 C-W West Berkeley Commercial District.	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.
		Automotive uses regulations on lots with frontage on San Pablo Avenue moved to the new C-SP district.	Continue the existing policy regarding auto uses on San Pablo Avenue

		Reference to San Pablo Avenue and Nodes within the Specific Plan Area removed.	Establish the C-SP district
9	23.204.160 C-SP San Pablo Avenue Commercial	Add C-SP district to the Zoning Ordinance.	Establish the C-SP district
10	23.206.020 Allowed Uses in Manufacturing Districts.	Allow multi-unit and mixed-use residential within the MU-LI district to support affordable and family-friendly housing opportunity areas.	Allow certain types of housing on certain MU-LI zoned sites within the Specific Plan Area.
11	23.206.040 Use-Specific Regulations.	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.
12, 13	23.206.050 Protected Uses.		
14	23.206.060 M Manufacturing District.		
15	23.206.070 MM Mixed Manufacturing District.		
16	23.206.080 MU-LI Mixed-Use Light Industrial District.	References to West Berkeley Plan removed. Add affordable and family-friendly housing opportunity areas.	Retire the West Berkeley Plan. Allow certain types of housing on certain MU-LI zoned sites within the Specific Plan Area.
17	23.206.090 MU-R Mixed-Use Residential District.	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.
18	23.206.110 Permit Findings.		
Title 23, Div 3- Citywide Provisions			
19, 20, 21	23.302.020 General Use Regulations.	Add C-SP district to the Zoning Ordinance	Establish the C-SP district
22, 23	23.302.070 Use-Specific Regulations		
24	23.304.030 Setbacks	Add C-SP setbacks requirements adjacent to residential districts.	
25	23.304.050 Building Height	Allow parapets to exceed the height limit by up to 5 feet as of right.	

26	23.304.140 Area Plans	References to West Berkeley Plan removed, reference to San Pablo Avenue Specific Plan added	Retire the West Berkeley Plan. Implement San Pablo Avenue Specific Plan
27	23.312.040 Live/Work Standards	C-SP Live/Work standards.	Establish the C-SP district.
28	23.312.050 Live/Work Findings	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.
29	23.322.050 Parking Reductions		
Title 23, Div 4 – Permits and Administration			
30	23.402.020 Review and Decision-Making Authority	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.
31	23.406.060 Master Use Permits		
32	23.406.070 Design Review	Exempt projects that comply with the San Pablo Avenue Specific Plan Design Standards from the Design Review requirements.	Implement San Pablo Avenue Specific Plan and Design Standards
33	23.406.080 Modification of Development Standards in West Berkeley Plan Area	References to West Berkeley Plan removed.	Retire the West Berkeley Plan.

ENVIRONMENTAL REVIEW

Adoption of the proposed San Pablo Avenue Specific Plan and Design Standards Document, as well as implementation of conforming Zoning Ordinance and Zoning Map amendments and associated General Plan text and map amendments, and retirement of the West Berkeley Plan and San Pablo Avenue Public Improvements Plan (proposed project) is consistent with Housing Element Update Program 27. The proposed project would increase allowable density, height, and building bulk to facilitate mixed-use and residential development within the Plan area. The environmental impacts of implementing the Housing Element Update were previously analyzed in the 2023 Housing Element Update Environmental Impact Report (2023 EIR- ***Link 10***). The proposed zoning changes represent a refinement of the policies evaluated in the 2023 EIR.

California Public Resources Code Section 21080.085 establishes a statutory exemption from CEQA for rezoning undertaken to implement the schedule of actions, such as Program 27, in a housing element, such as the Housing Element Update, that has been

approved by the California Department of Housing and Community Development.[7] The exemption also applies to General Plan amendments necessary to ensure consistency between a General Plan and a proposed rezoning.

While the statutory exemption applies to the proposed actions, out of an abundance of caution, staff have also prepared, pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an Addendum to the previously certified Housing Element Update EIR. Under CEQA Guidelines Section 15162(a), once an EIR has been certified for a project, a subsequent or supplemental EIR is required only if substantial changes are proposed to the project, substantial changes occur in the circumstances under which the project is undertaken, or new information of substantial importance becomes available that would result in new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. Based on the analysis contained in the Addendum, none of these conditions are present. Therefore, preparation of a subsequent or supplemental EIR is not required.

NEXT STEPS

- City Council will conduct a Public Hearing.
- Adoption by the City Council is anticipated later this year.
- Project updates, public documents, and subscription options for email notifications are available on the San Pablo Avenue Specific Plan webpage.

CONTACT PERSON

Justin Horner, Principal Planner, Planning and Development Department, 510-981-7476

Attachments:

1. Planning Commission Resolution 2026-10
    a. Exhibit A Draft Zoning Ordinance Amendments
    b. Exhibit B Draft University Avenue Strategic Plan Amendments
    c. Exhibit C Draft West Berkeley Plan Amendments
    d. Exhibit D Draft San Pablo Avenue Public Improvements Plan Amendments
    e. Exhibit E Draft General Plan Amendments
2. Final Draft San Pablo Avenue Specific Plan
3. Final Draft San Pablo Avenue Specific Plan Design Standards Document
4. Draft CEQA Addendum
5. Public Hearing Notice

Links:

1. Community Assessment Report, August 2024 (*Linked*)
2. Policy Options and Development Framework Memorandum, August 2024 (*Linked*)

[7] California Department of Housing and Community Development, *Memo Re: California Environmental Quality Act (CEQA) Reforms for Housing Element Rezoning (Public Resources Code Section 21080.085)*, May 19, 2026. https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/memos/ceqa-rezone-exemption-memo-051926.pdf

3. Planning Commission Presentation, December 4, 2024 *(Linked)*
4. Public Review Draft Plan and Appendices, October 2025 (*Linked*)
5. Planning Commission Presentation, November 5, 2025 (*Linked*)
6. City Council Worksession Presentation, November 6, 2025 (*Linked*)
7. Planning Commission Presentation, March 18, 2026 (*Linked*)
8. Transportation Infrastructure Commission Memorandum, April 16, 2026 (Linked)
9. April 14, 2026 City Council Referral – Establish a Citywide Local Density Bonus Program to Facilitate Lower-Cost Ownership Homes (Condominiums) (*Linked*)
10. 2023 Housing Element Update Environmental Impact Report (EIR) (*Linked*)

ATTACHMENT 1

PLANNING COMMISSION
RESOLUTION NO. 2026-10

A RESOLUTION OF THE CITY OF BERKELEY PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL ADOPT PROPOSED AMENDMENTS TO TITLE 23 OF THE BERKELEY MUNICIPAL CODE AND THE ZONING MAP TO CREATE THE SAN PABLO COMMERCIAL ZONING DISTRICT AND ADOPT THE SAN PABLO AVENUE SPECIFIC PLAN AND DESIGN STANDARDS DOCUMENT, AS WELL AS CONFORMING AMENDMENTS TO THE UNIVERSITY AVENUE STRATEGIC PLAN, THE WEST BERKELEY PLAN, THE SAN PABLO AVENUE PUBLIC IMPROVEMENTS PLAN, AND THE GENERAL PLAN LAND USE ELEMENT AVENUE COMMERCIAL LAND USE DESIGNATION AND LAND USE DIAGRAM TO REDESIGNATE CERTAIN PARCELS WITHIN THE PROJECT AREA TO BE CONSISTENT WITH ASSOCIATED TEXT AMENDMENTS.

WHEREAS, the City of Berkeley ("City"), in accordance with the provisions of California Government Code Section 65300 et seq., is required to adopt a General Plan for its long-range development, and further to periodically update that plan to reflect current conditions; and

WHEREAS, the City adopted the West Berkeley Plan in 1993, and adopted amendments to that plan in 1999 and 2011; and

WHEREAS, the City adopted the University Avenue Strategic Plan in 1996; and

WHEREAS, the City adopted the San Pablo Avenue Public Improvements Plan in 2003; and

WHEREAS, the amendments do not change the designation of any parcel to reduce the intensity of use allowed under the existing General Plan or zoning pursuant to Gov. Code section 66300(b)(1); and

WHEREAS, the adopted Housing Element Update (HEU) includes "Program 27 – Priority Development Areas (PDAs), Commercial and Transit Corridors" to develop a San Pablo Avenue Specific Plan to increase allowed densities and/or development capacity, and study design standards, public improvements, and mechanisms to incentivize affordable housing by December 2025; and

WHEREAS, on July 14, 2015, the City Council forwarded to the Planning Commission a referral to develop a Plan to guide development on San Pablo Avenue; and

WHEREAS, on July 13, 2021, the City Council adopted resolution No. 69,953-N.S. accepting a $750,000 Priority Development Area (PDA) planning grant from the Metropolitan Transportation Commission (MTC) to develop the San Pablo Avenue Specific Plan; and

WHEREAS, the City held community engagement workshops on the following dates: January 24, 2024, September 26, 2024, and October 29, 2025; and

WHEREAS, the Planning Commission held discussions on the San Pablo Specific Plan

on the following dates: April 3, 2024, Dece4mber 4, 2024, November 5, 2025, and March 18, 2026; and

WHEREAS, on June 3, 2026, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

WHEREAS, on May 15, 2026, a public hearing notice was provided to tribes with traditional lands or places located within the geographical areas affected by the proposed changes, pursuant to Government Code Section 65352.3(a)(2), for the public hearing held on June 3, 2026.

WHEREAS, a public hearing notice was published in the Berkeley Voice and posted in three public places pursuant to California Government Code Section 65090 on May 15, 2026 and May 22, 2026 for the public hearing held on June 3, 2026; and

WHEREAS, all documents constituting the record of this proceeding are and shall be retained by the City of Berkeley Planning and Development Department, Land Use Planning Division, at 1947 Center Street, Berkeley, California; and

WHEREAS, in connection with the amendments, an Addendum to the certified Final Environmental Impact Review (EIR) pursuant to Section 15164 of the CEQA Guidelines has been prepared that describes the changes the proposed Project would have to the HEU, and compares the impacts of those changes to the impacts of the HEU identified in the EIR; and

WHEREAS, the Addendum to the certified Final EIR determined that potential impacts associated with the proposed Project are consistent with potential impacts disclosed and analyzed in the EIR. That is, the proposed Project would not result in any new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the EIR. Further, no new information of substantial importance exists which would require major revisions of the HEU EIR. Therefore, none of the conditions outlined in CEQA Guidelines Section 15162(a)(1-2) requiring preparation for a subsequent EIR have been met. Further, none of the conditions outlined in CEQA Guidelines Section 15162(a)(3)(A-D) requiring preparation of a subsequent EIR have been met; and

WHEREAS, based on the analysis contained in the Addendum, no further evaluation of environmental impacts is required for the proposed Project, no subsequent EIR is required pursuant to CEQA Guidelines Section 15162, and the Addendum is the appropriate level of environmental analysis and documentation for the proposed Project pursuant to CEQA Guidelines Section 15164, and therefore the Mitigation Monitoring and Reporting Program in the Final EIR sufficiently addresses impacts from the proposed Project; and

WHEREAS, the Addendum demonstrates that the proposed Project was analyzed as HEU Program 27 in the 2023 EIR and the Addendum further demonstrates that the Project proposes to modify HEU Program 27 but these modifications do not result in the need to prepare a subsequent or supplemental EIR. Consequently, pursuant to CEQA Guidelines Section 15168(c)(2), no further environmental review is required; and

NOW, THEREFORE, IT BE RESOLVED that the Planning Commission does hereby recommend to the City Council of the City of Berkeley to: 1) Adopt an Ordinance amending the Zoning Ordinance and Zoning Map to establish a San Pablo Commercial (C-SP) zoning district; 2) Amend the General Plan and Land Use Diagram to incorporate the C-SP zoning district into

the existing Avenue Commercial (AC) land use designation and redesignate certain parcels within the project area to be consistent with the C-SP zoning district; 3) Amend the University Avenue Strategic Plan to conform to the C-SP zoning district text and map amendments; 4) Retire the West Berkeley Plan; and 5) Retire the San Pablo Avenue Public Improvement Plan.

Pursuant to Berkeley Municipal Code Section 23.412.060, the Planning Commission makes the following findings to support its recommendation for the zoning ordinance amendments:

(1) **The proposed amendments are consistent with the General Plan and any applicable specific plan or area plan.** The Zoning Ordinance amendments are consistent and compatible with the General Plan, as the proposed San Pablo Commercial (C-SP) district will support a pedestrian-friendly, visually attractive area of pedestrian scale and serve neighborhood needs by providing ground-floor commercial standards and permitting a range of commercial uses that are compatible with residential uses, consistent with General Plan Policy LU-27.

(2) **The proposed amendments are consistent with state law.** The Zoning Ordinance amendments are consistent with state law because they do not reduce the intensity of use allowed under the existing General Plan or zoning pursuant to Gov. Code section 66300(b)(1). Further, staff prepared an Addendum to the HEU EIR in accordance with CEQA Guidelines to evaluate the potential environmental effects of adoption and implementation of the proposed zoning and General Plan and West Berkeley Plan amendments.

(3) **The proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare**. The Zoning Ordinance amendments serve the public interest by facilitating implementation of the San Pablo Specific Plan. The Plan goals include increased diversity and supply of housing, increased business activity to support a thriving community, enhanced interaction between public and private spaces, and enhanced local and citywide access. The Zoning Ordinance amendments will not result in the immediate approval of any specific development project. Any future development project will continue to be subject to the City's development and environmental review procedures.

(4) **The proposed amendments are internally consistent with other applicable provisions of the Zoning Ordinance.** The Zoning Ordinance amendments to create the C-SP district and retire the West Berkeley Plan include non-substantive revisions to the Zoning Ordinance to ensure internal consistency.

(5) **The affected site is physically suitable in terms of design, location, shape, size, and other characteristics to ensure that the permitted land uses and development will comply with the Zoning Ordinance and General Plan and contribute to the health, safety, and welfare of the property, surrounding properties, and the community at large.** The affected sites are physically suitable for the proposed Zoning Map Amendments to create the C-SP district, as the changes implement General Plan policies related to commercial land use designations.

Pursuant to California Government Code Section 65354, the Planning Commission makes the following findings to support its recommendation for the General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo Avenue Public Improvement Plan text and map amendments included as Exhibits B through E of this resolution:

(1) **The proposed amendment is in the public interest.** The proposed General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo

Avenue Public Improvement Plan amendments serve the public interest by facilitating additional housing capacity and production in a transit-rich area of the city to better meet housing demand, increase business activity to support a thriving community, enhance interaction between public and private spaces, and improve local and citywide access to and from the Plan Area;

(2) **The proposed amendment is consistent and compatible with the General Plan.** The proposed General Plan, University Avenue Strategic Plan, West Berkeley Plan, and San Pablo Avenue Public Improvement Plan amendments support a pedestrian-friendly, visually attractive area of pedestrian scale and serve neighborhood needs by providing ground-floor commercial standards and permitting a range of commercial uses that are compatible with residential uses, consistent with General Plan Policy LU-27. Further, the amendments ensure internal consistency among General Plan elements. The potential effects of the proposed amendment have been evaluated and have been determined not to be detrimental to the public health, safety, or welfare. The General Plan amendments would not be detrimental to the public health, safety and welfare of the City because they would facilitate development that would be completed in compliance with current building and fire codes and regulations; and would be subject to the City's standard conditions of approval regarding noise and air quality, waste diversion, toxics and stormwater requirements, as well as applicable mitigation measures included in the Housing Element Update EIR.

