

Office of the City Manager

ACTION CALENDAR

June 27, 2017

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Timothy Burroughs, Interim Planning Director  
 Scott Ferris, Director, Parks, Recreation & Waterfront  
 Phil Harrington, Director, Public Works

Subject: Recommendations for implementing Phase 1 of the Measure T1 City infrastructure bond program

INTRODUCTION

In November 2016, Berkeley voters approved Measure T1 – a \$100 million dollar general obligation bond to repair, renovate, replace, or reconstruct the City’s aging, existing infrastructure, including facilities, streets, sidewalks, storm drains, and parks. Measure T1 passed with 86.5% of the vote.

City Council authorized the issuance of the infrastructure bond in order to help address significant and growing unfunded infrastructure needs, which total over \$500 million. Bond-funded capital projects will be implemented in addition to projects that are currently funded and proposed for funding in the City’s fiscal years 2018 – 2019 capital budget.

After the passage of Measure T1, the City Manager provided a Memo to the Council, dated December 22, 2016, that proposed a three phase plan for the implementation of the Measure T1 program, as well as a list of proposed projects for phase 1 to be considered by the Council, the City’s commissions, and the general public (“The City Manager Proposed List”), as well as the delineation of a robust public process to gather input on the proposed projects.

From December 2016 through June of 2017, City staff, the two lead commissions (Public Works and Parks and Waterfront), ten additional City commissions, and members of the public participated in a robust public process to provide feedback on the City Manager Proposed List. This effort included three publicly-noticed community meetings at three City community centers, as well as more than twenty commission and subcommittee meetings. In addition, the City received numerous communications (emails and letters) to the City’s MeasureT1 email address as well as formal memos from eight City commissions. The City also created a webpage for the Measure T1 infrastructure bond program that has received 2,000 visits to-date. The Measure T1 website includes an interactive story map of the proposed projects and their locations, which is available at <http://arcq.is/2hc5Qfp>. The story

map has received 1,976 visits to-date. A summary of the public process and feedback received has been compiled by the Public Works Commission and the Parks and Waterfront Commission and is included as Attachment A to the report to Council submitted jointly by the two commissions (“the Joint Report”), dated June 2017.

Using the City Manager Proposed List as a baseline, in June of 2017, the two lead City commissions comprised of the Parks and Waterfront Commission and the Public Works Commission worked together to produce a report, submitted jointly to Council (“the Joint Report”), that provides their recommendations (Attachment 3). Using input from the Joint Report, as well as input from other City commissions, the Measure T1 community workshops, and other input from the general public, the City Manager has revised the initial City Manager Proposed List to best incorporate the feedback from the community. This current report from the City Manager provides Council with the City Manager’s Final List of Proposed Projects for phase 1 of the Measure T1 Infrastructure Bond Program. The report describes how the feedback from the Joint Report from the two lead commissions, as well as the public, was incorporated into the final list of projects.

### RECOMMENDATION

Adopt a Resolution to implement the City Manager Final List of Projects for phase 1 of the Measure T1 infrastructure bond program (Attachment 2).

### FISCAL IMPACTS OF RECOMMENDATION

The total allocation of Measure T1 funds for phase 1 using the City Manager Final List of Projects comes to \$37,365,000 over the next four years (FY2018 – FY2022), with a breakdown of allocations into the following categories:

<u>Category</u>	<u>Phase 1 Allocation</u>
Facilities	\$14.4 million
Complete Streets	\$8.5 million
Green Infrastructure	\$1.2 million
Parks Projects	\$6.965 million
Citywide Safety	\$900,000
Staff/project mngmt	\$4.6 million
<u>Bond Transaction costs</u>	<u>\$800,000</u>
Total	\$37.365 million

### COMMISSIONS

After participating in a community process in the first half of 2017 (January through June of 2017), the Parks and Waterfront Commission and the Public Works Commission submitted a report to Council jointly, dated June 2017 (“the Joint Report”) that provides their recommendations to Council regarding the final list of projects for phase 1 of the Measure T1 infrastructure bond program (Attachment 3). In sum, the Joint Report concurs with the City Manager Proposed List with regard to the facilities and parks projects (with some added projects); and concurs with one green infrastructure bioswale project, and it does not concur with the proposed street renovation projects contained in the City Manager Proposed List. It also provides process and planning recommendations with regard to the overall upkeep of

City infrastructure. A description of the differences between the Joint Report and the City Manager Final List of Projects is provided below and summarized in a table in Attachment B.

Action: At a regular meeting of May 4, 2017, the Public Works Commission took action to accept the report titled *Recommendations for implementing Phase 1 of the Measure T1 Bond Program* as edited and send to Council. M/S/C: (Freiberg/Smith): Ayes: Dominguez; Freiberg, Henry; Hitchen; Schuler; Yep; Noes: Kelley; Abstain: None; Absent: None. (See Attachment 3 to this report).

Action: At a regular meeting of June 14, 2017, the Parks and Waterfront Commission took action to accept the report titled *Recommendations for implementing Phase 1 of the Measure T1 Bond Program* as edited and send to Council (M/S/C (McGrath/Kamen): Ayes: Ares; Brostrom; Diehm; Kamen; Kawczynska; Lee; McGrath; McKay; Noes: None; Abstain: None; Absent: None. (See Attachment 3 to this report).

Action: At a regular meeting of June 14, 2017, the Parks and Waterfront Commission took action to communicate to Council that the table on pages 12 and 13 of Exhibit to the *Recommendations for implementing Phase 1 of the Measure T1 Bond Program* does not include several of the additional items recommended by the Parks and Waterfront Commission. Those additions can be found in the recommendation report from the Parks and Waterfront Commission approved on May 10, 2017 (Attachment 4 to this report), and include the following: replace the five existing parks restrooms (Aquatic Park, Codornices, Cedar Rose Park, Codornices, Strawberry Creek, and Willard parks; two new restrooms (Ohlone and James Kenney Parks); the Willard Clubhouse Renovation planning and design project; and the James Kenney Center Renovation planning and design project. (M/S/C (McKay/Brostrom): Ayes: Ares; Brostrom; Diehm; Kamen; Kawczynska; Lee; McGrath; McKay; Noes: None; Abstain: None; Absent: None.

Action: At a regular meeting of May 10, 2017, the Parks and Waterfront Commission took action to accept the report titled *Recommended Action on T1 Phase 1 Projects* and send to Council (M/S/C (McGrath/Kawczynska): Ayes: Ares; Diehm; Kamen; Kawczynska; Lee; McGrath; McKay; Noes: None; Abstain: None; Absent: Brostrom. (See Attachment 4 to this report).

### CURRENT SITUATION AND ITS EFFECTS

On December 22, 2016, the City Manager provided a [memo to City Council](#) that identified staff's initial recommendations for allocating Phase I of Measure T1 funds ("The City Manager Proposed List").<sup>1</sup> The City Manager's recommendations served as a starting point for gathering public input that can inform City Council's direction to City staff on how to allocate Phase I of Measure T1 funds. In June of 2017, the Parks and Waterfront Commission and the Public Works Commission took action at their respective regular meetings to send to Council a report (written jointly) that contained their recommendations for phase 1 of the Measure T1 infrastructure bond program. In sum, the Joint Report

<sup>1</sup> See [http://www.cityofberkeley.info/uploadedFiles/Clerk/Level\\_3\\_-\\_General/Measure%20T1%20GO%20Bonds%20Recommendations%20122216.pdf](http://www.cityofberkeley.info/uploadedFiles/Clerk/Level_3_-_General/Measure%20T1%20GO%20Bonds%20Recommendations%20122216.pdf)

concur with the City Manager Proposed List with regard to the facilities and parks projects (with some added projects); and concurs with one green infrastructure bioswale project, and it does not concur with the proposed street renovation projects contained in the City Manager Proposed List. A description of the differences and changes is provided below and summarized in a table in Attachment B.

1: **Facility Projects:** The Joint Report supports the City Manager List of Projects, and has the following additional recommendations regarding facilities:

**a. Transfer Station**

**Joint Report:** Recommends adding \$250,000 for a new total of \$500,000 for the Transfer Station Conceptual Planning process.

**City Manager:** The City Manager concurs with this recommendation.

**b. Willard Clubhouse Renovation**

**Joint Report:** Recommends adding planning and design for expansion and/or renovation of the Willard Park Clubhouse.

**City Manager:** The City Manager concurs because this area of the City has a lack of community facilities. The City Manager also recommends deleting the roof and restroom improvements originally proposed in the City Manager's Proposed List because these items will now be included in this new renovation planning project at the Willard Park Clubhouse in phase 1.

**c. James Kenney Center Renovation**

**Joint Report:** Recommends adding \$250,000 for planning and design for the interior renovation of the James Kenney Center.

**City Manager:** The City Manager does not concur with this recommendation. As of FY2019, the James Kenney Center will have received almost \$5 million for the seismic and exterior siding upgrades, ADA accessibility improvements, as well as a playground replacement from a variety of funding sources. The City Manager recommends that the planning and design for expansion and/or renovation of the James Kenney Center be taken up during phase 2 or 3. The planning for this renovation can be included in the FY2021 PRW CIP budget.

**d. Restrooms**

**Joint Report:** Recommends the replacement of all five existing parks restrooms: Aquatic Park, Cedar Rose, Codornices, Strawberry Creek, and Willard parks. The Joint Report also recommends the construction of a new restroom at both Ohlone and James Kenney parks at a cost of \$1.6 million.

**City Manager:** The City Manager concurs only with the need for the replacement of a restroom at Strawberry Creek Park in phase 1 using \$350,000 in T1 funds because it can be integrated into the Strawberry Creek Park Phase II renovation that is already funded by the capital budget in FY18. Staff is concerned that committing to replacing additional restrooms in Phase 1 is beyond staff capacity to deliver. The Cedar Rose restroom can be included in the FY2021 PRW CIP budget as part of the planned tennis court renovation at Cedar Rose Park. The City Manager also recommends using \$150,000 in T1 funds to conduct a citywide needs assessment of restrooms in streets, parks, and other public properties, which would include an evaluation of all existing City restrooms, proposed restrooms such as James Kenney and Ohlone parks, and a robust public process.

2: **Parks Projects:** The Joint Report supports the list of proposed parks projects contained in the City Manager's Proposed List. In addition, the Joint Report recommends the following additions:

**a. Play equipment replacements**

**Joint Report:** Recommends adding the replacement of old and/or out of compliance play equipment.

**City Manager:** The City Manager concurs with this and recommends using a T1 allocation of \$850,000 to replace play structures at the following parks: George Florence Park (2 structures) and San Pablo Park (1 structure).

**b. Four projects impacted by sea level rise**

**Joint Report:** the report states that four projects are in areas subject to impacts from sea level rise: the Berkeley Pier, Lower University Ave Renovation, the Aquatic Park Tide Tubes, and the Gilman Sports Fields. These projects should address these impacts at least through the life of the bond.

**City Manager:** The City Manager concurs with this recommendation.

**c. Aquatic Park Tide Tube Renovation**

**Joint Report:** Recommends additional funding for the Aquatic Park Tide Tube project should be considered to address flooding and water quality improvement planning, and to include a robust stakeholder process.

**City Manager:** The City Manager concurs with this recommendation and recommends that \$350,000 in T1 funds be allocated to the conceptual planning and stakeholder phase, instead of the \$250,000 proposed initially in the City Manager Proposed List.

**d. Tom Bates (Gilman) Fields Turf Replacement Project**

**Joint Report:** The Joint report did not evaluate this item.

**City Manager:** In FY18, the City will implement a project to replace the synthetic carpet at the Tom Bates (Gilman) Sports Fields with \$1.3 million in funds collected from field user fees and the five participating Joint Power Agreement (JPA) cities over nine years. However, the project still needs \$315,000. The City Manager proposes covering this cost using T1 funds.

- 3: **Green Infrastructure (GI) Projects:** The Joint Report recommends prioritizing only those GI projects that have been identified by the City's Watershed Management Plan (WMP). Since the King School Park GI project was analyzed in the WMP, the Joint Report supports this project. However, the Joint Report does not support the four other GI projects described in the City Manager Proposed List.

**a. King School Park Bioswale Project**

**City Manager:** The City Manager does not concur with the Joint Report recommendation to only prioritize those GI projects that have been identified by the City's Watershed Management Plan (WMP). While the WMP only evaluated two watersheds in the City, it provides a methodology to evaluate GI projects for any street renovation project in the City going forward. The City Manager concurs with the Joint Report recommendation to implement the King School Park GI bioswale project in phase 1. The City Manager recommends a total of \$1.2 million in T1 funds for design and construction of the project.

- 4: **Street Renovation Projects:**

**a. Street asphalt paving projects**

**Joint Report.** The Joint Report recommends using T1 Bond revenues only for street renovation projects that have a life expectancy of 40+ years. They indicate that other funding sources such as gas tax, Measure B and Measure SB1, the General Fund, and remaining allocations from Measure M be directed towards the conventional asphalt paving projects that are recommended by the Department of Public Works. As a result, the Joint Report does not support the seven street segment paving projects listed in the City Manager Proposed List.