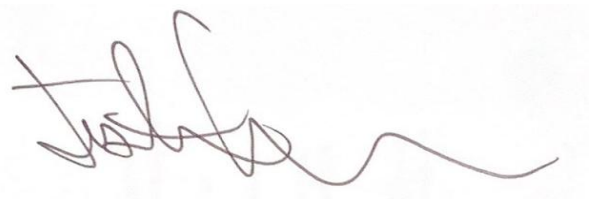
I HEREBY CERTIFY the foregoing resolution was passed and adopted by the Planning Commission of the City of Berkeley, at a regular meeting thereof, held on the 3rd day of June 2026, by the following vote:

AYES: Commissioners Hauser, Twu, Owens, Merker and Chair Marthinsen

NOES: Commissioners Kahn and Oatfield

ABSENT: Commissioner Wang

ABSTAIN: None



Justin Horner
SECRETARY TO THE PLANNING COMMISSION

ATTACHMENT 4: West Berkeley Plan Implementation Measure Assessment Table
from Planning Commission meeting
March 18, 2026

Chapter	Implentation Measures	Status	Notes
Land Use	1.1 Rezoning	COMPLETE	Manufacturing Zoning districts
	1.2 Redevelopment Plan Amendments	N/A	Redevelopment Agency was dissolved
	1.3 Truck Weight Ordinance	COMPLETE	BMC Chapter 14.56 (Movement of Heavy Vehicles and Equipment (Ordinance 6799-NS; 2004)
	2.1 Consolidated Parking	INCOMPLETE	Neither site available for parking now
	3.1 Inventory of Industrial Space	COMPLETE	Ordinance 65,210 -NS - 2011 West Berkeley Plan Update - inventory conducted as part of the update
Economic Development	1. Target Industrial retention and attraction program	COMPLETE	(i.e. Manufacturing Week)
	2. Large Site Reuse Project	COMPLETE	Ordinance 65,210 -NS - 2011 West Berkeley Plan Update
	3. Major Employer Training Project	COMPLETE	OED - Confirmed Complete
	1. Rezoning	COMPLETE	Manufacturing Zoning districts
	2. Arts and Crafts Ordinance Review	COMPLETE	Ordinance 65,210 -NS, 2011 West Berkeley Plan Update, and Berkeley Business zoning updates
	3. Mitgations as ordinance related to housing, child care and others	COMPLETE	Inclusionary Housing ordinance - Family Dare Care use updates
	4. Coordination with County	ONGOING	
	B.1 Building Buyout Program	COMPLETE	Mitigation for Durkee project
	B.2 Buyouts of Retiring Owners	COMPLETE	Project Equity
	B.3 Employment/Training System	COMPLETE	First Source
	B.4 Recognition system	COMPLETE	Berkeley Manufacturing Week; Green Business Certification
	B.5. Business Assistance	COMPLETE	OED Business Assistance
	C.1 Business Directory	COMPLETE	Developed internally OED Economic snapshot.
	D.1. San Pablo Ave Economic Development Study	COMPLETE	San Pablo Avenue Specific Plan
	D.2. Redevelopment Feasibility Study	N/A	Redevelopment Agency was dissolved
	D.3 Economic Development Organization -	COMPLETE	Explored - OED marked complete
Environmental Quality	1.1 Centralize and Coordinate Environmetal Information	COMPLETE	https://berkeleyca.gov/your-government/public-records/community-right-know-hazardous-materials California Environmental Recording System
	1.2 Development and Implement work program for the Community Environmental Advisory Commission	COMPLETE	The CEAC is now the Environment and Climate Commission
	1.3 Revise and resubmit to state Citywide Chemical Emergency Response Plan	COMPLETE	Toxics' Area Plan: reviewed by state every 3 years
	1.4 Provide Risk management and communication program assistance to manufacturers and other businsses.	ONGOING	
	1.5 Work with businesses to improve existing odor problems	COMPLETE	Air District regulates
	1.6 Continue to review new and expanded uses for odorous potential	ONGOING	
	1.7 Provide assistance to businesses through the Recycle Market Development Zone (RMDZ)	COMPLETE	Recycling Market Development Zone through CalRecycle
	B.1 Map source sites and groundwater contamination plumes	COMPLETE	CalEnviroScreen
	B.2 Construct acoustic berm along western edge of Aquatic Park via Aquatic Park Master Plan	INCOMPLETE	Studied; found infeasible; barriers upgraded at Aquatic Park; acoustic berm was found to be too costly because of the need for concrete piers and a retaining wall. $13M - likely higher now.
	C.1 Implement 1991 Hazardous Material Importation Regulation Act	COMPLETE	regulation required by state law
	C.2. Create a hazard ranking system for use in charging fees and evaluating Use Permits	COMPLETE	Fees scale for larger haz mat quantities on-site
	C.3 Develop and Implement standard Use Permit conditions for hazardous waste hauling	COMPLETE	Regulated by Department of Toxic Substances Control
	C.4 Adopt requirement for pollution prevention planning	COMPLETE	Toxics
	C.5 Implement Non-Point Discarge Program (runoff program)	COMPLETE	Storm Water Management Plan
	C.6. Work with BAAQMD to ensure clean air measures are implemented	ONGOING	
	C.7. Implement Ozone Depletion Ordinance	COMPLETE	https://berkeley.municipal.codes/BMC/11.62
	C.8 Revision of Noise Ordinance	COMPLETE	https://berkeley.municipal.codes/BMC/13.40.050
	C.9 Improve consideration of noise in Use Permit decisions	COMPLETE	https://berkeley.municipal.codes/BMC/13.40.050
	D.1. Study requirements for increase public notification for environmetal review when related to hazardous materials.	COMPLETE	no study was conducted however increased notification and state requirements have been implemented through CERS and permit requirements through the Toxics Division; exceptions to exemptions
	D.2. Study possibilty of extending tax credits or other incentives for pollution preventions, source and toxic use reduction.	INCOMPLETE	Study not conducted. State offers various incentives (cap and trade, Carl Moyer, California Pollution Control Financing Authority, etc)
	D.3 Research more comprehensive Hazardous Materials Transprotation Ordinance	COMPLETE	https://berkeley.municipal.codes/BMC/11.50 Yes: Railway Study
	D.4. Research a Mandatory Commercial Hazardous waste recycling Ordinance	COMPLETE	Nicole Kim: supereded by desginated hauling out of Berkeley
	D.5 Identify sources of night noise and develop appropriate mitgations when possible	INCOMPLETE	

ATTACHMENT 4: West Berkeley Plan Implementation Measure Assessment Table
from Planning Commission meeting
March 18, 2026

Chapter	Implentation Measures	Status	Notes
Physical Form	1.1 Redevelopment Area Public Improvement	N/A	Redevelopment Agency was dissolved
	1.2 Soundwall Design and Construction Monitoring	INCOMPLETE	https://aquaticpark.org/wp-content/uploads/2023/08/AqPk-Sound-Barrier-Options-2000.pdf Caltrans found the "living sound wall" would cost $13 million because of concrete piers and retaining wall, rending project infeasible.
	1.3 News rack Ordinance-Explore the feasibility-given both aesthetic and First Amendment concerns--of an Ordinance regulating the placement and design of news racks.	COMPLETE	https://berkeley.municipal.codes/BMC/16.44
	1.4 Train Station Design Concept	COMPLETE	
	1.5 Facade Improvement Program - seek funding to develop a facade and signage improvement.	INCOMPLETE	Likely attempted to seek funds however no signage or facade improvement program is in place
	1.6 4th St. Area Strategic Plan	INCOMPLETE	
	1. 7 Development of Design Guidelines for various areas	IN PROGRESS	SPA SP
	1.8 Gateway Improvement Studies	IN PROGRESS	SPA SP
	1.9 1-80 Corridor Visual Improvement Study	COMPLETE	https://www.alamedactc.org/wp-content/uploads/2019/08/I-80_Gilman_Visual_Impact_Assessment_Aug2018.pdf
	1.10 Billboard Amortization removing billboards from San Pablo Avenue	IN PROGRESS	SPA SP
	1.11 Zoning Ordinances Changes for and between Nodes	COMPLETE	
	1.12 Sign Ordinance Amendment	COMPLETE	Sign Ordinance has been amendmended since WBP adoption
	1.13 Review of Major Public Improvements	ONGOING	
	2.1 Designation as Certified Local Government-Apply to State Historic Preservation Office for certification as a Certified Local Government.	COMPLETE	Certified: March 1, 2000
	2.2 Completion of West Berkeley Historic Survey (with BAHA)	INCOMPLETE	Shifted to citywide historic statement and survey via HE EIR mitgation; HE EIR says we shoud do this citywude, which would include West Berkeley. So, still in GP
	2.3 Research for Landmark Designation on State Historic Resources Inventory building	COMPLETE	4 local landmarks and 1 landmark district established post 1993 in WBP area
	2.4 Historic signs program-Install signs at historic buildings and sites,	COMPLETE	https://berkeleyplaques.org/
	2.5 Elementary educational program	INCOMPLETE	
	2.6 Heritage Area Designation	INCOMPLETE	"when residents suport such efforts"
	3.1 Codomices Creek Regulation and Improvement	ONGOING	Updates to the creek ordinance in 2006
	3.2 Tree Planting Program	COMPLETE	https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/city-trees-and-coast-live-oak-ordinance
	3.3 Aquatic Park Access Improvements: Improve access to Aquatic Park	COMPLETE	Email Nelson Lam
	3.4 Other Aquatic Park Master Plan Improvements	COMPLETE	Email Nelson Lam
	3.5 Neighborhood park Improvements/addition	COMPLETE	Seek funding to improve facilities and services at neighborhood parks - Measure F
Transportation	1.1 Trip Reduction Ordinance	COMPLETE	TDM ordinance
	1.2 Bikeway Redesignations	COMPLETE	Bicycle Plan
	2.1 Employee Shuttles	ONGOING	Approached them and they were not interested (TDM)- continue to approach
	2.2 Transit improvements	ONGOING	"Work with AC Transit..."
	2.3 Freeway reconfiguration	COMPLETE	https://www.cahighways.org/ROUTE080.html
	2.4 Bikeway Improvements	ONGOING	
	2.5 Bicycle Facilities	ONGOING	
	2.6 Improvements for pedestrians	ONGOING	
	2.7 5th St. Extension	COMPLETE	likely assessed and found to not be viable solution to congestion
	2..8 Street System Improvements	COMPLETE	
	3.1 Train Station Design Concept	COMPLETE	
	3.2 Centralized Parking Demand and Cost Analysis	COMPLETE	Sites conveyed/developed
	3.3 Aquatic Park Access Study	COMPLETE	https://aquaticpark.org/wp-content/uploads/2024/06/APIP_Study_2008_W_TechnicalReportAndAppendices.pdf Aquatic Park Improvement Program (2008)
	3.4 9th Street Connection Study	COMPLETE	Berkeley Bowl West did not include this.
Housing and Social Services	Miles Development Agreement Housing Programs	COMPLETE	
	West Berkeley's housing programs will generally be those adopted in the 1990	COMPLETE	updated in each iteration of the Housing Element

Attachment 5

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL

The public may participate in this hearing by remote video or in-person.

The Department of Planning and Development is proposing amendments to the City's Zoning Ordinance (Title 23), Zoning Map, and University Avenue Strategic Plan, West Berkeley Plan, San Pablo Avenue Public Improvements Plan, and General Plan Amendments (Plans) respond to a City Council referral and the requirements of the City's 2023-2031 Housing Element to develop a San Pablo Avenue Specific Plan to increase allowed densities and/or development capacity, and study design standards, public improvements, and mechanisms to incentivize affordable housing, and implement a Priority Development Area (PDA) planning grant from the Metropolitan Transportation Commission (MTC) to develop the San Pablo Avenue Specific Plan.

The recommended Zoning Ordinance and Map amendments require conforming edits to the City's Plans before they can be adopted by the City Council. The proposed Plan amendments include revisions to the Avenue Commercial land use description and designations, as well as technical edits to reflect the recommended Zoning Ordinance amendments.

Proposed amendments affect the following Chapters of Title 23: 23.108 (Zoning Districts and Map), 23.204 (Commercial Districts), 23.206 (Manufacturing Districts), 23.302 (Supplemental Use Regulations), 23.304 (General Development Standards), 23.312 (Live/Work), 23.322 (Parking and Loading), 23.402 (Administrative Responsibility), 23.406 (Specific Permit Requirements), and the Zoning Map.

LOCATION: The proposed Zoning Ordinance amendments would apply to parcels currently located in the West Berkeley Commercial (C-W), University Commercial (C-U), Mixed-Use Light Industrial (MU-LI), Multiple-Family Residential (R-3), Residential Multi-Unit 2 (R-2), Multi-Family (R-4), and Mixed-Use Residential (MU-R) zoning districts.

The hearing will be held on September 29, 2026, at 6:00 p.m. in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of September 17, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

For further information, please contact Principal Planner Justin Horner at jhorner@berkeleyca.gov. Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-**

mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@berkeleyca.gov for further information.

Published: September 18, 2026 – The Berkeley Voice

Public Hearing required by BMC 23.404.040, BMC 23.412.050 and Govt Code 65853; notice provided according to Govt Code 65090 and BMC 23.404.040.

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Office of the City Manager

ACTION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Gilman, Director, Health, Housing, and Community Services

Subject: Affordable Housing Preference Policy: Pilot Assessment and Policy Update

RECOMMENDATION

Adopt a Resolution rescinding Resolution No. 70,960-N.S. to revise and update the Affordable Housing Preference Policy for new residential housing units created via the Housing Trust Fund (HTF) and Below Market-Rate (BMR) programs.

SUMMARY

The Affordable Housing Preference Policy (AHPP) was adopted on July 11, 2023, to advance anti-displacement and historical justice goals. Pilot data from Maudelle Miller Shirek Community (MMSC) and several BMR lease-ups show that a simplified, ranked-tier system better supports applicants and advances policy goals. This report details data-driven updates to center equity and improve applicant experience.

Staff recommend adopting a revised, tier-based policy to better serve the community and continue the policy's anti-displacement goals. The proposed policy would be effective November 1, 2026, for new HTF and BMR projects.

The AHPP is one of many tools the City uses to support unhoused and low-income households, including Permanent Supportive Housing, interim housing, the Shelter Plus Care program, project-based vouchers, the Housing Retention Program, the Housing Trust Fund, and the Small Sites Program.

FISCAL IMPACTS OF RECOMMENDATION

The proposed policy will reduce costs associated with City staff time. HHCS Homeless Services staff will no longer review and approve hundreds of preference verification applications. Meanwhile, Housing Services staff time will continue to fluctuate, peaking during new lease-ups. Staff time will also be saved by reducing technical assistance to developers and property managers to implement the policy.

Creating a streamlined, tier-based application will allow property managers to approve new leases faster. This will allow residents to move in sooner, which starts a property's cash flow and reduces interest costs on construction loans. This will also benefit new

residents by allowing them to access their units more quickly, providing stable housing for their own finances.

CURRENT SITUATION AND ITS EFFECTS

The proposed policy includes the following changes:

1) Shifting preferences from a points-based system to a ranked tier system; and
2) Consolidating preference categories to address challenges with existing categories, as well as elevate what is working well.

Applicants must meet income limits, household size rules, and other unit requirements.

Current Policy

The current policy uses a points-based system with seven preference categories. A lottery is conducted that assigns applicants a random lottery number, and then groups applicants by their total points. Within those point groups, applications are sorted by lottery rank. Applicants displaced by BART construction are prioritized first. All other preferences are worth one point each. To claim these points, applicants must provide separate verification documents for every preference selected.

Table 1. Preference Point System (Current Policy)

Points	Preference
First priority	Displacement due to BART construction
1	Displaced due to foreclosure
1	Displaced due to eviction
1	Families with children
1	Homeless OR at-risk of homelessness
1	Ties to redlined areas
1	Ties to redlined areas – historical

Updated Policy Proposal: Ranked Tiers

The proposed tier system groups applicants by priority, with all applicants in a higher tier considered before units are offered to the next tier. Under this system, applicants only provide verifying documentation for their highest qualifying preference. Standard affordable housing documentation can be administratively overwhelming for applicants. Reducing this verification burden is an important goal.

Table 2. Ranked Tier Preference Point System (Proposed Policy)

Tier	Preference
Tier 1 (first priority)	Displaced due to construction of BART stations in Berkeley
Tier 2 (second priority)	Direct descendant of Berkeley redlined neighborhood resident – households with children under 18
Tier 3 (third priority)	Direct descendant of Berkeley redlined neighborhood resident – households without children
Tier 4 (fourth priority)	Current/displaced Berkeley resident – households with children under 18
Tier 5 (fifth priority)	Current/displaced Berkeley resident – households without children
Tier 6	All other applicants

The proposal consolidates categories based on the following lessons from the pilot period:

- Removes homeless priority: A significant majority of homeless applicants did not income-qualify for available units. This severe income mismatch resulted in relatively few housing placements while creating false expectations. Promoting structurally unavailable housing may exacerbate applicant housing trauma. The administrative burden was also disproportionate to outcomes with staff spending significant time on verifying homeless applicants who did not ultimately receive housing placements.
- Streamlines displacement categories: Consolidates the eviction and foreclosure categories into a single displaced from Berkeley category. This better reflects a multitude of displacement circumstances, reduces policy complexity, and eliminates applicant confusion regarding out-of-city eligibility.
- Consolidates redlining categories: Prioritizes the redlined neighborhood descendant category given substantial overlap with the redlined neighborhood resident category. The pilot revealed that nearly two-thirds of verified redlined neighborhood residents were also verified descendants of redlined neighborhood residents.

The revised policy establishes a sequential tier system that honors historical justice while supporting families with children:

1. **Historical justice (Tier 1):** Eminent domain for BART construction directly displaced Berkeley families and stripped intergenerational wealth. Community engagement determined this group warrants highest priority. This has not changed from the current policy.
2. **Equity and redlining (Tiers 2 and 3):** The pilot demonstrated that redlined preferences provided a pathway for displaced, long-term residents to return.

Families with generational roots in Berkeley's redlined neighborhoods of South and West Berkeley are harmed by decades of redlining, disinvestment, and subsequent gentrification and displacement. The updated tier system elevates this group directly.

3. **Families with children first (Tiers 2 and 4):** Within categories of descendants of Berkeley redlined neighborhood residents and current/displaced Berkeley residents, the policy prioritizes families with children. Families with children may be most vulnerable to and impacted by displacement. National research underscores that low-income single mothers with young children are at the highest risk of eviction.
4. **Current/displaced Berkeley residents (Tiers 4 and 5):** Supports Berkeley residents in staying stably housed and assists displaced community members to return.

Staff will revise Administrative Guidelines and coordinate with the regional online housing portal, Doorway, to implement the tiers.

Pilot Outcomes

The first project to implement Berkeley's AHPP was the 87-unit Maudelle Miller Shirek Community. MMSC applications were open in January and February 2024, and lease-up was completed in June 2025. MMSC is located at 2925 Adeline Street, in the heart of South Berkeley, and the Healthy Black Families (HBF) offices are on the ground floor. HBF in co-developed the community-driven AHPP. This included leading targeted engagement and organizing a cohort of community advisors to shape policy development. They continue to provide implementation support, including tenant research and outreach.

Staff worked with research partners HBF and Street Level Advisors to conduct qualitative and quantitative assessment of the preference policy pilot. This mixed-methods research involved the participation and insights of:

- MMSC applicants and residents;
- MMSC developer Resources for Community Development (RCD) and leasing staff at John Stewart Company;
- Doorway managing agency Metropolitan Transportation Commission (MTC) and portal platform developer Exygy;
- HHCS Homeless Services staff and local homeless service providers;
- HHCS Asset Management and Preservation staff (re: BMR properties); and
- Staff and partners in San Francisco and East Palo Alto who implement preference policies.

Data from the MMSC lease-up revealed operational successes alongside systemic constraints. Table 3 outlines verification outcomes from the pilot.

Table 3. MMSC Preference Application Outcomes

Preference	% of Verified Applications[1]	% of Verified Applicants Under-Income	Tenants Moved In w/ preference
BART displacement	1%	0%	1
Eviction	26%	66%	1
Foreclosure	35%	56%	1
Redlined neighborhood resident	22%	25%	11
Redlined neighborhood resident descendant	29%	35%	13
Homeless/at-risk of homelessness	18%	69%	21
Family with children	55%	19%	23

Tenant households with at least one preference occupy 59% of preference units at MMSC, while non-preference households occupy the remaining 41%. The numbers in Table 3 provide insight into how applicants qualified for specific preferences; some households are represented across preference categories as applicants may qualify for more than one preference.

Table 4 details the specific preference points held by these households. These numbers reflect applicants' various combinations of verified preferences.

Table 4. MMSC Tenants in Preference Units, by Number of Preferences

Number of Preferences	Number of Tenants Moved into Preference Units	% of Total
Total Tenants with No Preferences	**23**	**41%**
Total Tenants with at Least One Preference	**33**	**59%**
One Preference	9	16%
Two Preferences	14	25%
Three Preferences	6	11%
Four Preferences	4	7%

As shown in Table 4, four points was the highest number of preferences for households moving into MMSC preference units. Redlined neighborhood descendants are highly represented in the highest point categories. Specifically, descendants comprised all

[1] Shows percentage of processed applications that were verified. "Processed" means application was reviewed (at least one preference was verified or denied). "Verified" means leasing staff confirmed eligibility.

households with four points, two-thirds of those with three points (representing 80% of all households with three or more points), and half of all households with two or more points.

MMSC Lessons Learned by Preference Category

BART Displacement

The City verified three BART displacement preference certificates out of 205 applicants who claimed the preference. One moved into MMSC. Reviewing hundreds of unqualified applications created a bottleneck that delayed the leasing process. This highlights the need for clear response timelines. San Francisco gives applicants to their first priority Certificate of Preference five business days to respond to verification requests before they lose their priority status. The City of Berkeley does not centrally manage affordable housing applications like San Francisco, but does verify BART preference certificate applications. Staff plan to work with affordable housing developers to coordinate reasonable verification timelines for any policy revisions adopted by Council.

The City maintains an open BART displacement preference certificate application. Individuals can apply at any time and staff review on a rolling basis. These certificates can be used at any new affordable housing opportunity. The MMSC lease-up faced immediate timeline constraints because it launched the same month the new preference policy took effect. BART certificate numbers have grown since that initial rollout. As of July 2026, the City has issued sixteen BART certificates, which cover five impacted families. The City is also planning additional targeted outreach prior to future affordable housing lease-ups to improve certificate applications. People with BART certificates will be able to use these certificates for first priority in future affordable housing lease-ups.

Foreclosure and Eviction

The foreclosure and eviction preferences were both underused compared to other preferences. Only two households moved in, one from each category. The primary barrier was a financial mismatch: 66% of qualified eviction applicants and 56% of qualified foreclosure households had incomes below the minimum limit required for the available units.

Beyond income barriers, geographic rules confused many applicants. By July 2026, the City issued certificates to thirteen people who lost housing in Berkeley because of foreclosures. Over half of certificate applications lacked basic information or listed addresses outside city limits. MMSC leasing staff confirmed that many applicants did not understand that foreclosures, evictions, or BART displacements must have occurred inside Berkeley.

Redlined Neighborhood Ties

The redlined neighborhood preferences were the most effective categories in the MMSC lease-up, yielding a total of 17 household move-ins. Within this group, 13

households qualified as descendants of a redlined neighborhood resident, and 11 qualified as direct residents, with a high overlap of 65% of verified residents also qualifying as verified descendants. In contrast to the homeless, foreclosure, and eviction categories, only 35% of verified redlined neighborhood descendants were under-income for the available units. Additionally, leasing staff reported that these categories were among the most straightforward to verify administratively.

Families with Children

At MMSC, 41% of all applicants claimed the families with children preference. Of the applications reviewed, 55% were successfully verified, resulting in 23 families moving into the building.

Notably, 70% of these applicants claimed no other preference categories. The preference required only that applicants have children, with no mandatory connection to Berkeley. This outcome underscores the need to explicitly couple the category with local residency or displacement requirements to effectively prioritize families with existing Berkeley ties.

Homeless/At-Risk of Homelessness

Verifying this preference created a heavy administrative workload. Due to complex eligibility rules, the HHCS Homeless Services team had to manually review nearly 900 verification forms.

Only 18% of applicants reviewed for the homeless/at-risk preference were able to be verified; this is the lowest approval rate of any category outside of BART displacement. The primary barrier to housing placement was financial mismatch: 69% of the verified households in this category had incomes below the minimum limit required for the available MMSC units. Other reasons applicants did not qualify for this category included lack of ties to Berkeley or already being prioritized for Permanent Supportive Housing.

A total of 21 households used this category to successfully move into units. However, leasing staff reported that most of the households that moved in qualified under the broad at-risk of homelessness definition rather than experiencing active homelessness. Three-quarters of the households that successfully leased up through this category also held other preferences.

BMR Properties Pilot

As of July 2026, two BMR properties have completed lease-up with a total of five preference units. Another nine BMR properties are currently leasing up with preferences.

At one property, three units used preferences: one household qualified with two points for redlined neighborhood ties and foreclosure, another with two points for redlined

neighborhood ties and children, and a final household moved into a BMR unit with zero points. At the second property, both units were filled by households with children who qualified with one point each. Some BMR units are reserved for Housing Choice Voucher-holders; those units have a smaller pool to draw from and may be more challenging for preference implementation.

BMR property managers and City staff identified administrative challenges. Property managers reported verification delays from contacting applicants and explaining preferences, and processing unverifiable preference claims. City staff who work directly with BMR property managers emphasized the administrative burden of explaining the policy to leasing staff, especially given frequent staff turnover at BMR properties.

BMR property managers do not have the same institutional knowledge as the nonprofit managers at HTF projects. They do not typically have experience verifying income and preferences. This has also led to inconsistent data tracking related to preferences.

Reporting

Staff will continue to monitor the policy to understand how it is working, including administration and populations served. The City will collaborate with Doorway on data collection. Staff will provide an annual report to Council documenting the policy's impact. Staff will conduct an evaluation of the policy every five years, requesting any policy amendments to better serve the anti-displacement goals as needed.

Housing Advisory Commission Recommendation

July 2, 2026, the Housing Advisory Commission (HAC) supported the proposed preference policy updates with the following vote:

Action: M/S/C (Shere/Simon-Weisberg) to recommend City Council adopt a resolution to establish an updated affordable housing preference policy with the following preference categories organized into ranked tiers:

- Displaced due to BART construction
- Generational ties to redlined neighborhoods (families with children prioritized)
- Current/displaced Berkeley resident (families with children prioritized)

Vote: Ayes: Bell, Haycox, Shere, Simon-Weisberg, Twu, and Vaughn Scott. Noes: None. Abstain: None. Absent: Micael (excused) and Mirvish (excused).

BACKGROUND
The City Council adopted the preference policy on July 11, 2023. The policy became effective on January 1, 2024.

The City partnered with HBF and with Street Level Advisors on the following research efforts to better understand the impact of the policy at MMSC and BMR properties, as well as challenges and opportunities. Research efforts include:

- MMSC applicant experience survey administered by Exygy (developer of the housing portal platform)
- Analysis of MMSC leasing data by Street Level Advisors
- Research on MMSC resident experiences led by HBF:
    - MMSC resident survey
    - In-depth MMSC resident interviews
- Stakeholder interviews led by City staff with the following groups:
    - Homeless service providers, Bay Area Community Services (BACS) and Women's Daytime Drop-In Center (WDDIC)
    - City of Berkeley Asset Management and Preservation team (BMR properties)
    - City of Berkeley Homeless Services team
    - MTC-Doorway staff
    - RCD and John Stewart Company
    - City staff in San Francisco
    - City staff, nonprofit, and community development corporation in East Palo Alto
- Stakeholder meetings to discuss revised policy proposals with the following groups (including a joint meeting):
    - HBF
    - John Stewart Company
    - MTC-Doorway
    - RCD

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
Displacement can lead to commutes into Berkeley as displaced people continue to return to their community of origin for school, work, faith institutions, healthcare, and/or social networks. A preference policy can help reduce greenhouse gas (GHG) emissions from these longer commutes by reducing or reversing displacement.

RATIONALE FOR RECOMMENDATION
Lessons from the pilot suggest that simplifying the policy to a ranked tier system and consolidating categories is necessary to better support applicants. The updated policy proposal builds on strengths of the existing policy and addresses its challenges.

Policy Strengths

Redlined Preferences
Redlined neighborhoods experienced decades of disinvestment that promoted gentrification and displacement. The outcomes of the redlining preferences, combined

with HBF's MMSC tenant survey data, suggest that these preferences provided a pathway for displaced long-term residents to return to the community. In the tenant survey, 65% of those answering indicated that they applied to MMSC because they "wanted to return to South Berkeley."

21 out of 25 respondents agreed that the policy successfully met its goal to "prioritize displaced families from Berkeley." This impact is particularly meaningful for long-term community ties; of the 22 surveyed residents with previous Berkeley residency, nine households had lived in the city for over 20 years. One survey respondent highlighted the profound personal impact of the policy: "It was fair, and truly a blessing. Affordability in Berkeley had been out of reach for me since I left my mom's house in 1984."

BART Database, Certificates, and Library Partnership

Staff used Public Records Act (PRA) requests to BART to compile a database of property owners who were displaced by the construction of BART in the 1960s. Staff also established a BART Construction Displacement Certificate application on the City website. City staff work with applicants on verification; this pre-verification reduces burden for leasing staff.

Twelve of the sixteen BART certificates issued traced back to ancestors in the database. Other certificate holders were able to provide their ancestors' addresses, but the ancestors did not appear in the database since they were renters. In those cases, applicants were required to provide proof of address for their ancestors.

HHCS Staff established a partnership with the Berkeley Public Library (BPL) historian, who supports applicants in looking for proof of address documentation for ancestors. BPL has institutional accounts for Ancestry.com and other directories with historical records. When an applicant's ancestor did not appear in the BART database, the library was able to support them in locating proof of address for their ancestors. BPL also supported applicants looking for proof of address for the redlined neighborhood descendant preference.

Challenges & Constraints

Policy Complexity

The seven-point system was difficult to implement and monitor, and challenging for applicants to understand. In-depth HBF resident interviews indicated that some MMSC residents are not aware of the preferences. Information overwhelm may have contributed to confusion about the requirement for preferences to tie back to Berkeley.

Many applicants apply to listings on their phones in a short amount of time. The ease of the online application also makes a layered, complicated policy difficult to convey.

The updated policy proposal consolidates eviction and foreclosure category into the displaced from Berkeley category. This consolidation better reflects varied displacement

circumstances, reduces overall policy complexity, and cuts down on applicant confusion regarding out-of-city eligibility.

Conversations with partner organizations about innovative outreach methods noted that a consolidated policy could support more effective outreach. A policy with seven preferences and a points-based formula was also challenging for leasing staff to implement and made tracking challenging. A more streamlined policy lends itself to improved data systems and reporting, in order to best understand policy outcomes.

Unverified Preference Claims

The majority of preferences that applicants claimed were not verified. The children preference was the only preference that more than half of applicants were able to verify (see Table 3). The BART preference had the lowest verifiable rate; only 1%, or three out of 205 applicants, were able to verify the preference. The homeless preference had the second lowest verification rate; 18% of applications processed were able to be verified. This preference had broad, subjective criteria for the at-risk of homelessness category; the rate of applicants who verified as actively homeless was likely much lower.

It is common with preference policies for applicants to select preferences they later cannot verify. This delays the leasing process and pushes back move-in dates. Simplifying preferences will clear up confusion for applicants, which may reduce unverifiable preference claims. Some unverified claims will always happen, but simpler rules and clear deadlines for paperwork will reduce processing delays.

Income Mismatch

Many people who qualify for preferences have incomes that are below income minimums for Low-Income Housing Tax Credit (LIHTC) affordable housing. LIHTC housing is the primary way to fund affordable housing. Most City-funded affordable housing projects use LIHTC and have to follow LIHTC income requirements. For eviction, foreclosure, and homelessness preferences, the vast majority of applicants were screened out because their incomes were too low to qualify.

Alameda County Housing Portal data showed that about 46% of MMSC applicants reported incomes below 20% Area Median Income (AMI). It is important to note that these are self-reported incomes. This large group of extremely low-income applicants likely applied because the building offers project-based vouchers (PBVs), which limits a tenant's rent to 30% of their income. This lease-up aligns with broader Bay Area trends, where housing portals receive the most applications from extremely low-income households and fewer as income levels go up.

Ultimately, preferences only work if qualified applicants meet income and other requirements for the available affordable housing units.

Homeless and At-Risk of Homelessness Verification Realities

Creating a homeless preference for LIHTC units without deep rental subsidies creates a structural mismatch. LIHTC buildings usually combine different funding sources to serve different income levels. Often, developments reserve specific units for extremely low-income and homeless households through Permanent Supportive Housing (PSH) programs outside the standard lottery. PBVs and special funds such as the No Place Like Home program are common examples that were used at the MMSC project.

However, the minimum income requirements for the unrestricted LIHTC units financially disqualified the majority of homeless/at-risk applicants applying through the general lottery. Because tax-credit housing relies on tenant rent payments to cover operating costs, units without deep rental subsidies require a minimum monthly income that many extremely low-income applicants cannot meet.

The policy was designed to target people with lower supportive service needs who did not qualify for PSH. The goal of this targeting was to mitigate this income mismatch, and expand options for people who are not prioritized for other housing programs. This approach aimed to help people keep their housing without putting high-need households into units that lack proper support services. However, many applicants did not understand this complicated rule for individuals who were homeless but not prioritized for PSH.

Interviews with homeless service providers emphasized that promoting housing people cannot actually qualify for creates false hope. It can also add to the trauma unhoused people face with housing searches.

The "at-risk of homelessness" category was too broad to work well in a region where so many people struggle with housing. Service providers noted this broad rule made eligibility hard to verify and undermined efforts to prioritize people with the most urgent needs.

The effort required from staff and applicants for this category did not match the actual housing outcomes. Preferences cannot replace dedicated, fully funded supportive housing systems. The City and the Berkeley Housing Authority serve homeless people more effectively through programs built specifically for people with extremely low incomes. These include Permanent Supportive Housing, project-based vouchers, the Shelter Plus Care program, interim housing, the Housing Retention Program, and wraparound support services.