**City Manager:** The City Manager does not concur with this recommendation. In 2009, the City updated its Street Rehabilitation and Repair Policy with the primary purpose of maintaining a safe surface conveyance system in the public right-of-way for vehicles, bicycles, transit and pedestrians. In November 8, 2012, Berkeley voters approved ballot Measure M, a \$30 million general obligation bond program intended to address the City's need to repair its failing streets by significantly accelerating the implementation of its 5 year street repaving plan and also to incorporate Green Infrastructure, in

accordance with the adopted Watershed Management Plan, where deemed appropriate. Continuing with the City's desire to address its aging infrastructure, including failing streets, in November 2016, voters approved ballot Measure T1, a \$100 million general obligation bond to fix existing City infrastructure. Based on extensive feedback from the community during the Measure T1 community workshops, as well as ongoing feedback received by the Public Works Department throughout the year, it is clear that the public expectation is that a significant portion of T1 funds be used to address street surface infrastructure. The City Manager recommends using \$5 million in T1 funds in phase 1 to complete the street segment rehabilitation projects that were identified by the Measure M process. It should be noted that the seven proposed segments will be fully resurfaced and will have a life expectancy of 40+ years with proper maintenance, as opposed to the surface seals as originally proposed.

#### **b. Lower University Ave Renovation**

**Joint Report.** The Joint Report recommends moving the construction phase of the Lower University Ave Renovation to phase 1.

**City Manager.** The City Manager concurs with this recommendation. In addition, the City Manager recommends adding the construction of Marina Blvd and Spinnaker way to the Lower University Ave project with a Measure T1 allocation of \$3.5 million. The Spinnaker Way renovation is already programmed in the Public Works FY19 capital budget, and there is a potential source of funds for Marina Blvd from an independent entity.

- 5: **Process and Planning Recommendations:** The Joint Report also provides process and planning recommendations with regard to the overall upkeep of City infrastructure in the following areas: Criteria; Program Plan; Reporting and Accountability; Streets Management Plan; Watershed Management Plan (WMP); Marina Master Plan; and ADA Self-Evaluation and Transition Plan (see the Joint Report for details). The Joint Report also recommended that the City complete negotiations with the Berkeley Unified School District (BUSD) for shared resources.

**City Manager:** The City Manager is in general concurrence with these recommendations, and is committed to working with Council, commissions, and the community to deliver Measure T1 infrastructure rehabilitation projects that maximize the community benefits in the most effective and efficient means possible, with strong accountability, reporting, and oversight mechanisms. Some of these areas will be funded with T1 allocation, and some will utilize other funding.

The City will provide transparent and detailed financial oversight of Measure T1 funds and ongoing monitoring and reporting of program implementation. Staff will identify and track key program implementation milestones as well as program performance metrics.

While Measure T1 requires annual reports on program implementation to City Council, staff will provide bi-annual reports to City Council at a minimum.

With assistance from the City's bond counsel, financial advisor, and Finance Department, staff bi-annual reports to City Council will include detailed descriptions of Measure T1 expenditures and leveraged funds, progress on T1-funded projects, and next steps. Bi-annual reports to City Council will also be transmitted to the Public Works and Parks & Waterfront Commissions.

Staff will also provide regularly updated Measure T1 implementation information via the City's website and quarterly news releases on the City's homepage and social media.

Reporting on bond expenditures will also be included in the City's Comprehensive Annual Financial Report (CAFR), which is required by state law.

Finally, the City has already started negotiations with BUSD for shared resources.

### Community Process

From December 2016 through June of 2017, City staff, the two lead commissions (Public Works and Parks and Waterfront), ten additional City commissions, and members of the public participated in a robust public process to provide feedback on the City Manager Proposed List. This effort included three publicly-noticed community meetings at three City community centers (Frances Albrier, Live Oak, and the South Branch Library), as well as more than thirty commission subcommittee meetings. In addition, the City received over fifty one communications (emails and letters) to the City's [measuret1@cityofberkeley.info](mailto:measuret1@cityofberkeley.info) mailbox or to Council, as well as formal memos from eight City commissions: Children, Youth, & Recreation; Civic Arts; Community Environmental Action; Disaster & Fire Safety; Disabilities; Energy; Transportation; and Zero Waste. In addition, the City created a webpage for the Measure T1 infrastructure bond program that has received 2,000 visits to-date. The City also created an interactive story map of the proposed projects and their locations on the City's website at <http://arcq.is/2hc5Qfp>, which has received 1,976 visits to-date. A summary of the public process and feedback received has been compiled as Attachment A to the Joint Report to Council from the two lead commissions (Public Works and Parks and Waterfront) dated June 2017.

### BACKGROUND

On November 8, 2016, Berkeley voters approved ballot Measure T1 for \$100 million in general obligation bonds to fix the most pressing aspects of the City's infrastructure. On December 22, 2016, the City Manager provided a Memo to the Council that proposed a three phase plan for the implementation of the Measure T1 program, as well as a list of proposed projects for phase 1 to be considered by the Council, the City's commissions, and the general public ("The City Manager Proposed List"), as well as the delineation of a robust public process to gather input on the proposed projects.

### ENVIRONMENTAL SUSTAINABILITY

Measure T1 is an opportunity to advance the City's environmental sustainability goals. For example, facility upgrade projects will be designed and constructed to not only improve safety and address deferred improvements, but also to increase resource efficiency and

access to clean energy. Measure T1 also provides an opportunity to accelerate investment into green stormwater infrastructure and street improvements that advance the goals of the City Bike and Pedestrian Plans.

#### RATIONALE FOR RECOMMENDATION

The City Manager Final Proposed List for phase 1 is the result of a robust community outreach process that involved significant work by the two lead commissions (Public Works and Parks and Waterfront), their subcommittees, several community meetings, formal feedback from eight additional City commissions, and numerous written communications from the public. The resulting final proposed list of projects for phase 1 of the Measure T1 bond program represents a list of projects that provides the greatest benefits for the most people in terms of safety, critical infrastructure and community needs, equity, environmental sustainability, disaster preparedness, and leveraging other funds to complete projects. Once phase 1 projects have begun, staff will come back to Council with a process for identifying projects for phases two and three.

#### ALTERNATIVE ACTIONS CONSIDERED

None

#### CONTACT PERSON

Timothy Burroughs, Interim Director, Planning Department, 981-7437.

Scott Ferris, Director, Parks, Recreation & Waterfront Department, 981-6700.

Phil Harrington, Director, Public Works Department, 981-6303.

#### Attachments:

- 1: Measure T1 – Table of Phase 1 Projects –Revised – 2017-05-30 – changes indicated.
- 2: Resolution – ADOPT THE FINAL LIST OF PROJECTS FOR IMPLEMENTATION IN PHASE 1 OF MEASURE T1 INFRASTRUCTURE BOND PROGRAM.  
Exhibit A: The City Manager Final List of Projects for Phase 1 of Measure T1 infrastructure bond program.
- 3: Joint Report – *Recommendations for implementing Phase 1 of the Measure T1 program*, from Public Works Commission and Parks and Waterfront Commission, June 2017.  
Exhibit A: *Planning for Phase 1 Implementation, Prepared by the Public Works and Parks and Waterfront Commissions*, with Attachments A through F.
- 4: *Recommended Action on T1 Phase 1 Projects*, from the Parks and Waterfront Commission, May 12, 2017.

## Attachment 1

## Measure T1 – Table of Phase 1 Projects –Revised – 2017-05-30 – changes indicated

This table provides the initial City Manager Proposed List of Projects from December 22, 2016, with indications of concurrences and changes by the Joint Commission Report, and concurrences and changes from the City Manager, (all highlighted in yellow).

City Manager Proposed List (12/22/2016)		Commission Feedback <sup>2</sup> (June 2017)			Revised City Manager Proposal (06/27/2017)		
Project	Cost	Joint Com	Commission Changes	T1 Allocation	Staff Changes	Rationale	Revised T1 Allocation
<b>Facilities/Buildings</b>							
Old City Hall: Conceptual Design	\$150,000	Yes					\$150,000
Veterans Building: Conceptual Design	\$150,000	Yes					\$150,000
West Berkeley Service Center Conceptual Design	\$150,000	Yes					\$150,000
<b>1.a.</b> Transfer Station Master Plan Conceptual Design	\$250,000	Yes	<b>Add:</b> Additional funds.	\$250,000	Concur.		\$500,000
Tom Bates (Gilman) Fields North Field House / Restroom: Planning and Design	\$250,000	Yes					\$250,000
Frances Albrier Community Center Planning and Design	\$750,000	Yes					\$750,000
Live Oak Community Center Design and Construction	\$4,900,000	Yes					\$4,900,000
North Berkeley Senior Center Design and Construction	\$6,800,000	Yes					\$6,800,000
<b>1.b.</b>		Yes	<b>Add:</b> Willard Club House Renovation: Planning and Design	\$250,000	Concur.	Willard area is underserved. Clubhouse/restroom expansion is needed.	\$250,000
<b>1.c.</b>		Yes	<b>Add:</b> James Kenney Community Center Interior Renovation: Planning and Design	\$250,000	Does not concur.	James Kenney Ctr has already received over \$5M in seismic repairs and playground replacement. Possible project for phase 2 or 3.	-
<b>1.d.</b>		Yes	<b>Add:</b> Replace Restrooms at Aquatic, Strawberry Creek, Cedar Rose, Codornices and Willard Parks: Planning, Design & Construction. <b>Add:</b> New restrooms at Ohlone and James Kenney Parks.	\$3,350,000	Concur with Strawberry Creek Restroom Replacement only.	Parks FY19 CIP budget includes Strawberry Park Phase 2 Renovation, which can include restroom. For all other restrooms, a Citywide assessment is needed.	\$350,000
<b>1.d.</b>					<b>Add:</b> Citywide needs assessment of restrooms.	Per Council priorities.	\$150,000

<sup>2</sup> Commission Input reflects feedback from Parks & Waterfront Commission and Public Works Commission on the initial City Manager Proposed List of Dec 22, 2016.

City Manager Proposed List (12/22/2016)		Commission Feedback <sup>2</sup> (June 2017)			Revised City Manager Proposal (06/27/2017)		
Project	Cost	Joint Com	Commission Changes	T1 Allocation	Staff Changes	Rationale	Revised T1 Allocation
<b>Facilities: Sub-Total</b>	<b>\$14,400,000</b>						<b>\$14,400,000</b>
<b>City Wide Safety Improvements</b>	\$1,000,000	Yes					\$900,000
Berkeley Health Clinic: Electrical							
Willard Club House: Roof							
Corporation Yard: Roof & Electrical							
Marina Corp Yard: Electrical							
Public Safety Bldg: Mech + HVAC							
<b>Parks</b>							
Berkeley Municipal Pier: Planning and Design	\$900,000	Yes					\$900,000
Berkeley Rose Garden Drainage, Pathways, Tennis Courts: Design and Construction	\$2,000,000	Yes					\$2,000,000
Grove Park Phase 2 - Field and Restroom: Design and Construction	\$1,000,000	Yes					\$1,000,000
Citywide Irrigation System: Design and Construction	\$750,000	Yes					\$750,000
San Pablo Park Tennis Courts: Design and Construction	\$800,000	Yes					\$800,000
<b>2.a. Play Structures</b>		Yes	<b>Add:</b> Renovate up to eight (8) existing play structures: Design and Construction.	\$1,830,000	Concur. Renovate three structures: San Pablo (1), George Florence (2).	Current staff capacity can do 3 structures. Matching funds for San Pablo already allocated in FY19 CIP. George Florence - highest priority.	\$850,000
<b>2.c. Aquatic Park Tide Tubes:</b> Planning and Design	\$250,000	Yes	<b>Add:</b> Additional funds.	\$100,000	Concur.	Conduct conceptual-level planning to define project and conceptual level cost estimate.	\$350,000
<b>2.d. Tom Bates (Gilman) Fields Turf Replacement</b>					<b>Add:</b> T1 funds need to cover project.	Current project has \$1.3 M from other funds.	\$315,000
<b>Parks: Sub-Total</b>	<b>\$5,700,000</b>						<b>\$6,950,000</b>
<b>Green Infrastructure: planning &amp; design</b>							
<b>3.a. King School Park Bioswale</b>	\$200,000	Yes			<b>Concur; Add \$1M.</b>	<b>For construction.</b>	\$1,200,000
Dwight Way & Sacramento St Pavers	\$100,000	No			Concur	See PWC recommendation to include only GI in projects consistent with the Watershed Master Plan.	\$0
Civic Center Park Bioswale	\$200,000	No			Concur		\$0
North Branch Library Bioswale	\$150,000	No			Concur		\$0
San Pablo Park Bioswale	\$200,000	No			Concur		\$0

City Manager Proposed List (12/22/2016)	Project	Cost	Commission Feedback <sup>2</sup> (June 2017)			Revised City Manager Proposal (06/27/2017)		
			Joint Com	Commission Changes	T1 Allocation	Staff Changes	Rationale	Revised T1 Allocation
	<b>Willard Park Bioswale</b>	\$150,000	No			Concur		\$0
	<b>Green Infrastructure: Sub-Total</b>	<b>\$1,000,000</b>						<b>\$1,200,000</b>
	<b>Streets<sup>3</sup></b>							
4.a.	<b>2nd Street: Delaware - Addison Adeline Street -Derby to Ashby Bancroft Way - Milvia to Shattuck Hearst Street - Milvia to Henry Hopkins Street - San Pablo to The Alameda Monterey Avenue- Alameda to Hopkins Ward Street- San Pablo to Acton</b>	\$5,000,000	No	<b>Add:</b> Does not support proposed street segment projects. Bond funds not appropriate for paving-only projects. Bond funds only for pavers or concrete paving on streets between Shattuck and Sacramento.		Does not concur with Comm Rpt.	City should complete the identified Measure M asphalt paving projects. Using pavers/concrete only method is not cost-effective for street re-paving needs Citywide.	\$5,000,000
4.b.	<b>University Avenue - Frontage to Marina Blvd: Planning &amp; Design</b>	\$500,000	Yes	<b>Add:</b> University Ave Construction phase.		Concur. <b>Add:</b> Marina Blvd, & Spinnaker Way construction.	Leverage funds from proposed Public Works FY18 Plan and also independent funds.	\$3,500,000
	<b>Streets: Sub-Total</b>	<b>\$5,500,000</b>						<b>\$8,500,000</b>
	<b>Staffing and Project Management</b>	<b>\$4,600,000</b>						<b>\$4,600,000</b>
	<b>Bond Transaction Costs</b>	<b>\$800,000</b>						<b>\$800,000</b>
	<b>TOTAL</b>	<b>\$32,000,000</b>				<b>REVISED TOTAL T1 Allocation</b>		<b>\$37,365,000</b>

<sup>3</sup> Complete Streets Projects include Paving (not sealing), and also if feasible: sidewalks, curbs, gutters, ramps, drainage, retaining walls, bicycle and pedestrian features.