These specialized systems provide the necessary support and subsidies that affordable housing preferences cannot. Homeless households will still qualify for priority under the new proposed current/displaced Berkeley resident category, but they will no longer face the heavy paperwork required by a homeless preference.

Opportunities

Honoring Intersectionality

The current points system tried to account for households facing multiple displacement-related challenges. However, it required applicants to prove each of these preference claims with paperwork. The proposed tier system honors these overlapping challenges by creating a right of return for people harmed by decades of redlining, disinvestment, and gentrification in Berkeley, without burdening applicants with heavy documentation.

Pilot data supports this design: 80% of households with the highest preference points (three or four preferences) were descendants of redlined neighborhood residents. Prioritizing generational roots in redlined neighborhoods lifts up households facing the most layered displacement circumstances. This approach directs Berkeley's affordable housing to the community members most impacted by systemic discrimination.

Integration with Doorway

City staff collaborated with Exygy and the Alameda County Housing Portal on a post-application survey of 855 MMSC applicants. Over 80% said application instructions were clear and easy to follow. Since that pilot, the Alameda County Housing Portal was integrated into Doorway, a regional affordable housing platform with over 500,000 active users.

Switching to a tier-based system is necessary to integrate with Doorway because the platform does not currently support points systems. Currently, Doorway cannot automate or audit Berkeley's lotteries, forcing Doorway staff to run them manually. This means applicants receive their lottery number in an emailed document instead of in their portal profile. Lottery positions also keep changing as staff check paperwork, which confuses applicants, creates extra work for leasing teams, and makes long-term tracking difficult.

A tier system allows Doorway to automate and audit Berkeley's lotteries so they align with regional standards. Automation and audits reduce human error and keep the process fair. For example, an audit in another city recently caught a technical glitch that left non-English preference responses blank. This allowed staff to reach out to applicants and fix the issue quickly.

Standard Doorway listings give applicants direct, reliable access to their lottery rank. Under a tier system, applicants hold a stable rank within a clear tier. If they cannot prove a preference, they simply drop to their position in the next qualifying tier without requiring the entire applicant pool to be re-sorted.

Doorway is currently designed to support preferences via tiers. Other jurisdictions that implement preferences via Doorway also use tiers. Aligning Berkeley's policy with nearby cities creates a consistent experience and reduces confusion. Doorway offers the best way to reach applicants and keep the application process simple.

ALTERNATIVE ACTIONS CONSIDERED
Alternative actions include:

- Keep the existing policy.
  - Maintaining the homeless preference could lead to ongoing false expectations, which can cause more harm than good in a population with housing trauma. Keeping this preference would also lead to ongoing heavy administrative burden for HHCS Homeless Services team.
  - Keeping the points system along with the foreclosure and eviction preferences could continue to delay building lease-ups without proportional policy impact.

- Keep the points system, but reduce the number of categories to reflect pilot lessons (for example, remove the homeless category, and combine displacement circumstances into one displacement category). This option has substantial limitations:
  - Keeps the heaviest documentation burden on applicants who qualify for the most preferences.
  - Prevents current full integration with Doorway, which means listings in Berkeley could not use automated lotteries or lottery audits. This leaves more room for human error in ensuring that qualified applicants receive preferences.
  - Limits transparency for applicants. In a points system, applicant rankings constantly shift as files are checked, and applicants receive limited information on these changes. These lists are emailed instead of clearly appearing in an applicant's Doorway profile like other jurisdictions' listings.

Opportunities for Future Exploration

Lessons from the MMSC pilot point to systemic housing challenges that go beyond the scope of a preference policy. The biggest challenge is the gap between LIHTC rent amounts and what applicants actually earn.

Deeply Affordable Housing
High demand for extremely low-income housing at MMSC highlights Berkeley's urgent need for deeply affordable units. This includes Permanent Supportive Housing as well as deeper affordability for independent households with lower supportive service needs.

Meeting minimum income requirements is hard in high-income areas like Alameda County. Over the past decade, Alameda County's median income increased by 24% after adjusting for inflation, reaching $162,800 for a family of four in 2026. Affordable housing built using federal tax credits (LIHTC) mostly targets households making 50% and 60% of that median income. To qualify, a family's income must be at least double their rent. About 64% of applicants to MMSC reported making 30% of median income or

lower, which means they would not qualify for the 50% or 60% area median income (AMI) LIHTC units.

Staff identified three areas for future exploration to bridge these gaps:

- Targeted Voucher Integration: San Francisco addresses this income mismatch by partnering with its housing authority to place lower-income preference-qualified applicants into project-based voucher units (where rent is tied to income).
- Social Housing Planning: The 2025 Berkeley Social Housing Study recommended developing an Affordable Housing Strategic Plan. This plan would map out specific income targets and sub-populations, with a goal of designing a social housing system that addresses long-term structural gaps.
- Guaranteed Income Pilots: City Council referred to staff research on guaranteed income programs, which could supplement baseline earnings so extremely low-income households can meet minimum income requirements.

Holistic Support for Returning Berkeleyans

Displaced residents returning to Berkeley may need help with housing navigation, mental health care, and support services that standard property managers cannot provide. Future strategies should build on work with existing community partners for upcoming large affordable housing lease-ups that use the preference policy. Community partnerships can help applicants collect required paperwork and connect returning residents to culturally relevant support networks.

CONTACT PERSON

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Attachments:
1: Resolution
    Exhibit A: Preference Categories
2: Comparison Between Current and Proposed Preference Policy
3: Proposed Displacement Criteria

RESOLUTION NO. ##,###-N.S.

AMENDING THE AFFORDABLE HOUSING PREFERENCE POLICY FOR AFFORDABLE UNITS DEVELOPED WITH CITY SUBSIDY AND THROUGH THE BELOW MARKET RATE PROGRAM AND RESCINDING RESOLUTION NO. 70,960-N.S.

WHEREAS, City Council adopted Resolution No. 70,960-N.S. on July 11, 2023 “Adopting a Housing Preference Policy for Affordable Units Developed with City Subsidy and through the Below Market Rate Program”, with an effective date of January 1, 2024; and

WHEREAS, the Housing Preference Policy, as adopted in 2023, was subject to a pilot evaluation at Maudelle Miller Shirek Community and several Below Market Rate properties; and

WHEREAS, in the 1960s and 1970s, Bay Area Rapid Transit (“BART”) bought blocks of homes, in some cases invoking eminent domain, in order to build BART stations in Berkeley, displacing residents of South Berkeley and North Berkeley in the process. Those who lost their homes due to BART construction forewent intergenerational wealth-building; and

WHEREAS, redlining led to patterns of disinvestment in Berkeley’s redlined neighborhoods, which were predominantly populated by people of color. Redlining limited homeownership and housing stability in these neighborhoods, with compounding generational effects. These patterns continue to enable gentrification; approximately 83% of today's gentrifying areas in the East Bay were rated as "hazardous" (red) or "definitely declining" (yellow) by the government-sponsored corporation that introduced redlining; and

WHEREAS, families with children may be most vulnerable to and impacted by displacement. National research underscores that low-income single mothers with young children are at the highest risk of eviction; and

WHEREAS, the City of Berkeley (“City”) provides funding to support affordable housing development through the Housing Trust Fund program; and

WHEREAS, the City creates affordable housing via the City's Inclusionary Housing Requirements (Berkeley Municipal Code Section 23.328), requiring new market-rate residential developments to include Below Market Rate affordable housing units; and

WHERAS, the amended policy is consistent with Berkeley's General Plan Housing Element goals; and

WHEREAS, on June 2, 2022, the City of Berkeley and BART adopted the City and BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Stations that included a shared priority for displacement prevention that states that “affordable housing should provide a preference for residents of Berkeley who

are facing displacement, or who have been displaced from Berkeley in the past due to economic or discriminatory reasons"; and

WHEREAS, California Senate Bill (SB) 649 was adopted by the State of California in September 2022 to establish that it is the State's policy that lower-income individuals residing in neighborhoods and communities experiencing significant displacement, as specified, need access to housing that is affordable and assists in avoiding displacement, and that a local tenant preference adopted pursuant to the bill's provisions is subject to the duty of public agencies to affirmatively further fair housing.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley:

1. Adopts the amended Affordable Housing Preference Policy, as set forth in Exhibit A to this Resolution and incorporated by this reference, that applies to new affordable housing units created by the City's Housing Trust Fund and Below Market Rate programs;
2. Authorizes the City Manager to approve guidelines to administer the Housing Preference Policy as amended, and take any other action with respect to the policy consistent with this resolution and its purpose;
3. Establishes that this Affordable Housing Preference Policy shall be applied only to the extent allowed by Fair Housing law and other government agency funding sources; and
4. Establishes the Affordable Housing Preference Policy, as amended by this resolution, shall take effect November 1, 2026.

BE IT FURTHER RESOLVED, Resolution No. 70,960-N.S. is hereby rescinded and is of no force or effect on any applicable Housing Development Project that obtains City approval of its required Marketing Plan submission after the effective date of this resolution.

Exhibits
A: Exhibit A. Preference Categories

Exhibit A. Preference Categories, as Amended (2026)

Tier	Preference
Tier 1 (highest priority)	Displaced due to construction of BART stations in Berkeley
Tier 2 (second priority)	Direct descendant of Berkeley redlined neighborhood resident – households with children under 18
Tier 3 (third priority)	Direct descendant of Berkeley redlined neighborhood resident – households without children
Tier 4 (fourth priority)	Current/displaced Berkeley resident – households with children under 18
Tier 5 (fifth priority)	Current/displaced Berkeley resident – households without children

Attachment 2: Comparison Between Current and Proposed Preference Policy

Current Preference	Pilot Implementation Lessons	Proposed Changes
BART construction	• Underutilized, but timing challenge with pilot	Tier #1
Eviction	• Underutilized • High % under-income	Consolidate into current/displaced Berkeley resident
Foreclosure	• Underutilized • High % under-income	Consolidate into current/displaced Berkeley resident
Redlined neighborhood resident	• Redlined preferences most effective	Combine into current/displaced Berkeley resident, and Berkeley redlined neighborhood descendant where applicable
Redlined neighborhood descendant	• Redlined preferences most effective	Tier #2 and Tier #3
Homeless or at-risk of homelessness	• High % under-income • High burden & false expectation	Combine into current/displaced Berkeley resident (includes unhoused applicant with former address in Berkeley)
Families with children	• Preference well-utilized, but often not connected to Berkeley ties	Tier #2 and Tier #4 (combined with Berkeley redlined neighborhood descendant preference, and current/displaced Berkeley resident preference)

Attachment 3: Proposed Displacement Criteria
(For inclusion in Administrative Guidelines)

Displacement may include moving out of Berkeley due to:

- City Code Enforcement activities or building condemnation
- Property foreclosure
- Domestic violence situations
- Natural disaster or other emergency
- Economic displacement
    - Rent increase
    - Personal financial shocks or changes in household income
- Evictions and forced move-outs, including those related to:
    - Formal or threatened eviction (legal eviction, including no-fault eviction, such as owner move-in; or a formal landlord notice terminating tenancy)
    - Constructive eviction (forced to leave a unit due to unlivable housing conditions, a severe loss of housing services, or documented harassment, discrimination, or retaliation by a landlord or neighbors)

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ACTION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jennifer Louis, Chief of Police

Subject: Surveillance Technology Ordinance Submission for Mutual Aid Air Support, Pursuant to Council Action of July 14, 2026

RECOMMENDATION

Adopt a Resolution to accept the Surveillance Acquisition Report and approve the Surveillance Use Policy (BPD Policy 1308) for Mutual Aid Air Support, pursuant to Berkeley Municipal Code (B.M.C.) Chapter 2.99.

CURRENT SITUATION AND ITS EFFECTS

On July 14, 2026, the City Council adopted a resolution rescinding Resolution No. 51,408-N.S. (1982) and establishing a modernized framework under which the Berkeley Police Department (BPD) may request and deploy helicopter assistance from external law enforcement agencies with whom mutual aid agreements exist. The framework limits requests to seven enumerated purposes; requires pre-deployment approval by the on-duty Watch Commander; requires written notification to the City Manager within 72 hours of any deployment; requires documentation of every deployment in the originating incident report; and requires an annual public report to the City Council and the Police Accountability Board.

The aircraft operated by the Department's regional air support partners are equipped with camera systems, typically gyro-stabilized electro-optical/infrared ("EO/IR") sensors capable of magnified daylight video and thermal imaging and, in some cases, encrypted video downlink to ground personnel. These systems are surveillance technology within the meaning of the Surveillance Technology Ordinance (STO). Under the STO, no surveillance technology subject to B.M.C. Chapter 2.99 may be acquired, used, or made the subject of an agreement to share or otherwise use such technology or the information it provides until the City Council has accepted a Surveillance Acquisition Report and approved a Surveillance Use Policy for that technology. This item completes that step for Mutual Aid Air Support so that the framework adopted on July 14, 2026 can be implemented.

The attached documents govern the conduct of BPD: the purposes for which air support may be requested, and the Department's receipt, viewing, retention, and sharing of air support data. The aircraft and sensors remain owned, operated, and maintained by the assisting agencies, whose own policies and oversight bodies continue to govern their equipment.

BACKGROUND

The STO requires the City Manager to submit a Surveillance Acquisition Report and obtain Council approval of a Surveillance Use Policy prior to acquiring, using, or entering into agreements involving surveillance technology. Each Surveillance Use Policy must address the twelve elements set forth in B.M.C. 2.99.020(4): purpose; authorized use; data collection; data access; data protection; civil liberties and rights protection; data retention; public access; third-party data-sharing; training; auditing and oversight; and maintenance.

Mutual Aid Air Support

BPD does not own or operate aircraft. Air support is obtained exclusively through mutual aid from regional partners operating air support units- including the Oakland Police Department's Air Support Unit ("Argus"), the East Bay Regional Park District Police Department, and the California Highway Patrol- and, where necessary, through the statewide law enforcement mutual aid system. Partner aircraft typically carry gyro-stabilized EO/IR camera systems providing daylight and thermal video, searchlights, and public-address capability; some offer encrypted video downlink to ground personnel.

The Surveillance Use Policy addresses each of the twelve elements required by B.M.C. 2.99.020(4). It limits requests to the seven purposes enumerated in the July 14, 2026 resolution and prohibits the use or sharing of air support data in support of federal civil immigration enforcement or of out-of-state laws restricting reproductive rights or the provision or receipt of gender-affirming care.

Policy History and Committee Review

Resolution No. 51,408-N.S. (July 15, 1982) permitted helicopter mutual aid only for disaster response, rescue efforts (excluding hostage rescue), and locating missing persons, and required pre-deployment approval by the City Manager. The Public Safety Policy Committee reviewed the proposed modernization on March 23, 2026 and sent it to Council with a qualified positive recommendation. The Police Accountability Board (PAB), by letter dated March 17, 2026, opposed replacing City Manager pre-approval with post-deployment notification and opposed expanding the list of permissible helicopter uses, citing the absence of demonstrated need, reduced oversight, and overlap with the Department's proposed Unmanned Aerial Systems (UAS) program. The Council adopted the modernized framework on July 14, 2026.

The attached documents are drafted with the PAB concerns in view. The Surveillance Use Policy confines requests to the seven Council-enumerated purposes; preserves sworn supervisory pre-approval, City Manager notification, and annual public reporting to both the Council and the PAB; adds an Office of Strategic Planning and Accountability (OSPA) audit of every deployment; and distinguishes the air support role from that proposed for UAS, which remains subject to its own separate STO process.

RATIONALE FOR RECOMMENDATION

Adoption of the recommended Resolution completes the STO process for Mutual Aid Air Support and permits implementation of the framework the Council adopted on July 14, 2026. The technology has been described, and its use constrained, in the attached documents to meet the civil liberties and rights protections required by B.M.C. Chapter 2.99, including the prohibition on Face Recognition Technology, restrictions on use in support of federal civil immigration enforcement consistent with the California Values Act and BPD Policy 423, and restrictions on use in support of out-of-state laws restricting reproductive rights or the provision or receipt of gender-affirming care. Approval does not expand air support use beyond the purposes the Council has enumerated and does not limit Council's ability to make edits to the use policy or acquisition report.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or climate impacts associated with the act of adopting this resolution. Aircraft operations occur under the authority and control of the assisting agencies; at approximately four to five deployments per year, no material change in aircraft activity is anticipated.

FISCAL IMPACTS OF RECOMMENDATION

None as a direct result of this action. Mutual aid air support is generally provided on a reciprocal basis without charge; where costs are incurred, they are managed through established reimbursement agreements.