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

ADOPT THE FINAL LIST OF PROJECTS FOR IMPLEMENTATION IN PHASE 1 OF  
MEASURE T1 INFRASTRUCTURE BOND PROGRAM

WHEREAS, on November 8, 2016, Berkeley voters approved ballot Measure T1, the general obligation bond program to fix existing City infrastructure in need of improvement; and

WHEREAS, on December 22, 2016, the City Manager provided a Memo to the Council that proposed a three phase plan for the implementation of the Measure T1 program, as well as a list of proposed projects for phase 1 to be considered by the Council, the City's commissions, and the general public ("The City Manager Proposed List"), as well as the delineation of a robust public process to gather input on the proposed projects; and

WHEREAS, from December 2016 through June of 2017, City staff, the two lead commissions (Public Works and Parks and Waterfront), ten additional City commissions, and members of the public participated in a robust public process to provide feedback on the City Manager Proposed List. This effort included three publicly-noticed community meetings at three City community centers, as well as more than thirty commission subcommittee meetings, numerous communications (emails and letters) to the City's MeasureT1 email address as well as formal memos from eight City commissions. The City also created a webpage for the Measure T1 infrastructure bond program that has received 2,000 visits to-date. The Measure T1 website includes an interactive story map of the proposed projects and their locations, which is available at <http://arcq.is/2hc5Qfp>. The story map has received 1,976 visits to-date.; and

WHEREAS, in June of 2017, the two lead City commissions comprised of the Parks and Waterfront Commission and the Public Works Commission produced a joint report that provides their recommendations using the City Manager Proposed List as a baseline; and

WHEREAS, using input from the Joint Commission Report, as well as input from other City commissions, the Measure T1 community workshops, and other input from the general public, the City Manager has revised the initial City Manager Proposed List to best incorporate the feedback from the community. This list is provided as Exhibit A to this Resolution.

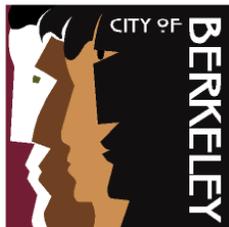
NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Council adopts the City Manager Final List of Projects for implementation in phase 1 of the Measure T1 infrastructure bond program as shown in Exhibit A.

Exhibit A: The City Manager Final List of Projects for Phase 1 of Measure T1 infrastructure bond program

**Exhibit A to the Resolution  
City Manager Phase 1 Measure T1 Final List of Projects (June 27, 2017)**

<b>Facilities/Buildings</b>
<b>Frances Albrier Community Center</b> - Planning and Design
<b>Live Oak Community Center</b> - Design and Construction
<b>North Berkeley Senior Center</b> - Design and Construction
<b>Old City Hall</b> - Conceptual Design
<b>Restrooms - Citywide Needs Assessment</b>
<b>Restrooms - Strawberry Creek Park Restroom Replacement</b>
<b>Tom Bates (Gilman) Fields North Field House / Restroom</b> - Planning and Design
<b>Transfer Station Master Plan</b> - Conceptual Design
<b>Veterans Building</b> - Conceptual Design
<b>West Berkeley Service Center</b> - Conceptual Design
<b>Willard Club House Renovation</b> - Planning and Design
<b>City Wide Safety Improvements</b>
<b>Berkeley Health Clinic</b> - <i>Electrical</i>
<b>Corporation Yard</b> - <i>Roof &amp; Electrical</i>
<b>Marina Corp Yard</b> - <i>Electrical</i>
<b>Public Safety Bldg</b> - <i>Mechanical + HVAC</i>
<b>Parks Improvement Projects</b>
<b>Aquatic Park Tide Tubes</b> - Conceptual Planning
<b>Berkeley Municipal Pier</b> - Planning and Design
<b>Berkeley Rose Garden Drainage, Pathways, Tennis Courts</b> - Design and Construction
<b>Citywide Irrigation System</b> - Design and Construction
<b>Grove Park Phase 2 - Field and Restroom</b> - Design and Construction
<b>Play Structure Replacement - George Florence Park (2)</b>
<b>Play Structure Replacement - San Pablo Park (1)</b>
<b>San Pablo Park Tennis Courts</b> - Design and Construction
<b>Tom Bates (Gilman) Fields Turf Replacement</b>
<b>Green Infrastructure</b>
<b>King School Park Bioswale</b> - Design and Construction
<b>Street asphalt repaving segments</b>
<b>2nd Street</b> - Delaware - Addison
<b>Adeline Street</b> - Derby to Ashby
<b>Bancroft Way</b> - Milvia to Shattuck
<b>Hearst Street</b> - Milvia to Henry
<b>Hopkins Street</b> - San Pablo to The Alameda
<b>Monterey Avenue</b> - Alameda to Hopkins
<b>Ward Street</b> - San Pablo to Acton
<b>Lower University Ave / Marina Blvd / Spinnaker Way Street Renovation</b>
<b>Project Management</b>
<b>T1 Staffing and Project Management</b>
<b>T1 Bond Transaction Costs</b>
<b>Phase 1 Measure T1 TOTAL - \$37,365,000</b>

## Attachment 3



June 2017

To: Honorable Mayor and Members of the City Council  
From: Public Works Commission and Parks and Waterfront Commission  
Submitted by: Margo Schueler, Chair, Public Works Commission  
Susan McKay, Chair, Parks and Waterfront Commission  
Subject: Recommendations for Implementing Phase 1 of the Measure T1 Bond Program

### BACKGROUND

In order to implement the T1 Bond program, the Bond language states the condition that:

*There will be citizen oversight for use of the bonds. The affected commissions will hold public meetings and prepare recommendations to the Council as part of the budgetary process.*

To this end the Public Works Commission (PWC) and the Parks and Waterfront Commission (PWFC) were tasked with working with staff to participate in the public input, work with 10 other commissions to receive and synthesize additional input, digest all public comments received, and provide Commission recommendations to Council on the City Manager/Staff recommendations of December 22, 2106 for the implementation of Phase 1 of the T1 Infrastructure Bond.

Details of the Commissions' work since January are provided in the Commission Report, attached. Specific project and program recommendations are summarized here. The additional Bond provisions listed below informed our work.

- Evaluation criteria for allocation of the \$100 million bond revenues will include consideration of Berkeley's changing demographics, equity across the City and resilience needs, including water quality and green infrastructure mandates and other sustainability objectives. In making recommendations the committees shall consider finishing projects that are underway and have impact on the greatest number of Berkeley residents.
- The bond proceeds need to be used for long lasting capital projects and not for maintenance work. The projects should use durable, sustainable technologies so that these capital investments lower future maintenance costs.
- The Public Works Department, the Parks, Recreation and Waterfront Department, the Health, Housing and Community Services Department and the Office of Energy and Sustainable Development shall develop program plans to address aging infrastructure improvement needs beyond the \$100 million infrastructure bond. Those plans will identify the priority of improvements and funding sources. Development of the plans will involve the affected commissions and the public.

## SPECIFIC PROJECT RECOMMENDATIONS

1. **FACILITY PROJECTS:** The Commissions recommend proceeding with the Phase 1 specific facility projects recommended by staff. One specific recommendation is to increase funding for the transfer station planning to \$500,000.
2. **STREET PROJECTS:** The seven street projects recommended by staff were initially included in the Five Year Paving Plan. Following review and discussion with the PWC, staff has removed them from the Paving Plan for further consideration in the T1 process. The Commissions recommend using capital funding for pavement treatments with life expectancies longer than the 40 year bond funding period. We recommend that staff explore alternatives to asphalt pavement that have longer life cycles including concrete or other permeable pavers for streets with significant traffic loads or identified as possible candidates for permeable paving in the band between Sacramento and Shattuck.

T1 Bond language is focused on improving mobility, access, and safety for streets in need of repair. The Commissions recommend using the Berkeley Strategic Transportation (BeST) Plan criteria for all street projects being considered for T1 Bond funding. The BeST plan project scoring criteria represents a prioritization strategy that takes all relevant City policies into account. All street projects should include priorities for accessible sidewalks and considerations for pedestrian and bicycle users safety, and improved access to city sidewalks.

In following T1's stated goals of improving mobility, access, and safety for streets in need of repair, the Commissions support adherence to the City's Complete Streets Policy. The Complete Streets Policy includes the following list of improvements: sidewalks, shared use paths, bicycle lanes, bicycle routes, Bicycle Boulevards, paved shoulders, street trees, landscaping, planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the safe travel for all users, such as traffic calming devices, transit bulb outs, and road diets, and those features identified in the Berkeley Pedestrian Master Plan and Berkeley Bicycle Plan.

With the infusion of state funds from SB1 for street maintenance and reconstruction slated to impact Berkeley in 2018, the Commissions recommend completing asphalt-only street renovations with 15-30 year life expectancies be constructed with tax monies rather than bond funds.

3. **GREEN INFRASTRUCTURE (GI) PROJECTS:** In keeping with the existing Watershed Management Plan (WMP), the Commissions recommend that GI should be integrated into street restoration projects. In concurrence with the WMP, GI street project should be included in the streets that are funded by T1. If the street surface is designed and constructed to improve storm water quality improvement and reduce runoff, then that would be an appropriate allocation of the T1 funds. Alternatively, storm water projects concurrent with street projects included in the Five Year Paving Plan could be funded by T1.

GI projects identified in the WMP should be first priority for implementation. The bio-swale proposed at King School Park was identified and analyzed in the Potter watershed in the WMP and the Commissions recommend this project. The remaining four GI projects are not part of the WMP, do not appear to have been analyzed for anticipated watershed improvements, and are not affiliated with any street work or modification of hardscapes. Without further information on how proposed bio swales were prioritized, how they fit in the current WMP, success metrics from previous installations, and maintenance protocols, the Commissions do not recommend proceeding with stand-alone bio-swales.

4. **PARKS PROJECTS:** All of the projects identified are high priority projects that have been discussed by the full PWFC over the past two years and can be constructed during the first phase of T1 bonds. The proposed green infrastructures projects have not been well integrated into the street and park network, although projects that can be demonstrated to serve multiple purposes should be funded during Phase 1.

In addition, the Commissions recommend additional projects to address immediate, critical needs suggested and supported by the community in the public input process. The Commissions support additional funding for parks projects including:

- Replace all five existing concrete block restrooms with improved and expanded facilities. The restrooms at Strawberry, Cedar Rose, Aquatic, Willard, and Codornices Parks are small, do not meet ADA requirements, and are generally in poor condition. While the facilities are sturdy, they don't all have secure doors or provide privacy. It may be that upgrading of the Willard facility will result in a suitable restroom, and we know that there is a restroom available to Codornices visitors by going through the tunnel to Rose Garden.
  - After reviewing those parks without restrooms, the Commissions recommend adding a new restroom to both Ohlone and James Kenney parks at a cost of \$1.6 million. While there is a restroom at James Kenney, it is not open on the weekends, and park use is high. A suitable location for a restroom at Ohlone Park that is acceptable to the community may be difficult, but we think public health and human dignity are compelling reasons to recommend a restroom.
  - Add restroom and storage building at Tom Bates Gilman Fields (north);
  - Add replacement of old and/or out of compliance play equipment;
  - Add planning and design for expansion and/or renovation of the Willard Park Clubhouse to meet current needs;
  - Add planning and design for expansion and/or renovation of the James Kenney Community Center to meet current needs; and
  - Direct staff to negotiate lease/ownership agreements between City and BUSD for shared resources.
5. Four (4) projects recommended by staff are in areas subject to impacts from sea level rise. All work on the Berkeley Pier, lower University Ave renovation plan, the Aquatic Park Tide Tubes, and the Gilman Fields should address impacts and mitigations for sea level rise, at least through the life of the bond. If sea level rise can be addressed in the University Avenue project plan and design, add construction to Phase 1.

6. Additional funding for the Aquatic Park Tide Tube project should be considered to address flooding and water quality improvement planning. The Commissions strongly encourage a robust stakeholder process for planning that involves permitting agencies, wildlife agencies, and local interested parties, and includes stakeholder involvement in the work program for the necessary studies.

#### PROCESS AND PLAN RECOMMENDATIONS

1. **CRITERIA:** Members of the public, community groups, and other Commissions expressed concern regarding process transparency and project accountability. We recommend that a clear set of quantifiable criteria be developed to facilitate prioritization, selection, and evaluation of the investment in infrastructure we are choosing to maintain and improve.
2. **PROGRAM PLAN:** The Commissions strongly recommend preparation of a T1 Program Plan to provide goals, project selection criteria, performance metrics, and project schedules and budgets for the duration of the bond project. The balance between projects that can be immediately implemented and projects which fulfill long term priorities of the City is important.
3. **REPORTING AND ACCOUNTABILITY:** In order to provide oversight review of the T1 program we recommend that a charter be prepared between the PWC and PWFC with the Public Works and Parks and Recreation Departments. The charter shall define the information required in reporting and the frequency of reports. The Commissions shall present their independent reviews to Council annually.
4. **STREETS MANAGEMENT PLAN:** Passage of Measure T1, a 40-year inter-generational bond, is an opportunity to effectively and efficiently manage capital investments whose useful life is also inter-generational. The Commissions recommend that the Public Works Department prepare a long term Street Management Plan that will:
  - Outline a baseline operations and maintenance funding level that will keep Berkeley's streets from deteriorating.
  - Outline a process to conduct life cycle cost analysis in the selection of street surface treatment technologies.
  - Outline the capital projects that will use bond funding.
  - Outline a process and a schedule to restore Berkeley's streets to a Pavement Condition Index (PCI) of 70+.
5. **WATERSHED MANAGEMENT PLAN (WMP):** The WMP should be updated to reflect changing climate knowledge, groundwater management rules, Green Infrastructure Framework, and storm water discharge permit conditions. The remaining seven city watersheds should be modeled and included in WMP recommendations prior to design work on additional bio-swales citywide.
6. **MARINA MASTER PLAN:** The 2003 Marina Master Plan (funded to some part by Marina Fund) which accounts for leasing options for H's Lordships, replacement or reconstruction

of the pier, and reconstruction of University Avenue should be updated to reflect changed conditions and a current vision for the future.

7. ADA SELF-EVALUATION AND TRANSITION PLAN: The Commissions recommend including elements and priorities set in the City of Berkeley ADA Title II Transition Plan in projects funded under T1 and the ADA Plan should be updated.

The recommendations were discussed by the Public Works Commission at their May 4, 2017 meeting and they made a motion to accept the recommendations for implementing Phase 1 of the Measure T1 program and to send to Council.

Action: M/S/C (Freiberg/Smith)

Vote: (7 Ayes: Schueler, Freiberg, Smith, Henry, Schueler, Yep, Dominguez; 1 Noes: Kelley; 0-Absent; 0-Abstain)

The recommendations were discussed by the Parks and Waterfront Commission at their June 14, 2017 meeting and they made a motion to accept the recommendations for implementing Phase 1 of the Measure T1 program and to send to Council.

Action: M/S/C ( )

Vote: (Ayes: ; 0 Noes: 0 Absent; 0 Abstain)

Exhibit A:

- Planning for Phase 1 Implementation, by the Public Works and Parks and Waterfront Commissions

**City of Berkeley  
Measure T1 Bond Program**

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**Planning for Phase 1 Implementation**

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Prepared by the  
**Public Works and Parks and Waterfront Commissions**

June 2017

## Section 1

### Introduction

This joint report to City Council from the Public Works Commission (PWC) and the Parks & Waterfront Commission (PWFC) summarizes activities to plan the implementation of Phase 1 of the Measure T1 bond program. This report contains background on Measure T1, a summary of the public input process to date, discussions that led to the specific recommendations from both the PWC and PWFC, recommendations for the implementation of the T1 Capital Improvement Program, and recommendations for how to implement the next phases of the program.

## Section 2

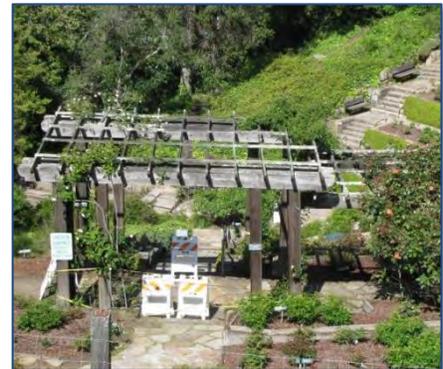
### Background

On November 8, 2016, Berkeley voters passed Measure T1 with an 86.5% approval. This measure authorizes the City to sell \$100 million of General Obligation Bonds (GO Bonds) to repair, renovate, replace, or reconstruct the City's aging infrastructure and facilities. These include sidewalks, storm drains, parks, streets, senior and recreation centers, and other facilities. This is an important program that will help keep Berkeley a safe, efficient, and an enjoyable place to live and work.

Aging infrastructure is a major issue across the United States. The American Society of Civil Engineers (ASCE) conducts a survey every 4 years and recently issued their Infrastructure Report Card for 2017. They gave America's infrastructure an overall grade of D+. They stressed the need to fill the infrastructure funding gap and that infrastructure condition affects our nation's economy, impacting business productivity, employment, personal income, and international competitiveness.

Berkeley is in a similar situation. Past studies by the City have reported on over \$500 million in unfunded facility and infrastructure needs. More than 75 years ago, the Works Projects Administration funded more than 30 projects in Berkeley, including roads, improvements to Berkeley High and other schools, the Marina, Rose Garden, and Codornices, Frances Albrier, Indian Rock, James Kenney, John Hinkel and Live Oak Parks. These, and many other facilities, are in need of repair to extend their useful life.

Berkeley has recognized the needs of our infrastructure and has made progress with our streets, parks, and sanitary sewers. However, the rehabilitation needs are so large that a more focused effort and additional funding is needed. Measure T1 will be a major boost to fix some of the deficiencies and to move Berkeley towards modern and effective infrastructure.



### Council Criteria for Measure T1

On September 13, 2016, Council adopted Resolution 67,666-N.S. (Attachment B), which established guidelines for prioritizing the needs for the \$100 million infrastructure and facilities bond. The guidelines included:

- There will be citizen oversight for use of the bonds. The affected commissions will hold public meetings and prepare recommendations to the Council as part of the budgetary process.
- Evaluation criteria for allocation of the \$100 million bond revenues will include consideration of Berkeley's changing demographics, equity across the City and resilience needs, including water quality and green infrastructure mandates and other sustainability objectives. In making recommendations the committees

shall consider finishing projects that are underway and have impact on the greatest number of Berkeley residents.

- The bond proceeds need to be used for long lasting capital projects and not for maintenance work. The projects should use durable, sustainable technologies so that these capital investments lower future maintenance costs.
- The Public Works Department, the Parks, Recreation and Waterfront Department, the Health, Housing and Community Services Department and the Office of Energy and Sustainable Development shall develop program plans to address aging infrastructure improvement needs beyond the \$100 million infrastructure bond. Those plans will identify the priority of improvements and funding sources. Development of the plans will involve the affected commissions and the public.

### City Manager’s report

Berkeley’s City Manager issued a report dated December 22, 2016 with “Recommendations for allocating and managing Measure T1 General Obligation Bond funds” (Attachment C). The staff report described the following staff recommendations.

#### Project Phasing

The \$100 million bond be allocated over 3 phases spanning a total of 12 years, as follows:

- Phase 1: \$32 million for FY 2018 – 2021
- Phase 2: \$40 million for FY 2022 – 2025
- Phase 3: \$28 million for FY 2026 – 2029

#### Community Process

The Public Works and Parks and Waterfront Commissions be lead commissions and that they synthesize input from the community and from other participating commissions.

#### Timeline

Well publicized joint commission meetings be held in March 2017 and that recommendations be provided to Council in May – June 2017 for the Phase 1 work.

#### Reporting and Oversight

Staff provide bi-annual reports to the Lead Commissions and a yearly report to Council.

#### Criteria

Staff stated that the criteria used to determine proposed T1 projects includes: prioritizing safety improvements, addressing critical infrastructure needs, meeting community needs, advancing equity, advancing environmental sustainability, improving preparedness, and leveraging funding.

#### Phase 1 Projects

Staff recommends that the Phase 1 projects include:

Facilities	\$14.15 million
Complete streets	\$5.50 million
Green infrastructure	\$1.00 million
Parks	\$5.95 million
Staff and project management	\$4.60 million
<u>Bond transaction</u>	<u>\$0.80 million</u>
<b>Total Phase 1</b>	<b>\$32.00 million</b>

## Section 3

### Phase 1 Community Input Process

#### Meeting objectives and format

Three well publicized community meetings were planned and held in different locations in Berkeley. The meetings were focused on only the Phase 1 projects. In these meetings, staff sought to receive public comments on the current list of proposed projects, hear if the public had additional thoughts on the projects that should be implemented, and to receive any other general comments regarding the implementation of the T1 Capital Improvement Program. The meetings followed the following format:

- Welcome by the Chair of the Public Works or Parks and Waterfront Commission;
- Staff presentation on Berkeley's aging infrastructure funding needs, the T1 bond requirements, and a list of preliminary Phase 1 project descriptions;
- Break out group discussions for community input;
- Report out from the break out groups; and
- Additional comments and conclusions.

All of the comments on the flip charts and submitted comments were documented (Attachment D). In addition, the community was encouraged to send email comments to the City's T1 website (Attachment E). Comments from the participating commissions have also been received (Attachment F).

#### Community Meeting #1

The first of three community meetings was held as follows:

<b>Date:</b>	March 18, 2017
<b>Location:</b>	Francis Albrier Community Center
<b>Public Attendees:</b>	About 70
<b>Focus:</b>	Parks and building facility projects

For the break out group discussion, two questions were posed to the participants:

- Is this the right balance/combination of projects to improve our City?
- Are there other specific projects that should be considered?

A summary of the comments are as follows.

Questions 1: Is this the right balance/combination of projects to improve our City?		
Many comments	Moderate comments	Some comments
Money is poorly allocated across the City	Work on shovel ready projects; less emphasis on planning and design work	The program is over ambitious and is trying to do too much
Do not work on Live Oak Park; focus on less served communities	Prioritize pedestrian safety	Front end load the projects; spend more now
Waterfront is a priority	Senior centers are important for safety and use as shelters	There is duplication between City and BUSD projects
More money should be spent to improve streets	Improving old City Hall and the Veterans building is too costly	
Address drought and flooding		
Prioritize street improvements on bike routes		
There is generally a good balance of projects		
Questions 2: Are there specific projects that should be considered?		
Many comments	Moderate comments	Some comments
Projects that address equity	Improve street lighting, including Adeline corridor lighting	Fixing the Berkeley Pier is too expensive

Fix the Aquatic Park tide tubes	Improve lighting at the North Berkeley Senior Center	Fix Fire Station #2 rot and leaks
Restore the Berkeley Pier	Bio-swale at Grove Park	Terrace View Phase 2
Restore Willard Pool	Safe access to parks, including traffic diversions, barriers, and crosswalks	Revenue generating projects, such as solar and battery storage
Improve the Rose Garden	More housing at senior centers	Add electrical outlets at parks
Implement Strawberry Creek park – Phase 3		
Replace turf at the Gilman sports field		
Street and bike safety components		
<b>Other group comments</b>		
There were also some general comments, requesting City Staff to take measures to prevent some of these redevelopment projects from exacerbating the impact of gentrification.		

## Community Meeting #2

The second community meeting was held as follows:

<b>Date:</b>	March 25, 2017
<b>Location:</b>	Live Oak Park Community Center
<b>Public Attendees:</b>	About 30
<b>Focus:</b>	Streets and watershed projects

For the break out group discussion, two questions were posed to the participants:

- Is this the right balance/combination of projects to improve our City?
- Are there other specific projects that should be considered?

There were fewer attendees in meeting #2. The public comments are summarized below.

Category	Comments
Streets related comments	<ul style="list-style-type: none"> <li>• The Allston Way project took a long time. How can we prioritize projects without taking a long time?</li> <li>• Supports using permeable pavers for longer lasting use.</li> <li>• Front load street improvements. The PCI has not improved.</li> <li>• Need to include Transportation's Strategic Plan.</li> <li>• Poor pavement hinders bicycle safety.</li> <li>• Supports improving University Avenue to the Marina.</li> <li>• Should improve crosswalks for safety.</li> <li>• Streets need more permanent funding.</li> </ul>
Green Infrastructure comments	<ul style="list-style-type: none"> <li>• Bio-swales are good. How were they selected?</li> <li>• The Watershed Management Plan needs updating.</li> </ul>
Sidewalk comments	<ul style="list-style-type: none"> <li>• Does the City still share sidewalk repairs with homeowners?</li> </ul>
Aquatic park comments	<ul style="list-style-type: none"> <li>• Fixing the Aquatic Park tide tubes should be a priority.</li> </ul>
Parks comments	<ul style="list-style-type: none"> <li>• Consider pools for seniors.</li> <li>• Support improvements at Live Oak Park.</li> </ul>
Buildings comments	<ul style="list-style-type: none"> <li>• Seismic upgrades are needed.</li> </ul>
Implementation comments	<ul style="list-style-type: none"> <li>• Need projects with multiple benefits.</li> <li>• Need to understand criteria for selecting projects.</li> <li>• Learn from past projects.</li> <li>• Accelerate construction.</li> </ul>

## Community Meeting #3

The third community meeting was held as follows:

<b>Date:</b>	April 8, 2017
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**Location:** South Berkeley Library  
**Public Attendees:** About 25  
**Focus:** Continue community input

Community meeting #3 did not hold breakout sessions. The meeting summarized the proposed phase 1 projects and provided opportunity for additional comments from the public and commissioners. The following summarizes the public comments at the meeting.