CONTACT PERSON

Jennifer Louis, Chief of Police, (510) 981-5700

ATTACHMENTS

- Resolution
- Surveillance Acquisition Report- Mutual Aid Air Support
- BPD Policy 1308: Surveillance Use Policy- Mutual Aid Air Support

RESOLUTION NO. ##,###-N.S.

RESOLUTION ACCEPTING THE SURVEILLANCE ACQUISITION REPORT AND APPROVING THE SURVEILLANCE USE POLICY FOR MUTUAL AID AIR SUPPORT

WHEREAS, the City of Berkeley is committed to leveraging technology to enhance public safety while ensuring transparency, oversight, and the protection of civil liberties and civil rights, as codified in the Surveillance Technology Ordinance, Berkeley Municipal Code (B.M.C.) Chapter 2.99; and

WHEREAS, the Surveillance Technology Ordinance requires the City Council to accept a Surveillance Acquisition Report and approve a Surveillance Use Policy prior to the acquisition or use of any surveillance technology subject to the ordinance, or to entering into an agreement to acquire, share, or otherwise use such technology or the information it provides; and

WHEREAS, on July 14, 2026, the City Council adopted a resolution rescinding Resolution No. 51,408-N.S. and authorizing the Berkeley Police Department to request and deploy helicopter assistance from external law enforcement agencies for enumerated purposes and subject to pre-deployment Watch Commander approval, post-deployment written notification to the City Manager within 72 hours, incident documentation, and annual public reporting to the City Council and the Police Accountability Board; and

WHEREAS, the aircraft operated by the Department's mutual aid air support partners are equipped with camera systems, including thermal imaging systems, that constitute surveillance technology within the meaning of B.M.C. Chapter 2.99, and the Department's receipt and use of information from those systems is subject to the ordinance; and

WHEREAS, the Berkeley Police Department has prepared and submitted a Surveillance Acquisition Report and Surveillance Use Policy for Mutual Aid Air Support addressing each of the twelve elements required by B.M.C. 2.99.020(4); and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Surveillance Acquisition Report for Mutual Aid Air Support is hereby accepted, and the Surveillance Use Policy for Mutual Aid Air Support (BPD Policy 1308) is hereby approved, pursuant to B.M.C. Chapter 2.99.

Berkeley Police Department BMC 2.99 Acquisition Report- Mutual Aid Air Support

Background

The Berkeley Police Department (BPD) seeks to implement the mutual aid air support framework adopted by the City Council on July 14, 2026, which rescinded Resolution No. 51,408-N.S. and authorized the Department to request and deploy helicopter assistance from external law enforcement agencies for enumerated purposes, subject to pre-deployment Watch Commander approval, post-deployment written notification to the City Manager, incident documentation, and annual public reporting to the City Council and the Police Accountability Board.

BPD does not own or operate aircraft. Air support is obtained through mutual aid from regional partners operating air support units- including the Oakland Police Department's Air Support Unit ("Argus"), the East Bay Regional Park District Police Department, and the California Highway Patrol- and, where necessary, through the statewide law enforcement mutual aid system. Partner aircraft are typically equipped with camera systems, including thermal-infrared sensors, that constitute surveillance technology under BMC Chapter 2.99. This report accordingly addresses the Department's request for, and receipt and use of, air support and associated data.

Nothing in this report or in the accompanying Surveillance Use Policy modifies the policies of any assisting agency, whose aircraft, sensors, and recordings remain governed by that agency's own policies and oversight bodies. This report and the accompanying Surveillance Use Policy govern the conduct of BPD personnel and do not authorize any collection, retention, sharing, or use of data beyond that described herein.

To the extent that it might be required, this document satisfies the requirements of BMC 2.99 for "publicly-released written report produced prior to acquisition... that includes..." sections covering description, purpose, location, impact, mitigation, data types and sources, data security, fiscal cost, third party dependence and access, alternatives, and experience of other entities.

1. Description

Information describing the Surveillance Technology and how it works, including product descriptions from manufacturers

Description:

Mutual Aid Air Support consists of helicopters and, where applicable, fixed-wing aircraft operated by external law enforcement agencies and deployed to Berkeley at BPD's request under mutual aid agreements. The surveillance technology at issue is the sensor equipment carried by those aircraft: gyro-stabilized electro-optical/infrared ("EO/IR") camera systems that provide magnified daylight video and thermal (heat-signature) imaging; searchlights; moving-map systems that associate imagery with location; and, on some aircraft, encrypted video

downlink that permits ground personnel to view the camera feed in real time. The aircraft and sensors are owned, operated, and controlled by the assisting agency; BPD neither operates the equipment nor controls what it records.

How it Works:

When an incident falls within one of the purposes enumerated by the City Council and the on-duty Watch Commander or designee approves, BPD requests air support from a partner agency through established dispatch channels. The assisting agency's flight crew operates the aircraft and its sensors, relays observations to BPD ground units by radio, and- where downlink is available- may transmit live video to authorized BPD personnel for the duration of the incident. If recorded imagery is relevant to a BPD case, the Department obtains it from the assisting agency through a documented evidence request, and it is stored in the Department's digital evidence management system.

Manufacturers' Descriptions:

The following describes representative sensor systems in use on regional air support aircraft. Capabilities vary by agency and aircraft; the identification of representative systems is descriptive only and does not express a preference for, or a decision to use, any particular equipment or assisting agency.

- Teledyne FLIR markets its Star SAFIRE 380 series to airborne law enforcement units, stating that the multi-spectral cameras "provide clear and detailed imagery of thermal activity on the ground." The manufacturer states that the systems can be configured with a range of color and infrared sensors for patrol, search-and-rescue, and surveillance missions, and that their long-range performance allows crews to remain at a distance while still imaging accurately.
- L3Harris describes its WESCAM MX-10 airborne electro-optical/infrared system as "ideal for low-altitude tactical surveillance and reconnaissance missions from manned and unmanned airborne platforms." The manufacturer states that four-axis stabilization and multi-spectral sensors give the MX-Series imaging across multiple wavebands, supporting both day and night operation in varied weather.

2. Purpose

Information on the proposed purpose(s) for the Surveillance Technology

The purposes for which air support may be requested are limited to the seven purposes enumerated by the City Council on July 14, 2026:

- To assist in disaster response;
- To assist in rescue efforts;
- To locate missing persons;
- When the safety of law enforcement personnel is in jeopardy and aerial presence may reduce that hazard;

- To aid in the apprehension of a suspected fleeing felon whose continued freedom represents an ongoing threat to the community;
- To locate a person who is missing and whose continued absence constitutes a serious health or safety hazard; and
- To provide aerial coordination during a vehicle pursuit, where such coordination can reduce collision risk to bystanders and improve incident resolution.

Each request must, in addition, receive pre-deployment approval from the on-duty Watch Commander or designee.

3. Location

The general location(s) it may be deployed and reasons for deployment

Deployments are incident-driven and may occur anywhere within the City of Berkeley- and, in pursuit or search contexts, contiguous areas- for the purposes stated above. No hardware is installed in Berkeley: aircraft are based at, and operate from, assisting agencies' facilities. Where live downlink is used, it is viewed by authorized BPD personnel at the incident or in the Communications Center. Based on historical request volumes, the Department anticipates approximately four to five deployments per year.

4. Impact

An assessment identifying potential impacts on civil liberties and civil rights including but not limited to potential disparate or adverse impacts on any communities or groups

Although BPD neither owns nor operates the aircraft or sensors, aerial observation over an urban area raises civil-rights and civil-liberties considerations that warrant transparent acknowledgment and specific safeguards. The Department identifies the following potential impacts and addresses each through the mitigations described in Section 5 and through the accompanying Surveillance Use Policy.

- High-definition aerial video could, in principle, be processed with Face Recognition Technology. BMC 2.99.030(5) prohibits the City from obtaining, retaining, requesting, accessing, or using Face Recognition Technology.
- Deployment patterns could concentrate in particular neighborhoods and fall unevenly across communities. Mitigations include the enumerated-purpose limitation, Watch Commander pre-approval, per-deployment documentation, OSPA audit of all deployments, and annual public reporting of aggregate counts by category to the City Council and the Police Accountability Board.
- Helicopter noise and low-altitude overflight impose real community burdens- a concern that contributed to the original 1982 restrictions. The low anticipated frequency of approximately four to five deployments per year, the life-safety-driven purposes, and annual public reporting are the principal mitigations.

- Air support data could, if unrestricted, be sought for federal civil immigration enforcement or for out-of-state prosecutions targeting reproductive or gender-affirming care. The accompanying Surveillance Use Policy prohibits such use and sharing, consistent with the California Values Act.
- The assisting agency retains its own recordings under its own policies, which the City does not control. The accompanying Surveillance Use Policy addresses the Department's side of this relationship- what BPD may request, receive, retain, and share- and requires that a copy of the policy be provided to each air support partner.

5. Mitigations

Information regarding technical and procedural measures that can be implemented to appropriately safeguard the public from any impacts identified in subsection (d)

The Department will implement the following technical and procedural mitigations, each of which is also embodied in the accompanying Surveillance Use Policy:

- Air support may be requested only for the purposes enumerated by the City Council, and only with documented pre-deployment approval of the on-duty Watch Commander or designee.
- The Department shall receive and retain only imagery relevant to the incident or a specific case, obtained through a documented evidence request and stored in the Department's CJIS-compliant digital evidence management system.
- Every deployment shall be documented in the originating incident report and reported in writing to the City Manager within 72 hours.
- The Office of Strategic Planning and Accountability (OSPA) shall audit all deployments at least twice per year, and an annual public report of aggregate deployment data shall be transmitted to the City Council and the Police Accountability Board.

6. Data Types and Sources

A list of the sources of data proposed to be collected, analyzed, or processed by the Surveillance Technology, including "open source" data

The data types associated with Mutual Aid Air Support that BPD may receive are:

- Live video downlink (visual and/or thermal), where offered by the assisting agency, viewed during the active incident.
- Recorded video, thermal imagery, and still images obtained from the assisting agency in connection with a specific BPD case.
- Flight-crew observations relayed by radio and documented in CAD and incident reports.
- Associated metadata (date, time, location) accompanying imagery received.

7. Data Security

Information about the steps that can be taken to ensure adequate security measures to safeguard the data collected or generated from unauthorized access or disclosure

Air support data obtained by the Department shall be protected through a multi-layered security architecture:

- Data is transferred agency-to-agency through secure evidence-transfer methods.
- Recorded imagery is stored in the Department's digital evidence management system, which complies with CJIS standards and requires secure login credentials with Multi-Factor Authentication (MFA).
- Access is restricted to authorized personnel and audited for compliance.
- Evidentiary data is retained according to state law.

8. Fiscal Cost

The fiscal costs for the Surveillance Technology, including initial purchase, personnel and other ongoing costs, including to the extent practicable costs associated with compliance with this and other reporting and oversight requirements, as well as any current or potential sources of funding.

The costs below represent estimates.

Initial Purchase:

- None. The Department acquires no equipment. Air support is provided by assisting agencies.

Personnel and Other Ongoing Costs:

- Mutual aid air support is generally provided on a reciprocal basis without charge. Personnel time associated with requesting and coordinating air support is absorbed within existing salaries, as is training on the Surveillance Use Policy, which is delivered within regular in-service training hours. No maintenance, storage, transportation, or upgrade costs accrue to the City; aircraft and sensor systems are maintained by the assisting agencies, and imagery received is stored within the Department's existing digital evidence management system.

Costs Associated with Compliance and Oversight:

- Compliance obligations consist of the 72-hour written notification to the City Manager following each deployment, documentation in the originating incident report, the semiannual audit conducted by the Office of Strategic Planning and Accountability, and the annual report to the City Council and Police Accountability Board. At the anticipated deployment volume, these are estimated to require on the order of 20 to 40 staff hours annually across Department and OSPA personnel, absorbed within existing salaries. No new position or appropriation is required.

Current or Potential Sources of Funding:

- Any reimbursable costs and all compliance and oversight costs are funded through the Berkeley Police Department's existing operating budget within the General Fund. No dedicated funding source, grant, or outside contribution is associated with this technology, and none is currently anticipated.

9. Third Party Dependence and Access

Whether use or maintenance of the technology will require data gathered by the technology to be handled or stored by a third-party vendor on an ongoing basis, and whether a third party may have access to such data or may have the right to sell or otherwise share the data in aggregated, disaggregated, raw or any other formats

Mutual Aid Air Support is inherently dependent on third parties: the assisting agencies own and operate the aircraft and sensors, and retain their own recordings under their own policies and oversight structures. For example, Oakland Police Department helicopter camera systems are governed by an Oakland City Council-adopted use policy, with annual reporting to Oakland's Privacy Advisory Commission.

Air support data held by the Department is not handled or stored by a commercial third-party vendor beyond the Department's existing digital evidence management system, and no third party has any right to sell or otherwise share Department-held air support data. The Department's receipt of air support data creates no independent sharing authority; sharing is governed by the accompanying Surveillance Use Policy, including the prohibitions on sharing in support of federal civil immigration enforcement and of out-of-state reproductive-rights or gender-affirming-care enforcement, the 10-day reporting requirement for federal immigration access requests, and the 72-hour federal-disclosure reporting consistent with Policy 351.6.

10. Alternatives

A summary and general assessment of potentially viable alternative methods (whether involving the use of a new technology or not), if any, considered before deciding to propose acquiring the Surveillance Technology

Declining air support entirely involves the least aerial observation, but leaves searches, pursuits, and officer-safety incidents to ground resources alone, which the Council found inadequate in the incidents for which air support is actually requested.

Acquiring and operating a Department helicopter would cost several million dollars to acquire and on the order of a million dollars or more annually to operate- grossly disproportionate to approximately four to five deployments per year- and would present the same surveillance considerations without the benefit of shared regional infrastructure.

A Department UAS program is the subject of a separate STO process. UAS may over time absorb some air support functions, but small UAS have limited flight endurance, range, and weather tolerance and cannot perform rescue support or sustained wide-area pursuit

coordination. The Police Accountability Board's March 17, 2026 letter noted the overlap between the two capabilities; the accompanying documents confine air support to the Council-enumerated purposes so that the two capabilities remain separately governed.

The Department could request air support while declining all imagery. This would preserve some operational benefit but forfeit evidentiary value, and would not change what the assisting agency's systems record under that agency's own policies.

11. Experience of Other Entities

To the extent such information is available, a summary of the experience of comparable government entities with the proposed technology, including any unanticipated financial or community costs and benefits, experienced by such other entities

Receiving air support through mutual aid is the norm for cities of Berkeley's size: most East Bay cities own no aircraft and rely on regional partners. The Oakland Police Department has operated camera-equipped patrol helicopters for over a decade. Oakland adopted a City Council-approved use policy for its helicopter thermal-imaging cameras in 2015- a process that preceded and helped shape Oakland's Surveillance Technology Ordinance and files annual reports on the technology with its Privacy Advisory Commission. Oakland's recent reporting reflects both active regional support, with its air unit documented assisting neighboring agencies' investigations, and years of limited use, with its 2024 annual report stating that the reported camera system was used only for training that year and that no data was retained.

Publicly available reporting has also documented community costs where aerial surveillance exceeded incident-based use: a fixed-wing wide-area persistent surveillance program in Baltimore was held unlawful by the federal Fourth Circuit Court of Appeals in 2021, and aerial monitoring of demonstrations in other jurisdictions has drawn sustained criticism. The mitigations in this report and the accompanying Surveillance Use Policy- incident-based deployment for enumerated purposes only, the prohibition on wide-area persistent surveillance and public reporting- are designed specifically to address these documented concerns.

Berkeley Police Department

Law Enforcement Services Manual

Policy 1308

Surveillance Use Policy- Mutual Aid Air Support

1308.1 PURPOSE

This policy provides guidance for the request, receipt, and use of Mutual Aid Air Support by the Berkeley Police Department (BPD). The Department does not own or operate aircraft. Air support- helicopters and, where applicable, fixed-wing aircraft- is obtained through mutual aid from external law enforcement agencies pursuant to the framework adopted by the City Council on July 14, 2026, which rescinded Resolution No. 51,408-N.S. Aircraft operated by assisting agencies are typically equipped with camera systems, including gyro-stabilized electro-optical and thermal-infrared ("EO/IR") sensors and, in some cases, encrypted video downlink. Those systems are surveillance technology within the meaning of BMC Chapter 2.99, and this policy governs the Department's conduct with respect to them: the purposes for which air support may be requested, and the receipt, viewing, retention, and sharing of air support data by BPD.