Category	Comments
Aquatic Park comments	<ul style="list-style-type: none"> <li>• The area is environmentally sensitive and analyses should be conducted.</li> <li>• Will the tide tube repairs address sea level rise?</li> <li>• Suggest a public forum to explain the hydraulics of Aquatic Park.</li> </ul>
Parks comments	<ul style="list-style-type: none"> <li>• Will the projects address the Strawberry Creek culverts on Allston Way?</li> <li>• Need better restrooms in Berkeley's parks. They do not need to be expensive.</li> <li>• Cesar Chavez Park needs restrooms.</li> <li>• The San Pablo Park restrooms need upgrading.</li> </ul>
Buildings comments	<ul style="list-style-type: none"> <li>• The Berkeley Historical Society and the Landmarks Commission would like to be involved in the T1 projects, especially with what might happen with Old City Hall, Veterans Building, and Civic Center Park.</li> </ul>
Transfer Station comments	<ul style="list-style-type: none"> <li>• What is the schedule to prepare the Master Plan?</li> </ul>

### Comments Submitted Via the T1 Website or to City Staff

Sixty-Three comments were submitted to the City of Berkeley via the T1 Website or emails to City staff. These comments came from individual private citizens and local organizations. The comments have been summarized into four categories. A general summary of each category is provided below. The original comments can be found in their entirety in Attachment E.

#### **T1 Phase 1 Specific Project Recommendations**

There are four public recommendations for Phase 1 specific projects and they are all new projects that were not included in City Staff's initial list of projects:

- Assess and improve emergency radio station AM1610;
- Vision/feasibility project to develop post emergency public communication infrastructure;
- Seismic evaluation of all unretrofitted city buildings; and
- Evaluation of open lot on Allston adjacent to the Corporation Yard as a disaster center.

All of these projects are related to city disaster preparedness. These projects all appear to meet the initial criteria set by City Staff.

#### **General T1 Project Recommendations**

The majority of T1 project recommendations were not specific to any one phase. Eleven of these projects are new projects that were not included in City Staff's initial list of projects. These projects include relocation of the Berkeley Fire Department Training Facility, improvements to Fire Station 2, a rebuild of Tuolumne Camp, tot parks, new footpaths in the Berkeley Hills, repair of the aquatic park tide tubes, and projects to address groundwater seepage, flooding, and broken sewage infrastructure. Eighteen were comments either expressing their support for a proposed project. These projects include emergency shelters, the Berkeley Marina, street improvements, improvements to the Rose Garden, and improvements to San Pablo and Live Oak Parks.

#### **Program Project Design Guideline Recommendations**

A few public comments are less focused on the specific projects that are included in T1, but how they are implemented. They include the Universal Design approach, also recommended by the Commission on Disability and the use of native plants in landscaping. These recommendations should be incorporated into the Program Plan and reviewed as projects go through the design process.

### **Program Implementation Recommendations**

There are a few comments that focused on the implementation of T1 as a whole. These comments focused on transparency with the implementation of T1, recommending the creation of a detailed Program Plan prior to the initiation of any of the projects, clear criteria for prioritizing projects, and making sure that the public remains engaged as projects are planned.

### **Commission comments**

Letters have been received from other commissions who have provided additional comments on measure T1. These letters have been provided in their entirety in Appendix D.

### **Community Environmental Advisory Commission (CEAC)**

CEAC provided comments on the Public Review Process, Bay-related environmental concerns, paving projects, green infrastructure and the Watershed Management Plan Update, and a few select projects from the initial project list issued by the City. CEAC recommended that the public review process incorporate increased transparency regarding the methodology and the rationale behind selection of projects.

CEAC supports green infrastructure components in all paving projects. CEAC supports the swales and raingardens at the foot of Hopkins that were planned under Measure M, as well as the expansion of the scope of street paving improvements to include sidewalk and drainage features where needed. CEAC has supported the previous use of funds for green infrastructure and recommends the City to share metrics on the success of previous projects to aid in garnering public support for future projects and helping inform which projects to prioritize. The commission requests information on how projects were prioritized, how they fit in with the current WMP, and recommends that all projects include performance criteria and explanation of how they will be maintained. CEAC supports the prioritization of an expanded and updated Watershed Management Plan to serve as a key guiding document for the formulation, design, and prioritization of all storm water related projects for Phase 1 of T-1 as well as future phases 2 and 3.

CEAC supports modernization of the Transfer Station, incorporation of green infrastructure components in the Rose Garden Drainage system, and irrigation modernization, as long as cyber security concerns can be mitigated. CEAC is concerned that the proposed \$900,000 funding for planning and design may not be sufficient for the Berkeley Pier. CEAC believes that a public review process is needed to ensure the use and maintenance of the Aquatic Park lagoon in its current form is a priority for the city before proceeding with the replacement of the Aquatic Park Tide Tubes. The industrial history of Berkeley, the use of fill along the bay shoreline, and the predicted impacts of climate change should all be taken into account when considering the rebuilding of the Berkeley Pier, replacement of the Aquatic Park Tide Tubes, and other projects along the Berkeley waterfront.

### **Disaster and Fire Safety Commission**

The Disaster and Fire Safety Commission provided a well-organized summary of projects that should be prioritized, prioritization criteria, and design guidelines that pertain specifically to city-wide disaster preparedness. The commission recommended the prioritization of a projects to evaluate the relative seismic risk of all un-retrofitted city-owned structures to inform spending in later phases and improvements to Berkeley Fire Department Facilities. Project guidelines focused on a few key themes including recommendations for sheltering facility design and re-occupancy standards, retrofits to parks to serve as shelter spaces when buildings are not safe for re-occupancy, opportunities to improve post disaster communication and transportation.

### **Energy Commission**

The Energy Commission provided a thoughtful memo that succinctly touched on a wide range of important issues. They provided both recommendations for the prioritization of projects and offered suggestions for design guidelines that should be incorporated into the design of projects as applicable. The commission recommended the advancement of projects that help achieve the City's Climate Action Plan goals of reducing greenhouse gas emissions through increasing energy efficiency and shifting from fossil fuels to sustainable renewable energy sources. The commission's design guidelines provide recommendations that are relevant for almost every type of infrastructure project and include energy efficiency measures, green infrastructure, water use efficiency, assessment and replacement of gas lines, undergrounding of utilities, and measures to improve safety for cars, pedestrians, and cyclists.

### **Children, Youth, and Recreation Commission**

The Children, Youth, and Recreation Commission offered a brief summary of their meeting minutes from their commission meeting on February 27, 2017 that was attended by Scott Ferris and Roger Miller. The commission recommended that the city develop an a Program Plan before implementing projects, renovations at the community centers to include 2020 elements as well as equity elements, renovations to senior centers and community centers to include additional housing, and for funding to be used for the rebuild of Tuolumne Camp.

### **Berkeley Zero Waste Commission**

The Berkeley Zero Waste Commission provided a succinct letter to the PWC and P&WFC. In their letter the recommended the re build of the Transfer Station and provided a brief list of project design guidelines for all infrastructure projects. The commission focused their recommendation towards the use of T1 funds to rebuild the Transfer Station. A transfer station rebuild will offer multiple benefits to the community by improving site safety, stormwater runoff quality, and the ability to process and divert materials efficiently and economically. This project would create jobs and business opportunities. They recommend allocation of \$250,000 for a conceptual master plan as part of phase 1 and the completion of the rebuild in the subsequent phases.

Design guidelines include repair and reuse existing building where feasible, minimize construction and demolition waste, meet sustainable building standards use sustainable building materials that can be recycled at the end of the facility's life, equip all facilities with waste sorting containers, and rebuild streets in a manner that maximized the life of the road.

### **Transportation Commission**

The Transportation Commission formed a T1 subcommittee to develop their own project selection criteria. The subcommittee's letter to the Public Works Commission focused on four key recommendations, Select street projects using the Berkeley Strategic Transportation (BeST) Plan, follow the City's Complete Streets Policy, Increase the transparency of the project decision-making process, and staff the Public Works Department and Transportation Division to deliver projects. The BeST Plan recommends the use of the following criteria to prioritize projects: Increase mobility and access for all mode choices, user safety, access to commercial districts and opportunity areas, transportation choices for disadvantaged communities, environmental sustainability and resiliency, project readiness, cost-effectiveness, and community support. The commission recommends that the city not only incorporate this criteria, but also make the use of the criteria available to the public to allow for transparency in project selection.

### **Commission on Disabilities**

The Commission on Disabilities (CoD) recommends including all elements and priorities set in the City of Berkeley ADA Title II Transition Plan and the incorporation of "Universal Design" all projects. T1 Implementation should prioritize projects that improve access for persons with disabilities to improve and increase access for all Berkeley residents and visitors and projects that will improve sidewalk conditions..

The CoD provided a brief list of five specific projects that should be considered for implementation as a part of T-1 along with four additional project design guidelines that should be incorporated as where possible. The CoD

recommended allocation of over \$3M in additional bond funding to address the costs of these project recommendations.

## Section 4

### Recommendations by the Public Works Commission (PWC)

The mission of the PWC is to “advise the Council on maintenance, repair and capital improvements of streets, sidewalks, sanitary sewers, storm drains, City buildings, communication systems, vehicles and equipment, and undergrounding of utilities”. The PWC has been the lead commission on the implementation of Measure M, has participated in the community meetings for the Phase 1 Measure T1 projects, and has carefully considered the needs for a successful program. We have the following specific recommendations.

### Street Improvements

The PWC has a primary responsibility to review the City’s 5-year paving plan and to report annually to the City Council. For fiscal years 2018 – 2022, the PWC conducted extensive review of funding sources, the current Pavement Condition Index (PCI), and what it would take to increase the citywide PCI to 70. The City’s consultant, Nichols Consulting Engineers (NCE), estimated that the current citywide PCI is 57. NCE prepared the following cost estimates to maintain the current PCI of 57 and to increase the citywide PCI to 70.

	Capital needs over 30 years	Funding shortfall
Current capital budget	\$7 mill/year	
Capital to maintain PCI of 57	\$11 – 12 mill/year	\$4 –5 mill/year
Capital to maintain PCI of 70	\$14 – 15 mill/year	\$7 – 8 mill/year

Berkeley’s capital expenditures are funded by the following sources: Berkeley General Fund, Measure B & BB (sales taxes), State gas tax, and Measure M and T1 bonds.

We have folded in the review of the proposed T1 street improvements into this process and have the following recommendations.

1. T1 bond monies should be used for long lasting capital improvements and not for maintenance work. The projects should use durable, sustainable technologies so these capital investments will lower future maintenance costs. Asphalt only street improvements should be constructed with tax monies rather than bond funds.
2. Staff should use life cycle cost analysis in selecting street surface treatment technologies. The PWC is interested in pavement treatments with life expectancies longer than the 40 year bond funding period. We recommend that staff explore alternatives to asphalt pavement that have longer life cycles including concrete or other permeable pavers for streets with significant traffic loads or identified as possible candidates for permeable paving in the band between Sacramento and Shattuck Avenue.
3. Improvements to streets shall be coordinated with Berkeley’s Strategic Transportation Plan (BeST) and adhere to Berkeley’s Complete Streets Policy.
4. For the improvements to University Avenue, west of I80 to the Marina, the planning should consider the effects of sea level rise.
5. Passage of Measure T1, a 40-year inter-generational bond, is an opportunity to effectively and efficiently manage capital investments whose useful life is also inter-generational . The PWC recommends that the Public Works Department prepare a plan that will do the following:
  - Outline a baseline operations and maintenance funding level that will keep Berkeley’s streets from deteriorating;
  - Outline a process to conduct life cycle cost analysis in the selection of street surface treatment technologies;



- Outline the capital projects that will use bond funding; and
- Outline a process and a schedule to restore Berkeley's streets to a PCI of 70+.

## Storm Drain and Watershed Improvements

The PWC recommends that Green Infrastructure (GI) and Low Impact Development (LID) infrastructure be designed and implemented in accordance with Berkeley's Watershed Management Plan (WMP). The current WMP, adopted in 2011, was prepared prior to the recent drought conditions and modelled only two watersheds. We recommend that the WMP be updated and expanded to cover the other watersheds in Berkeley. However, any ready-to-implement projects should be, at a minimum, in accordance with the design needs and criteria set forward in the existing WMP.

The City of Berkeley is required to develop and implement a GI plan under the provisions of the municipal storm water permit. That work is underway and a GI Plan Framework document is planned for City Council approval in mid-2017. Several projects identified under Measure M are budgeted and will be completed. The Commissions heard public comment asking for more rapid implementation of green infrastructure, since it was an element of Measure M, but also heard comments that any green infrastructure should serve multiple purposes and should be compatible with parks. While Berkeley's WMP advocated development of GI as a way to reduce flooding, there is no indication that the proposed projects would provide significant flood benefits. Also, the projects are not located where they would improve known contamination and trash hot spots. It is important to begin work on the GI Framework Plan, and when that plan has identified high priority infrastructure that can be implemented as part of street improvements or park landscaping, begin implementing those projects. Therefore, we recommend proceeding with the GI projects identified in the WMP as the first priority. The bio-swale proposed at King School Park was identified in the WMP and should proceed. The remaining four GI projects (Civic Center Park, San Pablo Park, Willard Park, and North Branch Library) were not in the WMP and should not proceed at this time.

## Building Improvements

Half of the Phase 1 work proposed by staff is for City buildings and facilities. Evaluations last year of six City community and senior centers designated as care & shelter sites, found that they need \$9.7 million in seismic upgrades as well as \$7.1 million in deferred maintenance repairs. Phase 1 projects identified by staff for planning and design at three of these centers with planning, design, and construction to be completed in Phase 1 for three centers. These six projects account for about \$15M. An additional \$1.4M is recommended to address preliminary work for the Veterans Building and City Hall, planning and design work on facility needs at the Gilman Fields and Transfer Station and to address roof and electrical concerns at several operational facilities. The City will be able to leverage grant funding for the construction work at North Berkeley Senior Center. The facilities are distributed throughout the City and provide a broad range of service to all Berkeleyans. We agree with staff recommendation to proceed with the Facility projects in Phase 1 as detailed for our review.

## Coordinate with Other City Plans

The PWC recommends that T1 projects be reviewed for compliance with adopted City Plans, including the Resiliency Plan, General Plan, Open Space Element, Watershed Plan, Bike and Pedestrian Plan, ADA Access Plan, Climate Action Plan, Creeks Ordinance, and the Waterfront Master Plan.

## Section 5

### Recommendations by the Parks and Waterfront Commission (PWFC)

The mission of the PWFC is to “review and advise the City Council on the policies, projects, planning efforts, activities, funding, and the physical condition of parks, pools, camps, recreation centers, the Marina and public greenery.” Members of the PWFC along with other concerned citizens successfully campaigned for Measure F in 2014 and in 2016 joined with Public Works Commission members to successfully pass and now implement Measure T1. The Commission has carefully considered the needs for a successful program. We have the following specific recommendations.

### Parks Projects

The PWFC supports the recommended projects for the parks contained in the December 22, 2017 City Manager memo. The PWFC supports additional funding for parks projects including:

- Replace all five existing concrete block restrooms with improved and expanded facilities. The restrooms at Strawberry, Cedar Rose, Aquatic, Willard, and Codornices Parks are small, do not meet ADA requirements, and are generally in poor condition. While the facilities are sturdy, they don’t all have secure doors or provide privacy. It may be that upgrading of the Willard facility will result in a suitable restroom, and we know that there is a restroom available to Codornices visitors by going through the tunnel to Rose Garden;
- After reviewing those parks without restrooms, the Commissions recommend adding a new restroom to both Ohlone and James Kenney parks at a cost of \$1.6 million. While there is a restroom at James Kenney, it is not open on the weekends, and park use is high. A suitable location for a restroom at Ohlone Park that is acceptable to the community may be difficult, but we think public health and human dignity are compelling reasons to recommend a restroom;
- Add restroom and storage building at Tom Bates Gilman Fields (north);
- Add replacement of old and/or out of compliance play equipment;
- Add planning and design for expansion and/or renovation of the Willard Park Clubhouse to meet current needs;
- Add planning and design for expansion and/or renovation of the James Kenney Community Center to meet current needs; and
- Direct staff to negotiate lease/ownership agreements between City and BUSD for shared resources.

### Green infrastructure

The PWFC does not feel that the proposed list of GI projects in the parks are well enough conceived or planned so that we know they will be compatible with the parks and address either significant flooding or significant water quality problems.

### Project Planning

The PWFC support expanded planning during Phase 1 projects, including:

- Four (4) projects recommended by staff are in areas subject to impacts from sea level rise. All work on the Berkeley Pier, lower University Ave renovation plan, the Aquatic Park Tide Tubes, and the Gilman Fields should address impacts and mitigations for sea level rise, at least through the life of the bond. If sea level rise can be addressed in the University Avenue project plan and design, add construction to Phase 1; and
- Additional funding for the Aquatic Park Tide Tube project should be considered to address flooding and water quality improvement planning. The Commissions strongly encourage a robust stakeholder process

for planning that involves permitting agencies, wildlife agencies, and local interested parties, and includes stakeholder involvement in the work program for the necessary studies.

## Coordinate with Berkeley Unified School District (BUSD)

The PWFC recommends that staff be directed to negotiate lease/ownership agreements between City and BUSD for shared resources.

## Section 6

### Recommendations for Implementation of the T1 Program

This section of the report presents the overall Phase 1 recommendations of the PWC and PWFC. These recommendations take into account the public input from the recent community meetings, input from Berkeley organizations, input from other commissions, and the expertise of the PWC and PWFC.

## Recommended Phase 1 projects

The following table presents the PWC and PWFC's recommended Phase 1 projects as compared to the City Manager's report in December 2016.

Project	Scope	City Manager's Proposed Allocation	PWC and PWFC's Recommendation
<b>Facilities Projects</b>			
<u>Senior &amp; community centers:</u>			
North Berkeley Senior Center	Renovate for seismic and building upgrades; \$2M in FEMA funds available	\$6,800,000	No change
Live Oak Community Center	Renovate for seismic and building upgrades	\$4,900,000	No change
Frances Albrier Community Center	Planning/design for program and shelter uses	\$750,000	No change
West Berkeley Service Center	Conceptual design for future uses	\$150,000	No change
<u>City-wide Improvements:</u>			
Berkeley Health Clinic	Renovate electrical system	\$1,000,000	No change
Public Safety Bldg	Renovate HVAC and mechanical systems		
Willard Community Center	Renovate roof, restroom, drainage		
Allston Corp Yard	Renovate roof and electrical		
Marina Corp Yard	Renovate electrical system		
Old City Hall & Veterans Building	Conceptual design for future renovation	\$300,000	No change
Transfer Station	Master Plan for modernization	\$250,000	Increase to \$500,000
	Total facility cost allocation	\$14,500,000	\$14,750,000
<b>Streets Projects</b>			
<u>Street repaving</u>	Design/construction, including adjacent sidewalks, drains, ramps	\$5,000,000	\$5,000,000
2 <sup>nd</sup> St – Delaware to Addison			Reconstruct street projects using
Adeline – Derby to Ashby			

Bancroft – Milvia to Shattuck			pavements that will last for the 40 year life of the bond repayment period.
Hearst – Milvia to Henry			
Hopkins – San Pablo to The Alameda			
Monterrey – The Alameda to Hopkins			
Ward – San Pablo to Acton			
University Ave. – I-80 to Marina	Planning/design to renovate	\$500,000	\$500,000
	Total streets cost allocation	\$5,500,000	\$5,500,000
<b>Green Infrastructure Projects</b>			
Dwight & Sacramento bus stop	Install permeable pavers	\$100,000	
<u>Bio-swailes</u>			\$900,000
Civic center park	Install bio-swale	\$200,000	Evaluate systematic watershed impact prior to developing stand alone bioswales
San Pablo park	Planning/design for bio-swale	\$200,000	
Willard park	Planning/design for bio-swale	\$150,000	
North Branch Library	Planning/design for bio-swale	\$150,000	
King School park	Planning/design for bio-swale	\$200,000	Add \$1,000,000 construction to Phase I
	Total GI cost allocation	\$1,000,000	\$1,200,000
<b>Parks Projects</b>			
Grove Park Phase 2	Renovate ball field and restroom	\$1,000,000	\$1,000,000
San Pablo Park	Renovate tennis courts	\$800,000	\$800,000
Rose Garden improvements	Improve drainage, pathways, and tennis courts	\$2,000,000	\$2,000,000
Berkeley pier renovations	Planning and design	\$900,000	\$900,000
Gilman Fields	Planning/design for restroom and storage	\$250,000	\$250,000
Aquatic Park tide tubes	Planning/design	\$250,000	\$350,000
Irrigation systems Citywide	Renovate system for water and energy efficiency	\$750,000	\$750,000
	Total parks cost allocation	\$5,950,000	
Staffing & project management		\$4,600,000	\$4,600,000
Bond transaction cost		\$800,000	\$800,000
	TOTAL PHASE 1		

**Notes:**

1. Street improvement cost is based on asphalt pavement technology. The PWC recommends that alternative technologies be evaluated and that the selection be based on the lowest life cycle cost.
2. The Green Infrastructure bio-swale locations are subject to change and shall be evaluated based on multiple criteria, including overall watershed impacts, the ability to reduce pollutants, mitigate flooding, and operations and maintenance cost.

**Recommended project criteria**

The City Manager's report in December 2016 stated that the criteria used to determine proposed T1 projects includes: prioritizing safety improvements, addressing critical infrastructure needs, meeting community needs, advancing equity, advancing environmental sustainability, improving preparedness, and leveraging funding.

The PWC and PWFC considered the Bond language, Council guidance, and community input and developed the following criteria. We have applied these criteria is preparing our Phase 1 project recommendations.

Criteria	Description
1	Equity across the City Project provide equitable facilities; includes consideration of geographic distribution of improvements, condition, size, and cost
2	Resiliency Project addresses life safety, emergency response or increases environmental sustainability and resiliency
3	Sustainable, Multiple Benefits Project addresses more than one infrastructure issue or satisfies more than one Plan or objective (such as water quality, green infrastructure, transportation strategic plan , bike, energy, climate, zero waste, or resiliency plans and mandates)
4	Cost effectiveness Project addresses major repairs before maintenance costs increase dramatically; reduces maintenance costs over time; leverages other funds especially grants; address life cycle costs for the asset
5	Capacity Project Increases capacity in proximity of service need: parks near underserved population centers; GI at stormwater inputs or for flood mitigation or contamination treatment; streetwork on emergency, arterial and collector streets; increase mobility and access for all transportation mode choices; increase access to commercial districts and opportunity areas
6	Durability Project uses durable elements or technologies that will outperform the bond repayment life
7	Project Readiness Project prioritizes construction ready projects that can be implemented immediately – ready for planning, design, or construction
8	Community Support Projects where the public have provide supportive comments

### Recommend Using a Programmatic Approach

Based on our experience with Measures M and F and the expertise in our commissions, we recommend that staff consider the following organizational concepts for implementing Measure T1. The measure will involve a complex set of projects, some of which are well defined and others that need advanced planning.

We recommend the use of a Program approach to implement Measure T1. The following table summarizes the differences between projects and programs:

Key characteristics	Projects	Programs
Complexity	Single project	Multiple projects
Duration	Shorter (1 – 3 years)	Longer (10 years or more)
Results	Produces a deliverable	Produces benefits from sum of projects

We recommend preparing an overall Program Plan for the implementation of Measure T1. The Program Plan should be a written document, available to the public, and should include the following components:

- A statement of the overall goals and objectives of the T1 program
- Define the expected outcomes and benefits of the T1 program
- Define the community input process during the initial planning and through the duration of the program
- Describe each of the projects with their scope and schedule for implementation
- Define the organizational structure and resources to carry out the program
- Define Key Performance Indicators (KPIs) for monitoring the performance of the program
- Describe accountability for performance of the program, including independent oversight and reporting

The program plan's integrated representation of planned activities and results of individual projects provides managers the ability to manage the cumulative work effort of the program. Managers use it to verify that the program is moving in the right direction to meet business goals, identify where unplanned changes may be occurring and assess their potential impact, and to evaluate the impact of possible adjustments and corrections.

We also recommend an organizational structure that will help ensure the success of the program. Good governance is critical to program success. A well-articulated management structure, well defined roles and responsibilities, and having access to resources and tools are keys to success. Included should be the establishment of a Program Management Office (PMO). The PMO should have many responsibilities, including the following:

- Preparation of a Program Plan
- Advanced planning
- Resources coordination
- Budget administration
- Risk assessment
- Work products tracking and review
- Issues management
- Communications management
- Status reporting management

### Recommended Program Oversight

City staff has proposed that they will provide transparent and detailed financial oversight and on-going monitoring of the T1 program. They have also stated their intent to provide semi-annual monitoring reports to City Council with copies to the PWC and PWFC.

The PWC and PWFC believe that accountability is best achieved with independent oversight. Our research has found citizen oversight committees for the Berkeley Unified School District's Measure I bond program and the Santa Clara Water District's Clean Safe Creek program. In each of these, a citizen panel was selected based on relevant qualifications. Without adding the administrative burden of creating a new citizen panel in Berkeley, the commission system can provide similar benefits. To aid in providing independent oversight, we recommend the following:

- That a charter be prepared between the PWC and PWFC and the Public Works and Parks and Recreation Departments. The charter shall define the information required in the monitoring and the frequency of reports.
- The PWC and PWFC shall submit annual independent oversight reports to City Council in addition to the staff reports.