The aircraft, sensors, and recordings of an assisting agency remain owned by that agency and governed by that agency's own policies and oversight bodies; nothing in this policy modifies an assisting agency's policies. This policy binds BPD personnel. This policy expressly prohibits the use or sharing of air support data for the purpose of supporting federal civil immigration enforcement or for the purpose of supporting the enforcement of laws that restrict or criminalize reproductive rights, abortion, or the provision or receipt of gender-affirming care.

1308.2 AUTHORIZED USE

Air support may be requested only with the pre-deployment approval of the on-duty Watch Commander or their designee, only in connection with an active incident documented in the Computer-Aided Dispatch (CAD) system, and only for the following purposes enumerated by the City Council:

a. To assist in disaster response;

b. To assist in rescue efforts;

c. To locate missing persons;

d. When the safety of law enforcement personnel is in jeopardy and aerial presence may reduce that hazard;

e. To aid in the apprehension of a suspected fleeing felon whose continued freedom represents an ongoing threat to the community;

f. To locate a person who is missing and whose continued absence constitutes a serious health or safety hazard; and

g. To provide aerial coordination during a vehicle pursuit, where such coordination can reduce collision risk to bystanders and improve incident resolution.

Every deployment shall be documented in the originating incident report. Within 72 hours of any deployment, the Chief of Police or a designee shall notify the City Manager in writing of the date, time, and location of the deployment; the requesting BPD supervisor and the assisting agency; the operational purpose; and a brief summary of the outcome.

Where an assisting agency offers a live video downlink, viewing is limited to personnel assigned to the incident, the Watch Commander, and Communications Center staff, for the duration of the incident. Recorded imagery may be obtained from the assisting agency only when relevant to a specific BPD case, through a documented evidence request.

Prohibited Uses

The following uses of Mutual Aid Air Support are prohibited:

- Use to harass, intimidate, or retaliate against any individual or group, or any use premised on a person's or group's actual or perceived race, ethnicity, national origin, religion, disability, gender, gender identity, sexual orientation, immigration status, or other protected characteristic.
- Use or sharing of air support data for the purpose of supporting federal civil immigration enforcement.
- Use or sharing of air support data with law-enforcement agencies from other states for the purpose of supporting the enforcement of laws that restrict or criminalize reproductive rights, abortion, or the provision or receipt of gender-affirming care.
- Any request that an assisting agency deploy force from the air, or any use of a weaponized aerial platform.
- Any use for personal, political, commercial, or non-law-enforcement purposes.

1308.3 DATA COLLECTION

BPD does not operate the sensors on assisting agencies' aircraft and does not control what those systems record. The categories of air support data that BPD may receive from supporting agencies are limited to:

- Live video downlink (visual and/or thermal), where offered by the assisting agency, viewed in connection with the active incident.
- Recorded video, thermal imagery, and still images obtained from the assisting agency in connection with a specific BPD case through a documented evidence request.
- Observations relayed by the flight crew by radio, which are documented in CAD and incident reports in the ordinary course.
- Associated metadata (date, time, location) accompanying imagery received.

The Department shall not request, receive, or retain air support imagery unrelated to the incident or case for which the deployment occurred.

1308.4 DATA ACCESS

Access to air support data received by the Department shall be limited to BPD personnel with a need to know in connection with the incident or case. Recorded imagery obtained by the Department shall be stored in the Department's digital evidence management system, with role-based access controls, and access shall be logged and auditable.

1308.5 DATA PROTECTION

This program shall utilize a multi-layered security architecture to preserve the integrity and confidentiality of the data:

- Air support data obtained by the Department shall be transferred agency-to-agency through secure evidence-transfer methods.
- Access shall be restricted to authorized personnel.
- Evidentiary data shall be stored in the Department's digital evidence system.

1308.6 CIVIL LIBERTIES AND RIGHTS PROTECTION

To protect against use of Mutual Aid Air Support in ways that would violate or infringe upon civil rights or civil liberties, including but not limited to potential disparate or adverse impacts on any community or group, the following safeguards apply:

- Requests are confined to the purposes enumerated by the City Council and require documented pre-deployment approval by the on-duty Watch Commander or designee.
- The Department receives and retains only imagery relevant to the incident or a specific case.
- Every deployment is documented, reported in writing to the City Manager within 72 hours and included in an annual public report to the City Council and the Police Accountability Board.
- All other access, retention, sharing, training, and audit provisions of this policy serve to protect against unauthorized use of air support data.

1308.7 DATA RETENTION

Air support imagery that the Department does not obtain remains with the assisting agency and is governed by that agency's retention schedule. Imagery obtained by the Department in connection with a specific case shall be stored in the Department's digital evidence management system and retained in accordance with state law and existing Departmental evidence-retention protocols. Imagery received in error, or determined to have no evidentiary value, shall not be retained.

1308.8 PUBLIC ACCESS

Data collected and used in a police report shall be made available to the public in accordance with department policy and applicable state or federal law. Requests for records derived from Mutual Aid Air Support that are held by the Department shall be processed in the same manner as requests for department public records pursuant to Policy 804. Records that are the subject of a court order or subpoena shall be processed in accordance with the established department subpoena process. Records held only by an assisting agency are subject to that agency's public-records processes.

1308.9 THIRD-PARTY DATA-SHARING

The Department's receipt of air support data creates no independent authority to share that data with any third party. Air support data held by the Department may be shared only in accordance with Departmental evidence and records policies- for example, with a prosecuting agency in discovery or pursuant to a court order. Sharing for the purpose of supporting federal civil immigration enforcement is prohibited consistent with BPD Policy 423, the California Values Act, and the City's sanctuary policies; any federal immigration access request shall be reported to the Chief of Police and to Council within 10 days; and any instance in which a federal agency obtains air support data held by the Department shall be reported consistent with the 72-hour federal-disclosure requirement of Policy 351.6. Sharing with out-of-state agencies for the purpose of supporting the enforcement of laws that restrict or criminalize reproductive rights, abortion, or the provision or receipt of gender-affirming care is prohibited.

The Department shall provide a copy of this policy to each mutual aid air support partner.

1308.10 TRAINING

All Watch Commanders and other BPD members authorized to request air support or to access air support data shall receive appropriate training before such authorization.

1308.11 AUDITING AND OVERSIGHT

The Office of Strategic Planning and Accountability (OSPA) shall audit all air support deployments at least twice per year. As part of the audit, OSPA will confirm that BPD has not entered any direct data-sharing arrangements inconsistent with this policy.

BPD will enforce against prohibited uses of Mutual Aid Air Support pursuant to Policy 1010, Personnel Complaints, or other applicable law or policy. The City Manager shall enforce against any prohibited use of air support data by other City of Berkeley personnel.

The audit shall be documented in the form of an internal department memorandum to the Chief of Police. After review by the Chief of Police, the memorandum and any associated documentation shall be placed into the annual report filed with the City Council pursuant to BMC Section 2.99.020 2. d., and published on the City of Berkeley website. The annual public report on air support deployments required by the July 14, 2026 resolution shall be transmitted to the City Council and the Police Accountability Board.

1308.12 MAINTENANCE

BPD owns and maintains no air support equipment. Aircraft and sensor systems are maintained by the assisting agencies. Department systems used to store air support data are maintained under the Department's existing systems contracts.

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Office of the City Manager

INFORMATION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Gilman, Director, Health, Housing, and Community Services

Subject: Restaurant Inspection Audit Status Report

INTRODUCTION

On July 10, 2024, the City Auditor submitted an audit report[1] on the status of Restaurant Inspections to the City Council, including recommendations to improve the overall delivery of services for the food safety inspection program. This is the fourth status report updating the City Council on the implementation of those recommendations.

CURRENT SITUATION AND ITS EFFECTS

The audit included nine recommendations. Since our last update on February 24, 2026, the implementation progress is as follows:

- **Fully Implemented:** Three recommendations are complete.
- **Partly Implemented:** Four recommendations are underway.
- **Started:** Two recommendations have commenced.

The full implementation of the four "partly implemented" recommendations depends on new technological solutions and adequate staffing. Progress has been significantly impacted by delays in the upgrade and conversion to the Accela database; the anticipated go-live date for the new database is January 2027. This database conversion has grown increasingly complex as the technical integration has progressed. There was also a month delay in our fee proposal which has delayed the integration of these fees into the new database.

Once active, the new database will allow operators to make direct payments. Although this feature is a convenient option for the public, configuring the system to align with existing City financial processes and current transactional workflows has proven challenging. Nonetheless, staff are working in close collaboration with the City's Finance and IT Departments and are making progress with the database vendor.

Additionally, food facility inspection reports will become accessible to the public via the new Accela database. EHD has been unable to publish these inspection reports online

[1] https://berkeleyca.gov/sites/default/files/documents/Berkeley_Restaurant_Inspections_-_Chronically_Understaffed_Program_Did_Not_Meet_Targets.pdf

due to 1) City's shift away from attaching PDFs to web pages due to accessibility requirements, and 2) several reports are outdated or incomplete.

One of the recommendations is to establish a restaurant placarding system. Because a low placard score can directly and severely impact a business's revenue and reputation, the Environmental Health Division (EHD) is committed to ensuring absolute fairness, consistency, and accuracy before launching the system. To get this right, all food inspectors have completed formal "classroom" standardization training earlier in the year, which will be followed by field shadowing alongside a state-certified inspector. Additionally, EHD is establishing clear checks and balances, documented administrative appeal procedures, and an automated inspection scoring system within the new database to ensure objective and reliable evaluations. The new placarding program will not begin until the new database is on-line stably and staff are confident it is functioning properly. The anticipated launch date for the placarding program is early Spring 2027.

Please see Attachment 1 for a detailed table outlining the audit recommendations, corrective action plans, and implementation progress. The next status report to Council is scheduled for presentation in the Fall of 2027.

BACKGROUND

This report represents the fourth status update provided to the City Council since the City Auditor released the Berkeley Restaurant Inspections audit report on July 10, 2024. The audit highlighted how historical staffing shortages, pandemic emergency reassignments, and statewide hiring challenges created a backlog in routine food safety inspections. This update highlights key operational milestones achieved through the audit's recommendation framework:

- **High-Risk Backlog Cleared:** Addressing core audit findings regarding inspection delays, the EHD implemented revised policies to adapt to periods of understaffing while maintaining a baseline of at least one inspection per year. EHD has now successfully inspected all high- and very-high-risk food facilities that were overdue from 2023.
- **Enhanced Complaint Response:** EHD updated its internal intake workflows to ensure all public and customer complaints regarding alleged foodborne illnesses are formally cataloged within 24 hours or one business day for rapid inspector prioritization.
- **Technology Modernization & Public Transparency:** While full execution of remaining audit items depends on the rollout of the new inspections database, now scheduled for launch in January 2027, the upgraded system is being built with a public-facing portal. While inspection data is not currently available through the City's former Open Data portal, the Accela database implementation is intended to restore online public access to full inspection histories for all permitted food facilities in Berkeley through a new public facing portal.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identifiable environmental effects associated with the subject of this report.

POSSIBLE FUTURE ACTION
Council could approve funding for two additional FTE Environmental Health inspector staff. Adequate program staffing is necessary to ensure the full implementation of the Auditor's recommendation.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION
Implementation of the remaining audit recommendations may have fiscal impacts associated with staffing, database implementation, and a future placarding program. Council previously directed staff to return during the FY 2027 Annual Appropriations Ordinance #1 process regarding the request for two additional Environmental Health FTEs. Any additional appropriation or staffing authorization will be presented to Council as part of that process.

CONTACT PERSON
Scott Gilman, Director, Health, Housing, and Community Services (510) 981-5100

Attachments:
1: Food Inspections Recommendations Status Update Table – August 2026

Audit Title: Berkeley Restaurant Inspections: Chronically Understaffed Program Did Not Meet Targets

Issue Date: July 10, 2024

Table: Audit Recommendation Statuses

Finding	Recommendation	Department	Previous Status Update	Current Status Update
The Division was significantly behind on inspections in 2023, increasing health risk.	**1.1** Develop a plan to improve coverage of routine inspections throughout the City, which may require the Division to prioritize health and safety duties over other responsibilities. As part of this process: (a) Evaluate inspection targets to determine if current inspection frequencies are achievable, or establish different temporary targets to adapt to periods of understaffing. (b) Establish a baseline of inspection coverage for all permitted food facilities in the City and prioritize inspection of facilities with high risk and very high-risk designations that were not inspected in 2023.	HHCS	Implemented	**Implemented.** The Division developed new policies that include revised inspection targets for periods of short staffing and a baseline of at least one inspection per year. According to the Division, all high and very high-risk facilities that were not inspected in 2023 have now been inspected.
The Division was significantly behind on inspections in 2023, increasing health risk.	**1.2** Develop a plan to ensure timely response to complaints involving alleged foodborne illness, which may require the Division to prioritize health and safety duties over other responsibilities.	HHCS	Implemented	**Implemented.** The Division has strengthened its internal policy for addressing complaints in a timely fashion. Policy improvements include documented responsibilities for staff to ensure complaints are received by admin staff and/or other designated staff and prioritized by inspectors within 24 hours or one business day.

Finding	Recommendation	Department	Previous Status Update	Current Status Update
The Division did not track spending and left critical positions vacant.	**2.1** Work with the Budget Office to track how the food inspection program revenues are used.	HHCS	Partly Implemented	**Implemented.** The Division is able to track and produce reports comparing revenues and expenditures related to food facility inspections for several fiscal years.
The Division did not track spending and left critical positions vacant.	**2.2** Take the following steps to fill positions and assess program staffing: (a) Open recruitment for the supervisor position. (b) If the recruitments for the supervisor and food inspector positions do not yield qualified candidates, work with the Human Resources Department (HR) to develop targeted recruitments for the inspector and supervisor roles. This may include conducting an analysis of compensation or other factors that affect recruitment. (c) Develop a trainee program to build a pipeline into the Division's inspector positions. (d) Work with HR as needed to identify staffing resources needed to meet inspection targets.	HHCS	Partly Implemented	**Partly Implemented.** In June 2026, City Council approved a new fee schedule for food facility permits that is expected to increase revenue. According to the Division, Council agreed to revisit their request for 2 additional FTEs to help meet inspection targets during the FY 2027 Annual Appropriations Ordinance #1 process. In a future update, the Division will need to show that it pursued Council approval for these 2 additional FTEs. We will also follow up on the Division's plans to develop a training program once staffing stabilizes.

Finding	Recommendation	Department	Previous Status Update	Current Status Update
The Division did not track spending and left critical positions vacant.	**2.3** Make the following updates to the inspection data: (a) Add a risk designation to all food facilities in the Envision database. (b) Correct the date of last inspection in the Envision software that inspectors use during inspections, or develop a workaround to ensure inspectors have an accurate list of facilities prioritized by last inspection date. (c) Develop a process to regularly verify that the Envision database includes all food facilities that should be permitted and inspected.	HHCS	Partly Implemented	**Partly implemented.** The Division postponed the release date of the new inspections database from summer 2026 to fall 2026 to complete the preparation needed for it to go live. To mark this recommendation as implemented, the Division would need to confirm the new database can produce an accurate list of facilities prioritized by the last inspection date.
The Division did not track spending and left critical positions vacant.	**2.4** Work with the Department of Information Technology (IT) to develop list of database functionalities and/or data points needed to help meet the Division's targets and produce reports. If the current database cannot provide this functionality, document the limitations of the current database and include these requirements in the future request for proposals for a new database.	HHCS	Partly Implemented	**Partly implemented.** The Division postponed the release date of the new inspections database from summer 2026 to fall 2026 to complete the preparation needed for it to go live. We will reassess the status of this recommendation once the new database is in place.

Finding	Recommendation	Department	Previous Status Update	Current Status Update
The Division did not track spending and left critical positions vacant.	**2.5** Identify performance metrics and report them to the public at least annually.	HHCS	Partly Implemented	**Partly implemented.** The Division has finalized the performance metrics for the Food Safety and Inspection program. However, the Division will wait until the new database goes live to track and report these measures. We will reassess the status of this recommendation once the new database is in place.
Public information about food safety was limited.	**3.1** Work with Department of Information Technology (IT) to update the online system for sharing information on food inspections. As part of this process: (a) Develop internal guidance informed by state code that details what information the Division will share with the public online and defines responsibility for managing the data. (b) Make inspection history available online for all permitted food facilities in Berkeley. This could include sharing a copy of the most recent inspection report.	HHCS	Not Started	**Started.** Since our last follow up, the Division has not returned to publishing food inspections information online after it removed this information from the City's Open Data Portal. According to the Division, they have started to work with IT and Finance to prepare to launch the new inspections database with a public facing portal. The estimated launch date for the new inspections database has been delayed from summer 2026 to fall 2026.