## Section 7

### Planning for Next Phase

After the implementation of Phase 1 is underway, the PWC and PWFC plans to lead the community input process for Phases 2 and 3 of the T1 program. The process shall include the following approaches.

- The public shall be involved in a robust community input process
- Multiple community meetings shall be held in different parts of the City
- The meetings shall be structured for 2-way communications
- The community shall help identify the goals and outcomes for Phases 2 and 3
- The community shall help identify criteria to evaluate and prioritize the Phase 2 and 3 projects
- The community shall assist with defining program needs and performance monitoring
- The results shall be captured in a written report

## **Attachment A to Exhibit A Measure T1 Bond Language**

RESOLUTION NO. – N.S.

AUTHORIZING THE CITY OF BERKELEY TO INCUR BONDED DEBT AND ISSUE A GENERAL OBLIGATION BOND FOR IMPROVEMENTS TO EXISTING CITY INFRASTRUCTURE AND FACILITIES

WHEREAS, this resolution is adopted pursuant to and in conformance with Chapter 7.64 of the Berkeley Municipal Code; and

WHEREAS, the City's existing infrastructure is critical to protecting the public safety and welfare and enabling the residents of Berkeley to have a high quality of life:

- Streets and sidewalks provide for transportation and accessibility for both the general public and public safety personnel.
- Storm drains and green infrastructure projects protect the public from flooding and improve the quality of runoff into San Francisco Bay.
- Senior Centers provide important services for the City's seniors, including educational courses, activities, social support, emergency shelters in disasters, and meals.
- Parks and recreation centers and facilities provide recreational, educational and social opportunities and support for children and families, and recreation centers can also function as emergency shelters in disasters.
- The City's public buildings and other facilities are both important cultural resources in themselves and provide public services to the residents of Berkeley.

WHEREAS, the City's existing infrastructure and facilities, including the types of infrastructure and facilities listed above, are in need of significant repair, renovation, replacement, or reconstruction (the "Improvements") so that the public can continue to benefit from them; and

WHEREAS, existing funds and funding sources are inadequate to pay for the Improvements that are necessary in the short term; and

WHEREAS, the City's existing and future infrastructure is critical to protecting the public safety and welfare; and

WHEREAS, documented existing infrastructure and facility needs substantially exceed \$100,000,000; and

WHEREAS, the City Council has therefore determined that the public interest requires additional funding for the Improvements.

NOW THEREFORE, BE IT RESOLVED by the People of the City of Berkeley that the public interest requires the issuance of a general obligation bond in the amount of \$100,000,000 to fund the Improvements.

BE IT FURTHER RESOLVED the People of the City of Berkeley that:

A. Proceeds of bonded indebtedness shall be used to fund the Improvements. In addition, 1% of the bond proceeds shall be available for functional art integrated into Improvements that are paid for by bond proceeds, as and to the extent determined by the City Council.

- A. Each year as part of the budget process the City Manager shall provide to the City Council a comprehensive report of funds received pursuant from any bonded indebtedness authorized by this resolution and how

they have been expended in an equitable manner throughout the City, listing all specific projects on which they have been expended.

- B. Subcommittees of the Public Works Commission and the Parks and Waterfront Commission shall engage in a robust public process to obtain input, and will jointly report to the City Council on an annual basis regarding projects funded by the bond and bond expenditures.

BE IT FURTHER RESOLVED the People of the City of Berkeley that:

A. The estimated cost of the Improvements to be funded by any bonds issued pursuant to this measure is \$100,000,000, although the total cost of all identified infrastructure and facility needs is substantially in excess of \$100,000,000.

B. The amount of the principal of the general obligation indebtedness (the "Bonds") to be incurred shall not exceed \$100,000,000.

C. The estimated cost may include legal and other fees and the cost of printing the Bonds and other costs and expenses incidental to or connected with the issuance and sale of the Bonds.

D. The proceeds of the Bonds authorized to be issued by this resolution shall be used to finance construction of the Improvements and functional art integrated into the Improvements, to pay any fees and costs in connection with the issuance of the Bonds, including but not limited to, legal fees and bond printing costs.

E. The maximum rate of interest to be paid on the Bonds shall not exceed six percent (6%).

## Attachment B to Exhibit A

### City of Berkeley Council Resolution, September 13, 2016

#### RESOLUTION NO. 67,666-N.S.

#### GUIDELINES FOR PUBLIC PARTICIPATION AND CITY COUNCIL DECISIONS IN DETERMINING SPENDING PRIORITIES AND ALLOCATIONS FOR REVENUE FROM A \$100 MILLION INFRASTRUCTURE AND FACILITIES BOND

WHEREAS, the City Council in Resolution No. 67,522-N.S. authorized a bond measure be placed on the November ballot that would allow issuance of \$100,000,000 in general obligation bonds to “renovate the City’s aging infrastructure and facilities, including sidewalks, storm drains, parks, streets, senior and recreation centers, and other important City facilities and buildings”; and

WHEREAS, reports presented to the Council in recent years have established the rehabilitation needs of parks and public works infrastructure in excess of \$300 million; and

WHEREAS, those needs are large and cannot all be addressed at once, but an effort to begin repairing and modernizing our infrastructure in a sustainable manner is desperately needed; and

WHEREAS, many of the infrastructure projects in Berkeley date back to the Works Project Administration more than 70 years ago, which funded more than 30 Berkeley projects including road projects, improvements to Berkeley High and other Berkeley schools, the Berkeley Marina, and the Berkeley Rose Garden, as well as Codornices, Frances Albrier, Indian Rock, James Kenney, John Hinkel and Live Oak Parks; and

WHEREAS, aging infrastructure is a critical national and local Issue, and the provision of reliable sustainable and efficient infrastructure allows the City to operate effectively and for its citizens and businesses to thrive; and

WHEREAS, the national political parties are promoting infrastructure rehabilitation and the creation of jobs such that having shovel-ready projects in Berkeley will maximize the opportunity to augment local funding with matching State and Federal funds; and

WHEREAS, it is fiscally prudent to lock in the current very low interest rates on Bonds; and

WHEREAS, City Council decisions on allocation of bond revenues would be aided by established guidelines for making recommendations to the Council that assure maximum opportunity for public input, enable citizen oversight to ensure that bond funds are used appropriately, provide Berkeley with improved and resilient infrastructure and park facilities that reflect Berkeley’s changing demographics and needs, and assure equitable distribution of improvements among its citizens.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that if the measure passes, the Council intends to employ the following measures to maximize accountability, fiscal responsibility and public input:

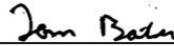
- There will be citizen oversight for use of the bonds. The affected commissions will hold public meetings and prepare recommendations to the Council as part of the budgetary process.
- Evaluation criteria for allocation of the \$100 million bond revenues will include consideration of Berkeley's changing demographics, equity across the City and resilience needs, including water quality and green infrastructure mandates and other sustainability objectives. In making recommendations the committees shall consider finishing projects that are underway and have impact on the greatest number of Berkeley residents.
- The bond proceeds need to be used for long lasting capital projects and not for maintenance work. The projects should use durable, sustainable technologies, so that these capital investments lower future maintenance costs.
- The Public Works Department, the Parks, Recreation and Waterfront Department, the Health, Housing and Community Services Department and the Office of Energy and Sustainable Development shall develop program plans to address aging infrastructure improvement needs beyond the \$100 million infrastructure bond. Those plans will identify the priority of improvements and funding sources. Development of the plans will involve the affected commissions and the public.

The foregoing Resolution was adopted by the Berkeley City Council on September 13, 2016 by the following vote:

Ayes: Arreguin, Capitelli, Droste, Maio, Moore, Wengraf, Worthington and Bates.

Noes: None.

Absent: Anderson.

  
\_\_\_\_\_  
Tom Bates, Mayor

Attest:   
\_\_\_\_\_  
Mark Numainville, City Clerk

**Attachment C to Exhibit A**

[placeholder]

**Attachment D to Exhibit A  
T1 Public Meeting Comments**

**Measure T1 Community Meeting Notes  
Frances Albrier Community Center  
March 18, 2017**

**Additional Comments**

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**Joan Campus**

- Berkeley Jr. Jackets Football (pop warner return to Berkeley) – Lorenzo Grayson
- Gilman Turf Replacement – support City’s effort to use environmental, safety, etc.  
[www.safegilmanturf.org](http://www.safegilmanturf.org)
- More permeable pavement & bioswales
- Use more recycled water
- Solar on City facilities
- Electric City vehicles (used?)
- Relocation of existing programs during construction
- Consider support of homeless services w/projects & shelter (suggest voicing of homeless issues at meetings)
- Where are projects? Show more than a pin on a hardcopy map.
- Close age gap and attendance in community meetings
  - Inventory of community groups in each district/contact info/online registry for Outreach.
- Public Meetings – can’t make all
  - Should be same topic for both days. Would love to talk more about streets
  - Schedule a conclusion/wrap up meeting
  - Surveys to review and compare
  - Have an in person poll after meeting i.e., how many people were for one topic. – over-represented
  - Let attendees share their posts meeting feedback.
  - Survey box
- Complete Streets should eliminate conflicts i.e. dedicated use lanes bus/bike/ped/car
- Ensure robust transit network to get people to care & shelter especial people without vehicles
- Crosswalks = important especially mid schedule on April 8, University Avenue, etc.
- Bike Parks = nice, but path is more important – get transit network build first
- Bidding should be transparent
- Risk analysis for projects

- Will cost more \$
- Give public confidence
- **John Hinkel Park – Remove all eucalyptus trees**
  - **Remove all non-natives**
  - **More pruning/thinning**
  - **Trails/trees priority**
  - **Restrooms in parks 1 per acre**
  - **Streets – lower priority**

**Chris has list of contacts**

**Find write up – Neighborhood compared**

**Angie/BG/CW**

**ctasic@icloud**

**b/c lot better since last year**

**Get watch guy to park tree**

**Waterfront staff compliments**

**Faux cameras. M&P.skatepark.**

**Measure T1 Community Meeting Notes  
Frances Albrier Community Center  
March 18, 2017**

**Flip Chart Notes**

**Question 1: Is this the right balance/combination of projects to improve our city?**

**Question 2: Are there other specific projects that should be considered?**

**Group 1**

- Bike Parks
- Aquatic Park flooding/tide tubes
- Rose Garden Tennis
- Marina
- San Pablo Park
- Fire Station 2 on Berkeley Way & Energy/water
- Rose Garden
- Terrace View Phase 2
- James Kenney

**Group 2**

**Question #1**

- Transparent process
- Build bike parks
- Proper historical attention to Rose Garden
- Right balance?
  - Why not spend more now? Front load agreement – diverse approach
  - Concern that T1 money is used for projects that should already be done by the City.
  - Berkeley Folk Dancers with work in the facilities, what happens to rental groups
  - Does COB facilitate?
  - What's the balance between schools and City? Duplicative?
  - Equity should be given priority to this process

## **Question #2**

- Higher priority on follow up and verify quality of work
- Adding revenue generating to projects i.e., solar & storage
- How work is held accountable?
- Add projects that address equity
- Add Bike Parks
- Add electric outlets and parks to avoid gas based power for party devices and otherwise

### **Right Combination? Yes**

- Questions about sequencing
- Surprised at costs
- Surprised to see some facilities like transfer station & Corp Yard
- Wants to see more emphasis on Parks
- Full construction of Aquatic Park tide tubes
- More emphasis on parks
- Worried we're "doing too much". What happens when we're over budget? Ambitious
- Parks & city centers a priority –wants to emphasize
- Fire Station #2 dry rot, leaks should be higher priority due to dis preparedness and emergency elements
- San Pablo Park – doesn't agree that tennis is highest priority. Playground and City center is more important, especially given city diversity
- Wants to re-think San Pablo Playground to better incorporate what we're learning about children's' developmental needs
- Drainage in playgrounds is a problem
- \$200K not enough for play area
- Prioritize street improvements where there is bike traffic. E.g., san Pablo, MLK safe crossings – major streets
- Rose Garden tennis: safety concerns
- Berkeley Pier: seems v. exp. Would help to see breakdown of cost

## **Group 4**

### **Right Combination?**

- Why planning veterans/old city hall-construction will be \$\$
- Too much planning & design—thinks a lot of shovel ready projects
- Concerned w/estimated costs i.e., Live Oak/Sr. Center
- Concerned w/perception of waste; accountability is important & transparency
- Believes balance is right
- Concerns w/\$ to outside consultants vs. using citizen groups be engaged in planning

- Values City workers – believes balance is okay
- Believes geographical is not right (i.e., lighting @ Adeline Corridor)
- Local hire/local transit care issues
- Leveraging disability federal \$\$\$
- Housing or Sr. Centers
- Bioswale - Grove Park

### **Other Projects**

- Japanese garden coincide w/sister city
- Disabled infrastructure
- Support Gilman organic material & pad –City's portion of \$\$
- Public safety – Sr. Center important
- Ohlone Park/Sr. Center lighting project needed
- Earthquake shelter needed
- Safety!! Shelters for all citizens; need seismic upgrades @ current identified locations
- Savegilmanurf.com/ for more information re: field replacement

### **Question 1**

- All city buildings/facilities need to be evaluated/inventoried (based on previous commitment)
- Need consistent process/facilities management for all buildings
- Good mix of projects throughout different areas of City
- Rose Garden needs to stay on the list—many projects needed – long deferred; safety needs and movement. This is a landmark
- Due to different phases, equity across city is not evident. (need equity in this budget phase of historically)
- Some estimates may be a little low—needs another look.
- Prioritize bathrooms at San Pablo Park (working order/locations-closer to playgrounds)
- Tot lot ladder – needs repair – play structures
- Shade structures at San Pablo Park
- Prioritize safety re: pedestrians/streets
- Show all capital projects in list-not just T1 \$ - comprehensive list will help prioritize
- Further review of fencing/blind spots in park

### **New Projects to Include:**

- San Pablo Park
  - Restrooms (safer, more accessible)
  - Security cameras

- Blind spots
- Playground equipment (design for child development)
- Crosswalks around park to connect to pathways
- Slowing traffic at corners
- Dog parks?
- Bocce ball/active outdoor activities
- Hummingbird parks
- History called out in baseball dugouts/bleachers
- Water fountain repair (outdoor)
- Tree policy/maintenance
  - Street trees – visibility/light concerns
  - Thin out for health
- Comprehensive consideration of public/outdoor use and program ideas
- Look at BBQ pits – high use
- Building structure/openness to park/outdoor space.