Finding	Recommendation	Department	Previous Status Update	Current Status Update
Public information about food safety was limited.	**3.2** Develop a plan to implement placarding in Berkeley once staffing levels are stable. As part of this process: (a) Assess resources needed to implement placarding. (b) Consider adding elements such as community engagement for designing and implementing evidence-based, equitable placarding.	HHCS	Started	**Started.** Since our last follow up, all of the Division's food inspectors completed a training on food inspection standardization, which is the first step in the inspection standardization process. The next training step will be shadowing with certified inspectors. Additionally, according to the Division, the new database will be set up to work with a placarding program and will include a scoring system for inspections. To mark this recommendation as implemented, the Division would need to develop a documented plan or procedures for a future placarding process.

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Office of the City Manager

INFORMATION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Janelle Rodrigues, Director of Human Resources

Subject: UPDATE: HR Response: Audit Recommendations for Comprehensive Domestic Violence Policy to Support City Employees

INTRODUCTION

This report is an informational update on the implementation of recommendations from the City Auditor report titled "Domestic Violence Response: Berkeley Needs a Comprehensive Policy to Support City Employees," issued on October 10, 2019. The audit recommended revisions to the City's domestic violence policy and implementation of best practices to support employees experiencing domestic violence, sexual assault, or stalking. This is Human Resources' fifth status report regarding this audit and all recommendations are now implemented.

CURRENT SITUATION AND ITS EFFECTS

The audit included six recommendations. All six recommendations are now implemented. Five recommendations were implemented through Administrative Regulation 2.21, Domestic Abuse, which became effective September 2, 2025 and is available to City employees through the City's intranet. Those revisions broadened the scope and title of the policy; updated pertinent definitions; clarified factors considered when evaluating workplace accommodations; addressed documentation supporting leave and accommodation requests; and incorporated best practices for an inclusive, trauma-informed response.

Human Resources has also completed training materials supporting A.R. 2.21 and the City's response to domestic violence affecting employees, satisfying the remaining recommendation. The self-directed NEOGOV Learn course provides employees an opportunity to review A.R. 2.21 and complete a knowledge check. The course materials remain available as a training resource. Departments may assign the course based on the needs of their work, and Human Resources will use the materials for targeted training. The City Auditor has reviewed the implementation evidence and marked Recommendation 3.1 implemented.

Attachment 1 provides the final status of the audit recommendations and corrective actions as recorded in Missionmark.

BACKGROUND

The City Auditor's Office issued the audit report on October 10, 2019. Human Resources provided its first informational update on November 3, 2022, its second on May 14, 2024, its third in December 2024, and its fourth in 2025. This report is Human Resources' fifth and final informational update for the audit.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or opportunities associated with the subject of this report.

CONTACT PERSON

Janelle Rodrigues, Director of Human Resources, (510) 981-6807.

Attachments:

1. Audit Findings, Recommendations, and Final Status Updates (Missionmark)

Attachment 1

Audit Title: Domestic Violence Response: Berkeley Needs a Comprehensive Policy to Support City Employees

Issue Date: October 10, 2019

Table: Audit Recommendation Statuses

Finding	Recommendation	Department	Previous Status Update	Current Status Update
Policy does not completely reflect state requirements.	**1.1** Define and include sexual assault, stalking, and witnesses' rights.	Human Resources	Implemented	**Implemented.** The new domestic violence response policy includes definitions for sexual assault, stalking, and witness rights.
Policy does not completely reflect state requirements.	**1.2** State that when assessing safety accommodations, Human Resources takes into consideration danger to the employee and undue burden to the employer.	Human Resources	Implemented	**Implemented.** The updated policy takes into consideration danger to the employee and undue burden to the employer.
Policy does not completely reflect state requirements.	**1.3** Revise the policy title to reflect the comprehensive scope of the policy.	Human Resources	Implemented	**Implemented.** The updated policy is now titled "Leave Policy for Absence Related to Acts of Violence".
Policy does not completely reflect state requirements.	**1.4** Clarify that requirements for employees to document their use of leave or request for accommodations are at the discretion of Human Resources and may include self-certification when appropriate. We also recommend that Human Resources clarify that employees are encouraged to come to Human Resources for assistance even if they do not initially have the documentation that may be requested.	Human Resources	Implemented	**Implemented.** The updated policy includes information about self-certification and encourages employees to come to Human Resources for assistance.

Finding	Recommendation	Department	Previous Status Update	Current Status Update
Policy does not address key workplace Domestic violence issues.	**2.1** Incorporate the model policy and all best practice elements described in this finding, and communicate this guidance to city staff.	Human Resources	Implemented	**Implemented.** The updated policy includes model policy elements and has been uploaded to Sharepoint for citywide employee access.
Berkeley needs to prepare all staff to comply with the policy.	**3.1** Implement best practices, including: - Training supervisors and Human Resources staff about their role in responding to employees experiencing domestic violence and providing information for employees about the domestic violence response policy; - Conducting periodic outreach to employees to inform them about the policy, encourage them to come forward, and provide general information about domestic violence; - Facilitating collaboration among city staff who have a role in implementing the policy, and convening a domestic violence response team to advise on policies, ongoing outreach and education, and Human Resources' implementation of recommendations from this audit; and - Adopting a trauma-informed and inclusive approach.	Human Resources	Partly Implemented	**Implemented.** The HR Training unit developed training materials for distribution which provide staff with the Administration Regulation 2.21 and tests knowledge that the employee has read and understands the policy. This training is now available on NeoGov Learn.

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Office of the City Manager

INFORMATION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Response to City Council's Motion Regarding Refinements to the Telegraph Multimodal Corridor Project Design Approved at the October 28, 2025 Meeting of the Berkeley City Council

SUMMARY

On October 28, 2025, the City Council approved Concept Design 3B for the Telegraph Multimodal Corridor Project (Dwight Way to Woolsey Street). Concept 3B was selected for its balance of safety, transit benefits, loading needs, and community preference. As part of the action to approve Concept Design 3B, Council provided three specific directives to ensure the design prioritizes transit and creates new public open space.

The Council directives are: 1) develop a final design that prioritizes decreasing transit travel time; 2) create a possibility for the City to eventually change course to replace parking with dedicated bus lanes; and 3) provide multiple designs that would close the Dwight Triangle slip lane.

Based on further design refinements and subsequent analysis, staff has refined the approved Concept 3B into a final concept design (referred to herein as "Concept 3C"). This memo addresses the three City Council directives and describes the changes made to Concept 3B in response. Staff plan to move forward with Concept 3C.

CURRENT SITUATION AND ITS EFFECTS

DIRECTIVE 1: PRIORITIZE TRANSIT

Develop a final design that prioritizes decreasing transit travel time within the Concept 3B framework.

The initial Concept 3B design was modeled to result in a 4% increase in transit travel time compared to existing conditions. Put differently, it would take a transit vehicle 5.2-6.0 minutes to travel the 0.85-mile corridor compared to 4.8-6.1 minutes under existing conditions, depending on time of day and direction of travel. In response to Council's directive, the consultant team analyzed further refinements—specifically extending the length of bus-only lanes and adding more queue jumps to allow buses to bypass stopped traffic at intersections. The revised analysis that produced Concept 3C shows that extending bus-only lanes for two additional blocks and adding queue jumps at Stuart

Street in addition to Ashby Avenue results in a modeled 10% reduction in transit travel times compared to existing conditions. For example, under Concept 3C, transit vehicles would travel the project corridor in about 4.5-5.4 minutes, depending on time of day and direction of travel. These treatments recover significant transit travel time by allowing buses to bypass general traffic at key bottlenecks, shifting from a predicted transit delay to a net gain in transit speed and reliability.

The new Concept 3C design would remove 74 more parking spaces than Concept 3B to construct the extended bus-only lanes. These 74 parking spaces are in addition to the approximately 33 parking spaces already estimated for removal under Concept 3B, for a total net reduction of about 107 parking spaces on Telegraph Ave between Dwight Way and Woolsey St. There are currently about 257 existing parking spaces along this stretch of Telegraph Ave.

Based on the 2024 total parking revenue of $251,346 collected across the 257 parking spaces on this stretch of Telegraph Avenue, the baseline average generates approximately $978 per space annually. If a simple linear calculation were applied, eliminating 107 parking spaces would project a gross loss of $104,646 in parking revenue per year. However, data from May 2026 indicates that parking occupancy on this stretch was only 45%, revealing a high vacancy rate of 55%. Because this substantial vacancy capacity allows the remaining parking supply to absorb the existing demand, this linear calculation is highly conservative and represents the maximum potential revenue loss to the Parking Meter Fund.

DIRECTIVE 2: FUTURE-PROOFING FOR BUS LANE CONVERSION
Create a possibility for Berkeley to eventually change course to replace parking with dedicated bus lanes.

With regard to a flexible design, Concept 3C that staff plan to implement includes safety features like concrete islands at intersections and medians, where feasible. While this design would be more costly to remove and replace in the future than a "quick-build" design featuring temporary materials, permanent concrete islands offer more safety benefits, reduced maintenance costs, and offer opportunities for green infrastructure to allow the City to comply with the San Francisco Bay Regional Water Quality Control Board's (Water Board) Municipal Regional Permit. The permit requires the City of Berkeley to include Low Impact Development features on public streets—such as bioswales, rain gardens, and permeable pavement—to capture and filter pollutants from stormwater runoff before it reaches the San Francisco Bay. These features are only possible with concrete islands.

Staff's plan is based on the experience of the City of Oakland on the southern portion of the Telegraph Avenue corridor between 20th Street to 29th Street. Oakland initially implemented "quick-build" protected bike lanes on Telegraph Avenue using plastic bollards, paint, and planters, which are typically more flexible and less costly to remove. However, the City of Oakland replaced these temporary features with concrete curbs

and islands due to several documented findings from a multi-year evaluation of the corridor:

- **Maintenance Challenges:** OakDOT's progress reports documented that the flexible plastic posts were frequently struck and destroyed by vehicles. This created an ongoing, resource-intensive burden for maintenance staff who had to repeatedly replace the posts to maintain the integrity of the bike lane buffer.
- **Parking and Loading Encroachment:** The plastic bollards failed to physically prevent vehicle encroachment. The evaluation showed that delivery drivers and private vehicles frequently ran over or parked between the plastic posts to load, compromising safety and forcing cyclists to merge into mixed traffic.
- **Merchant and Community Feedback on Aesthetics:** In public surveys and business outreach coordinated by the Koreatown Northgate (KONO) Business Improvement District, local merchants expressed strong dissatisfaction with the "interim" quick-build aesthetic. The community feedback indicated that the plastic posts looked cluttered and cheap, and businesses actively petitioned the city for permanent concrete curbs and landscaped planters to elevate the corridor's visual appeal.

DIRECTIVE 3: CLOSE THE DWIGHT TRIANGLE SLIP LANE
Provide multiple designs that would close the Dwight Triangle slip lane.

Staff developed two implementation options in response to this directive: 1) Option A, a "Tactical" approach, which has lower costs and can be constructed more quickly; and 2) Option B, a "Capital-intensive" approach, which has higher costs to transform the open space into a high-quality public plaza with opportunity for programming. Both options require modification to the intersection of Dwight/Telegraph, including the traffic signals, to provide for emergency vehicles (primary route) and AC Transit Buses turning right onto Telegraph from eastbound Dwight Way.

Given the immediate safety needs at this intersection, staff plan to implement Option A. With Option A, the City will make improvements faster than Option B. Option A also provides a "proof of concept" for the closure and opportunity to engage the community prior to committing to a permanent solution. Option A has a lower implementation cost, which is an important factor for obtaining grant funding for construction and delivering the overall Telegraph project on schedule.

Option A will use temporary materials like movable planters and decorative street painting to close the slip lane. This option allows for relatively quick implementation and affords the opportunity to "test" the configuration, engage the community with iterative design, and assess use patterns before designing a permanent solution. The estimated construction cost for Option A is $1,200,000-$1,300,000.

Option B would raise the slip lane to sidewalk grade, resolve impacts to stormwater flow, and install all curb and gutter closures creating a level area to develop as a plaza. The estimated construction cost for Option B is $2,000,000-$3,000,000.

The Telegraph Multimodal Corridor Project advances the Strategic Plan goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; create a resilient, safe, connected, and prepared city; and, be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

BACKGROUND

Aligned with past Council actions to address one of the City's top high-injury streets, the Telegraph Avenue project delivers on key local and regional plans. It advances the 2020 Vision Zero Action Plan by proactively building safer streets, fulfills the Bicycle Plan's call for a high-priority Tier 1 project, and aligns with the Pedestrian Plan and the General Plan's Transit-First Policy. Additionally, regional studies from AC Transit and the Alameda County Transportation Commission highlight Telegraph Avenue as a critical corridor with high potential for transit ridership growth, noting that redesigning the corridor could ultimately improve bus speeds and reliability beyond current conditions.

During the May 21, 2026 meeting of the Transportation and Infrastructure Commission, staff presented an informational update on the refined Concept 3C design, including the plans and responses above, and previewed upcoming project phases. Following the presentation, commissioners expressed their strong appreciation for the update and thanked City staff for integrating Commission and City Council feedback directly into these Concept 3C design modifications.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Installation of protected bikeways and improving pedestrian crossings is anticipated to increase walking and biking, which is consistent with the 2009 Berkeley Climate Action Plan Policy that calls for expanding and improving the City's bicycle and pedestrian infrastructure. Installation of bus boarding islands, bus-only lanes, and queue jumps improve bus reliability and decrease travel times, making on-street transit a more attractive mode of transportation. The 2009 Berkeley Climate Action Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes such as public transit, walking, and bicycling must become the primary means of fulfilling the City's mobility needs to meet these targets.

Environmental review per the requirements of the California Environmental Quality Act (CEQA) will be conducted in the subsequent phase of the Project. It is anticipated that the Project will be statutorily or categorically exempt under CEQA Guidelines section 15304(h) – Minor Alterations to Land, 15301 – Existing Facilities, 21080.20 – Transportation Plans, Pedestrian Plans, and Bicycle Transportation Plans, or 21080.25. Staff anticipate filing a CEQA Notice of Exemption for this Project.

If the Project receives federal funding in the future, the Project would be subject to environmental review per the requirements of the National Environmental Protection Act (NEPA). Based on recent similar projects such as the Southside Complete Streets Project, staff anticipate that the Project would be Categorically Excluded from significant environmental impacts under NEPA, but that determination would be made as part of a subsequent environmental phase if federal funding for construction is awarded.

FUTURE ACTION

The City will be initiating a Request for Proposal (RFP) to select a qualified consultant to assist staff with engineering Concept 3C to the 100% Plans, Specifications, and Estimates (PS&E) phase of the project.

FISCAL IMPACTS OF FUTURE ACTION

The PS&E phase is funded with $1,011,000 from Measure BB Fund 135 and Vehicle Registration funds Fund 133 from the Alameda County Transportation Commission (approved by the Berkeley City Council on October 15, 2024 [Resolution No. 71,538-N.S.], and the Alameda County Transportation Commission on May 8, 2025). Construction of the project remains unfunded.

CONTACT PERSON

Mark Helmbrecht, Transportation Manager, Public Works, 510-981-6403
Elliott Schwimmer, Senior Planner, Public Works, 510-981-7066

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Office of the City Manager

INFORMATION CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Planning Commission

Submitted by: Emily Marthinsen, Chair, Planning Commission

Subject: Planning Commission Fiscal Year 2026-27 Work Plan

INTRODUCTION

The City of Berkeley Planning Commission (PC) hereby submits a work plan for Fiscal Year (FY) 2026-27. The spreadsheet within Attachment 1 identifies the specific items prioritized.

CURRENT SITUATION AND ITS EFFECTS

At its meeting on July 1, 2026, the Commission reviewed and approved its FY 2026-27 Work Plan (Attachment 1).[1] The Commission also provided additional guidance for Council referrals that staff identified that could be started without additional funding, prioritizing the Project to Increase Telegraph and Claremont Housing (PITCH), Neighborhood-serving retail in residential zones (particularly in areas where these non-conforming uses already exist), and to develop an Efficiency Unit Ordinance.

BACKGROUND

The Planning Commission is providing this informational report about its FY 2026-27 Work Plan pursuant to the City Council's 2016 formal action to require commissions to annually submit a work plan to Council in this format. At the July 1, 2026 meeting, the Planning Commission considered information prepared by staff, including actions completed to date from the previous work plan, available staff resources, and the proposed work plan for FY 2026-2027.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The Planning Commission's work plan advances the City's sustainability and greenhouse gas reduction goals by focusing on creating housing and business opportunities in areas of high resources and frequent transit.

[1] Planning Commission vote to approve workplan and send to Council: Motion/Second: Kahn/Sanderson. Ayes: Bechtolsheim, Marthinsen, Kahn, Owens, Sanderson, Twu. Noes: None. Abstain: None. Absent: Hauser, Oatfield, Wang [6-0-0-3].

The FY 2026-27 Planning Commission Work Plan is exempt from the California Environmental Quality Act under CEQA Guidelines Section 15061(b)(3), in that it is solely administrative in nature and would have no adverse effect on the environment.

POSSIBLE FUTURE ACTION
Based on recommendations received from PC, City Council may refer additional work to the City Manager.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION
As identified by staff, some referrals already adopted by Council would require additional funding prior to starting work. Future new referrals to the City Manager may require additional staff and/or funding.

CONTACT PERSON(S)
Alisa Shen, Co-Secretary to the Planning Commission, Planning and Development Department, 510-981-7489.

Justin Horner, Co-Secretary to the Planning Commission, Planning and Development Department, 510-981-7476.

Attachment:
1. Staff report regarding FY 2026-27 Planning Commission Work Plan (Planning Commission Meeting of July 1, 2026)

Planning and Development Department
Land Use Planning Division

STAFF REPORT

DATE: July 1, 2026

To: Members of the Planning Commission

From: Alisa Shen, Principal Planner

Subject: FY 2026 – 2027 Planning Commission (PC) Work Plan

RECOMMENDATION:

Staff recommend that the Planning Commission review and approve the proposed Planning Commission Work Plan for Fiscal Year (FY) 2026 - 2027.

BACKGROUND AND DISCUSSION

This report provides background information about the work plan, including an update about work from the previous work plan completed to date, available staff resources, and the proposed work plan for FY 2026-2027.

In 2016 the City Council took formal action directing all boards and commissions to submit a work plan to the City Council in the form of an informational report. A Commission's work plan should contain the Commission's mission statement, goals, and resources. Pursuant to the City Charter, the mission of the Planning Commission is as follows:

> *"The Commission recommends modifications to the City of Berkeley General Plan and related policy documents. All Zoning Ordinance amendments are developed through this Commission and recommended to the City Council. Other purviews include subdivision map consideration and review and comments on substantial projects from surrounding jurisdictions."*

FY 2025-2026 Work Plan Update

The following projects included in the FY 2025-2026 workplan have been completed:

- ADU State Law Compliance (Planning Commission: March 3, 2025; City Council: July 27, 2025)
- Middle Housing Zoning and General Plan Amendments (Planning Commission: February 27 and October 9, 2024; City Council June 26, 2025)

- Assembly Bill 1033 Implementation: ADU Condominium Ordinance (Planning Commission: May 7, 2025: City Council: September 16, 2025)
- Amendments to Allow the Retail Sale of Alcohol in the Telegraph Avenue Commercial (C-T) Zoning District (Planning Commission: November 5, 2025; City Council December 2, 2025)
- Senate Bill 684 Implementation: Amendments to Title 21 Subdivisions and Title 23 Zoning (Planning Commission: October 8, 2025; City Council February 24, 2026)
- Amendments to Landmarks Preservation Ordinance (Landmarks Preservation Commission: February 5 and April 6, 2026; City Council April 14, 2026)

Staff Resources

The policy team currently consists of four full-time employees: two Principal Planners and two Associate Planners. From 2023 through 2026, the team consisted of eight full-time employees (FTE). However, over the past year, one temporary, grant-funded Senior Planner position expired, and three additional positions (a Senior Planner, an Associate Planner and an Assistant Planner) became vacant. Due to the City's current budget shortfall, the Planning and Development Department anticipates filling only two of the vacant positions within the policy team—a Senior Planner and Assistant Planner—and plans to share an Associate position with the project planning team. Once these recruitment efforts are complete, the policy team will consist of 6.5 FTE. The policy team is funded through the City's General Fund and from the Permit Service Center Fund and may receive additional funding from outside grants.

FY 2026-2027 Planning Commission Work Plan

The proposed FY 2026-2027 Planning Commission work plan, summarized below, reflects existing staffing levels and other resources (**Attachment 1**).

- **Ongoing Annual Reporting, Implementation and Administration.** Staff have ongoing administrative responsibilities, including staffing the zoning counter at the Permit Service Center, staffing the Planning Commission, and internal administration, including staff meetings, supporting interdepartmental and interagency planning efforts, professional development, and other related activities. In addition, the Planning and Development (PDD) Department regularly provides support to other City Departments and/or needs to respond to outside agencies, which require detailed policy analysis, the preparation of formal responses, and oftentimes consultation with the City Attorney, the City Council, and other staff.

  PDD also has an ongoing requirement to produce General Plan and Housing Element Annual Progress Reports for the California Department of Housing Community Development (HCD), the Department of Finance (DOF) and Office of Land Use and Climate Innovation (LCI). Staff also periodically prepare staff-initiated zoning amendments and/or General Plan amendments that are necessary to ensure consistency with new State laws and/or clarify or correct non-substantive errors.

In addition, several recently completed projects referred by City Council require substantial staff time to train staff and inform the public about new processes, such as ministerial permit pathways for SB 684-compliant small-lot subdivisions and middle housing zoning applications.

- **Active Projects Continuing in FY 2026-2027.** There are several complex, multi-year planning projects underway that implement State mandates and/or Housing Element policies and programs. Projects in this category include the update to the Disaster Preparedness and Safety Element of the General Plan, the preparation of the City's first Environmental Justice Element, the San Pablo Avenue Specific Plan, Ashby BART station area planning, and the Corridors Zoning Update. Staff also anticipate completing other smaller projects including requirements for undergrounding utilities and reporting back on Home Occupation amendments (enacted in February 2021).
- **Projects Anticipated to Start in FY 2026-2027.** Staff have identified the projects listed below that can be *started* with existing staff and budget resources in FY 2026-2027 as staff capacity becomes available with completion of active projects and the filling of vacant positions.
    - State-mandated Projects:
        - Historic Context Statement pursuant to the City's 2023-2031 Housing Element Environmental Impact Report.
        - Update to the General Plan Open Space Element.
    - Projects Implementing City Plans:
        - Local Density Bonus for the San Pablo Avenue Specific Plan Area.
    - City Council-referred Projects:
      The following projects were ranked by the City Council as part of their referral prioritization using "Re-Weighted Range Voting (RRV), adopted on February 10, 2026:
        - Neighborhood Scale Commercial in Residential Zones (RRV #8).
        - Affordable Housing for Artists: AB-812 Implementation and Cultural District Statutory Standardization (RRV #12).
        - Efficiency Unit Ordinance: study and propose standards for Efficiency Units (RRV #24).

      The City Council also approved the following Council referral on March 10, 2026, and recommended funding it through the FY27 budget process on June 16, 2026: the Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning (**Attachment 2**).

    - ***Question for the Planning Commission:*** *Given that PITCH has been budgeted by the City Council, how should this project be prioritized relative to the other Council-referred projects?*

- **Projects to Be Started, Pending Additional Funding.** Staff have determined that several outstanding referrals cannot be initiated without budgeted funding for consultant services for legally required environmental review, specialized design

activities, and other technical work that we do not have the capacity to implement at current staffing levels. These projects include:

- Rezoning Gilman from San Pablo Avenue to I-80 for Commercial Uses (RRV #4).
- Explore zoning modifications for added density as way to help offset costs added to projects by new HARDHATS ordinance (RRV #5).
- Objective Design Standards in Middle Housing zoning districts (RRV #21).

CONTACT PERSON

Alisa Shen, Co-Secretary to the Planning Commission, Principal Planner
ashen@berkeleyca.gov, (510) 981-7409.

Attachments:

1. Proposed FY 2026-2027 Planning Commission Work Plan
2. Council Referral: Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning, approved March 10, 2026.

Source	Core Responsibilities	RRV 2026 Ranking*
Administration	Planning Commission	n/a
	Permit Service Center and Other Planning and Zoning Support	n/a
	Implementation & Research	n/a
Source	**Annual Reporting/Recurring Projects**	**RRV 2026 Ranking**
State Law	State General Plan and Housing Element Annual Progress Report	n/a
State Law	State Law Technical Edits to Zoning Ordinance	n/a
Source	**Active Projects**	**RRV 2026 Ranking**
State Law	General Plan: Update Disaster Preparedness and Safety Element, New Environmental Justice Element, and Climate Resilience Metrics	n/a
Housing Element (Program 28)	BART Station Area Planning: Ashby and North Berkeley BART	n/a
Housing Element (Programs 27 & 33)	Corridors Rezoning (College, Solano, North Shattuck Avenues)	n/a
Housing Element (Program 27)	San Pablo Avenue Specific Plan	n/a
Council	Referral to the Planning Commission and Housing Advisory Commission to research and recommend policies to prevent displacement and gentrification of Berkeley residents of color	n/a
Council	Report back on Home Occupation amendments enacted in February 2021	n/a
Source	**Projects Anticipated to Start in FY 2026-2027**	**RRV 2026 Ranking**
HE EIR Mitigation Measure Cul-1	Historical Context Statement	n/a
HE (Program 27)	General Plan Open Space Element Update	n/a
San Pablo Avenue Specfic Plan	Local Density Bonus for the SPASP	n/a
Council	Neighborhood-scale Commercial in Residential Zones	8
Council	Affordable Housing for Artists: AB-812 implementation and Cultural District statutory standardization	12
Council	Efficiency Unit Ordinance: study and propose standards for Efficiency Units	24
Council	Project to Increase Telegraph and Claremont Housing (PITCH)	**
Source	**Projects Requiring Additional Funding to Start**	**RRV 2026 Ranking**
Council	Rezone Gilman for commercial uses from San Pablo Ave to I-80 to maximize revenue generation	4
Council	Explore zoning modifications for added density as way to help offset costs added to projects by new HARDHATS ordinance	5
Council	Objective Design Standards in Middle Housing zoning districts	21

*City Council Referral Ranking using the Re-Weighted Range Voting (RRV) system, approved February 10, 2026.

**City Council-referred on March 10, 2026 and recommended for funding through the FY27 budget process on June 16, 2026.

Berkeley City Councilmember
Mark Humbert, District 8
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SUPPLEMENTAL AGENDA MATERIAL

for Supplemental Packet 2

Meeting Date: **March 10, 2026**

Item Number: **13**

Item Description: **Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning**

Submitted by: **Councilmember Humbert, Mayor Ishii, Councilmember Bartlett**

The attached revises Item 13, *Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning*, to add flexibility to the proposed goal base height along Telegraph Avenue in order to explore base height options that optimize for the provision of inclusionary affordable housing units. It also revises the item to specify that any necessary General Plan amendments would be part of the planning process.

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~~ACTION~~ CONSENT CALENDAR
~~January 27~~March 10, 2026

To: Members of the Berkeley City Council

From: Councilmember Mark Humbert (Author);
Mayor Adena Ishii (Co-Author);
Councilmember Ben Bartlett (Co-Author)

Subject: Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning

RECOMMENDATION

Refer to the City Manager the Project to Increase Telegraph and Claremont Housing (PITCH) as a standalone rezoning effort to proactively and equitably increase housing stock in southeast Berkeley's high-resource areas. This project would seek to:

1. Rezone the Telegraph Avenue corridor south of Parker Street to the Oakland border at Woolsey Street from the current C-C (Commercial-Corridor) district to the C-T (Telegraph Avenue Commercial) district (or similar), allowing for taller mixed-use housing development, with a goal of base zoning of 8 stories/85 feet, potentially adjusted to optimize production of affordable inclusionary units.
2. Identify and upzone specific auto-oriented C-N (Neighborhood Commercial) parcels in the Claremont and Ashby area (near Domingo Avenue) from their current 2–3 story limits to 4–6 stories using existing or new zoning districts.
3. Allocate funding from the District 8 office budget to begin required planning, General Plan amendments, and/or California Environmental Quality Act (CEQA) review for the proposed zoning changes.

SUMMARY

This item proposes a new, targeted rezoning effort to deliver a substantial and equitable increase in zoned housing capacity in District 8 (and limited portions of District 3 along Telegraph). The Project to Increase Telegraph and Claremont Housing (PITCH) focuses on the under-utilized Telegraph Avenue corridor, which offers significant capacity (estimated up to 5,700 new units), excellent transit access, and larger, more easily developable parcels.

By simultaneously applying targeted upzoning to auto-oriented sites in the highest-resource Claremont neighborhood, the project would fulfill Affirmatively Furthering Fair Housing (AFFH) and other Housing Element goals by expanding housing opportunities into the highest-resource parts of Berkeley. This strategic approach ensures a significant and geographically equitable

contribution to Berkeley's housing goals, while potentially relieving pressure on more commercially and architecturally sensitive areas.

FINANCIAL IMPLICATIONS

The estimated cost to execute the necessary initial planning, staff time, any General Plan amendments, and comprehensive environmental review (CEQA) for PITCH is $250,000. To ensure the viability and timely commencement of this project, Councilmember Humbert commits to funding:

- $~~100,000~~180,000 from his Fiscal Year (FY) 2026 office budget.
- $~~50,000~~70,000 from his FY 2027 office budget.

The total contribution of $~~1~~250,000 helps make the project viable for immediate launch, allowing ~~the~~any unexpected balance or contingency to be secured from ~~other general City funds~~the City's general fund and/or grant opportunities in FY 2027/2028.

CURRENT SITUATION AND ITS EFFECTS

Telegraph Avenue, from Parker Street south to the Oakland border, is currently zoned C-C, which sets a base zoning for development of 3-story mixed-use or residential buildings. This represents a severe under-utilization of a key corridor located in a High Resource zone (slated to be upgraded to a Highest Resource area by 2026 TCAC maps) and which features wide street sections (~66' of traffic lanes) and large parcels ideal for higher-density housing.

Furthermore, new housing production has been disproportionately low in the highest-resource neighborhoods of District 8, such as Claremont. Although certain portions of the Claremont area have recently seen their housing capacity increase due to the City's Middle Housing efforts, fire risks and a limited number of underutilized non-residential parcels mean that, absent this project, this area is unlikely to contribute appreciably to the creation of new homes in Berkeley.

BACKGROUND

The City of Berkeley has a State mandate and made local commitments to increase housing production in high-resource, transit-rich areas. Telegraph Avenue's length, infrastructure, and under-developed parcels present an excellent opportunity for high-density housing. The State of California's new law (SB 79) will already require upzoning near Ashby BART (District 3) and the adjacent Telegraph/Alcatraz area, making a comprehensive upzoning of the entire Telegraph corridor both a logical and proactive step.

RATIONALE FOR RECOMMENDATION

This project is an effective approach to better meeting Berkeley's housing and equity goals:

- Increasing Housing Capacity on Telegraph: Rezoning Telegraph to C-T (8-stories) is projected to create a zoned housing capacity of up to around 5,700 units—a vital contribution to Berkeley's housing stock.
- Equitable Development:
    - The Telegraph corridor is located in a High Resource area and the project will better satisfy Affirmatively Furthering Fair Housing goals.
    - Including the Claremont area (targeting auto-oriented uses near Ashby and Domingo) creates new housing opportunities in one of Berkeley's highest resource neighborhoods, diversifying housing options and providing walkable retail access to residents.
- Infrastructure Alignment: The project aligns new development with the City's investment in the Telegraph Multimodal Corridors project, which includes bus lanes and a protected cycletrack to improve transit and cycling infrastructure.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The project promotes environmental sustainability and climate action by increasing housing development along the high-frequency 6-Telegraph AC Transit bus route, which also features good access to jobs, shopping, and other urban amenities. This location encourages car-free or car-lite living and would serve to reduce the carbon footprint associated with auto use relative to housing in other areas of Berkeley and especially outside Berkeley.

Encouraging infill development also has the effect of reducing development pressure on agricultural and wildland areas, helping preserve them as natural and working lands.

Subsequent completion of any required General Plan amendments and/or CEQA review will ensure all environmental impacts are fully assessed and, if necessary, mitigated before zoning changes are enacted.

POSSIBLE FUTURE ACTION

This referral represents the first step in a longer process that would involve substantial additional staff work, public engagement, subsequent Council input, environmental review, and subsequent Council votes to approve any rezoning, General Plan amendments, and associated CEQA documentation.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

The project is made more fiscally viable by the immediate financial commitment from Councilmember Humbert's office. Subsequent fiscal impacts include increased property tax revenue from new housing development, increased sales tax revenue from more residents and subsequent foot traffic, and increased transit ridership on the 6-line, which will help AC Transit address its fiscal shortfall.

CONTACT PERSON

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ATTACHMENTS

Attachment 1 Preliminary Buildout Analysis

Communications

All communications submitted to the City Council are public record. Communications are not published directly to the City's website. Copies of individual communications are available for viewing at the City Clerk Department and through Records Online.

City Clerk Department
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Records Online
https://records.cityofberkeley.info/

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