## **Group 5**

Is this the right balance/combination of projects to improve our city?

- General Support as Proposed

Are there other specific projects that should be considered?

- North Berkeley Bicycle Improvements & roads
- Safe Gilman field improves
- Strawberry Creek Phase III
- Removing Existing Pilings @ Berkeley Pier
- Friends of Rose Garden – Legacy treasure, keep it going

In general support of proposal – Leverage existing progress

- Balance – Challenge
- Strawberry Creek phase 1 & 2 covered. Need Phase 3
- Mound blocks sight lines (cepted problem(restroom – later T1
- Safe Gilman Turf – Safety & Health concerns – Phase 1
- Need 1.7 mil for pad instead of curb rubber (\$200K COB)
- North Berkeley – Hopkins & Cedar Rose – well maintained
- In North Berkeley bicycle safety & roads – priority over parks
- Split: parks, Street, Infrastructure – Use volunteers i.e., solar calendar
- Community Center & North Berkeley Sr. Center = Agree priority
- Need to keep AAA bond rating: Keep projects o9n track and complete

- Understand & Support Proposal & Rational
- Waterfront Priority
- (NA) Water taxi service in place, no environmental, no Waterfront Plan, No Pub Process.  
Pier Replacement and removal of old piles
- More \$\$ for Streets
- Generally trusts
- Tide Tubes Priority (ecology)
- N. Berkeley Sr. Center
- (NA) Put housing on top of sr. center for sr housing
- Dong fund w/T1 but don't preclude, expand sr. center itself to support 2<sup>nd</sup> story or expansion
- Why is Sr. Center so expensive?

Likes:

Criteria

Prioritization of shelter facilities

Concerns

- Lack of emphasis on drought & flooding
- Long time span/schedule for implementation = urgency –bicycle safety
- Local drainage on streets
- Street lighting
- New turf – safe & sustainable
- Add funds for non-rubber
- Gentrification, divers input
- Safe Access to parks – traffic diversions, barriers, crosswalks
- Lifespan of project – asphalt vs. alt materials
- Phasing (landscaping at NB Sr. Center)
- San Pablo Park Lighting.
- Incorporate better explanations of planning costs
- Will planning projects be higher ranked for phases 2 and 3?

**Group 6**

Question 1

- Safety is priority
- Adeline complete streets – Master plan for linear park like Ohlone
- Lifespan (asphalt vs. alternative materials)
- Drought & flooding not emphasized

- Long schedule/time span
- Ensure diverse input

#### Question # 2

- Gilman field turf material (non-rubber)
- San Pablo Park lighting
- Civic Center Park fountain
- Street/bike safety
- Willard Pool
- Street lighting

#### Group 7

Why are we here?

Gentrification, respect, adequate resources, safety, equal spending based on need, facility condition of neighborhood parks, youth services, tennis courts conditions, multi-benefit, gratification, transitions to the city we want/don't reinforce gentrification, support existing community groups & citizens, need space for youth – nowhere to go, no space or safe havens, open space for youth –parks are partly the mental health of the community, waterfront is a youth magnet-impact on pier use plantings to promote benefits.

#### Question 1

- Not Live Oak – demographic, we should target resource communities, ensure safety in less served communities, focus on facilities in gentrification neighborhoods
- N/E Berkeley is better maintained today
- Rose Garden has not been maintained
- Money is allocated poorly across the city
- Improve equity which features #1 facility: pier, san Pablo park, tennis courts at the Rose Garden
- Infrastructures (streets) vs. facilities
- Serve greatest # of users
- Shared school/City facilities
- Pier, vets, old city hall, Aquatic Park
- Gilman turf – infill concerns add to T1 \$\$
- Strawberry Park (continue improvements)
- More streets \$\$ 8 of 11
- Bike safety

- Outreach: neighborhood association, user groups, survey to rank list
- Water capture/recycling-streets

3-18-2017

# Strawberry Creek Park

## Phase 3

Strawberry Creek Park was called the "Westside Park" until the Creek was daylighted and the park was renamed. For at least 15 years the park, seemed to go unnoticed, lacking basic maintenance, infrastructure upgrades, proper lighting and a trimmed canopy. Drug paraphernalia, used condoms, graffiti (gang tags) and shattered bottles were common to find throughout the park as were dice games, fist fights, drug dealing and many other illicit activities. In 2014 a video portraying members of the Westside Boys, a gang which established itself in the park was released on You Tube causing residents to take a closer look at our neighborhood safety. Since then, the Friends of Strawberry Creek Park have worked in conjunction with the Parks Department, Public Works Department, City Council and City Manager's Office to reclaim this public space. We have seen great improvement and yet we are just beginning to peel away the layers of neglect.

Park use has increased tremendously since 2014 and we expect usage to continue to grow. Residents living on Streets which are directly adjacent to the park include over 100 children under the age of 16, 21 elderly and 8 with disabilities. There are two adjacent Senior housing complexes; Chaparral House with about 60 residents and Strawberry Creek Lodge which houses 150 seniors. There are many nearby schools which use the park regularly: The BYA has brings 35 students into the park during after school hours; There are about 100 - 150 Berkeley School students who use the park daily; And Ohlone School of Herbal Medicine has 10 - 30 students in the park daily. Other schools with a regular park presence include Realm Charter School, Edah After school program, Shu Ren International School, the Berkeley Forest School and Child Education Center. Recently Berkeley High School has been running their field trips in the park bringing groups of 150 - 250 students at a time. Starting in Fall 2107 the West Campus will house a rotating list of Berkeley Public Elementary Schools. We imagine that we will see those students in the park as well.

Strawberry Creek Design Center which borders the park meadow is a community of creative businesses: architects, artists, craftspeople, movie & video producers, graphic designers, multimedia & software developers and other such startups. Over 40 small businesses operate in the brick building, employing over 100 people. During Pro Arts Open Studios, there are more participants than any other complex in the East Bay. The Ohlone Herbal Clinic has up to 24 clients coming in on Mondays and Saturdays. Johnny B's cafe serves 75 -100 patrons 6 days a week. About 35 people patronize Phoenix Pacifico bakery and Pasta daily.

Unfortunately we still have a large amount of illicit activity finding its way into the park. Recently, we have had two car chases which ended in the park and a shooting in the soccer cages. While the Bonar Street apartments are filled with children (an estimated 8-10 in each building) we see those children hesitate before coming into the park, very often they just staring from their windows into the park but not venturing in.

The city has promised a two phase court replacement. Phase one, starting with the Soccer cages, Tennis and Volleyball courts. Phase 2 will focus on the basketball court area and hopefully a bathroom. Please see our vision for the basketball courts and a new bathroom also please note the condition of our current bathroom.

Our biggest safety challenge in the park is "the mound" which sits in between the courts and the play structure and obstructs sight lines. We have numerous proposals from our public safety officers which show why they can't effectively patrol the park and how they believe the park infrastructure could be modified to increase safety. As our population of recreational park users grows we believe it urgent to get this project in the queue as Strawberry Creek Park Phase 3.

Please come visit Strawberry Creek Park and we will be happy to take you on a guided tour:

[lmargulius@yahoo.com](mailto:lmargulius@yahoo.com) Laura Margulius  
[smoros.cgartist@gmail.com](mailto:smoros.cgartist@gmail.com) Stephen Moros

## Statement from The Berkeley School 4th-8th grade students

First, we want to thank the Friends of Strawberry Creek Park for speaking on behalf of the well being and equity of the parks, and specifically for **Strawberry Creek Park**. Also we want to thank the Corps Yard folks who take care of the park. And, we want to say that we realized through our own learning about how cities and parks work, that we understand we have a responsibility to the park and we would like to adopt it to do our part in maintaining it.

We are so happy about the improvements we hope are going to happen: **the courts**. We sure do need new courts. And the neighbors do too. A lot of people play games in the park with unsafe courts and broken things, torn nets. We think that if the park is nicer with these improvements, it will stay nicer. We hope you will add more places for people to sit in the park. A lot of older people live around the park and maybe they would come more often if they had a nice place to sit. There is one kind of broken dirty picnic table there now. Middle schoolers love to sit and talk to each other during recess. We also hope you will please make a new bathroom with a door, and a functioning water fountain. Also, maybe the playground area could have a spongy surface that would be much safer for kids to play than the sand. We just hope the park will be a more inviting place for people to come and be. So many people use the park. It's better now than it was a couple of years ago, but it still has a lot of problems and really could be improved and could be made a place for a lot of people to enjoy. Thank you for listening. Thank you for trying to help the parks be a safe, equitable, enjoyable public use place.

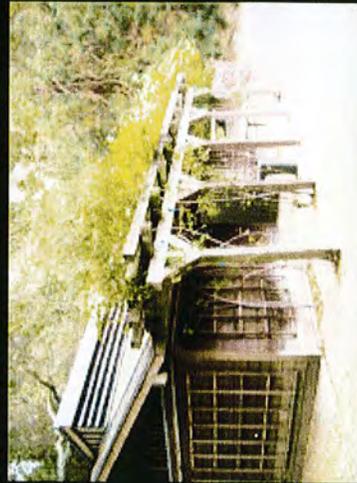
--The Berkeley School



restroom upgrade potential design ideas



Cordonces Rose Garden restrooms



2017 Strawberry Creek Park bathroom

# Strawberry Creek Park Bathroom upgrade, ideas, comparisons



**NOTES FROM MEASURE T1 COMMUNITY MEETING**

**March 25, 2017**

**Live Oak Community Center**

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**GROUP 1**

- **Bike route safety and general road condition**
- **Safety on roads in the Berkeley hills**
- **Information – how is it communicated?**
- **Consider seniors and ADA and universal design**
- **Pollutants entering the Bay – unified approach**
- **Environmental evaluation of projects**
- **Prioritize emergency preparedness**
- **How do we prioritize the infrastructure needs?**
- **Evaluate community shared space opportunities for shelters (emergency & recreation) – consider schools**
- **Sustainable funding to maintain roads**
- **Sidewalk conditions**
- **Performance indicators for IR projects**
- **Relative condition of different road types – arterial, collector, residential**
- **How do streets set priorities for paving?**

**GROUP 2**

- **Structural concern using T1 funds for paving; life span of paving projects will run out while still paying-off bonds**
- **Good argument for more durable paving options**

- **Current 5-year paving plan too short**
- **Need larger street maintenance budget**
- **More long-term plan – not just band-aid repaving**
- **Data on how long pavement in bike lanes last vs in vehicle area**
- **Prioritize lower University Avenue**
- **Long life span**
- **Funding stream for Marina area**
- **Panoramic Hill should remain priority**
- **124 million**
- **Need additional maintenance fund**
- **Green infrastructure projects that separate bike lanes from traffic**
- **T1 funds should be used more for actual construction not planning; planning should be out of operating budget**
- **Goal should be to have smaller planning tasks covered by operating budget**
- **Modification of traffic flow as part of paving projects for bicycles and pedestrians**

### **GROUP 3**

- 1) **Aquatic Park is on the list / correct flooding**
- 2) **List reasonable**
- 3) **Look If shifting Univ. north will go into the wetlands – coordination with EBRPD is key**
- 4) **Why is there a bioswale at San Pablo Park**
- 5) **What is the criteria for the selection of streets / bioswale, etc.**
- 6) **Are already planned GIs on M and T1 enough to satisfy regional board**

**Berkeley Pier @ 900K if this includes permitting / small pier/List is good**

## GROUP 6

### 1) Is this a correct balance for multi-use / benefit

- Urgent need for aging facilities and safety
- Good focus on University @ Marina and include additional streets around Marina
- Look at flooding issues with streets – did this plan take into account
- Pilot project at sidewalk crossing to allow water infiltration and safety (Shattuck?) pervious sidewalks
- Need a more comprehensive plan to address needs for the City and reassess current plans
- Safe community centers
- Process is exercise in futility and creates false hopes
- This is a top down document not enough citizen input – more specialized projects
- Break each phase into categories – all streets, all facilities, all parks, etc.
  
- Mgmt of Projects –
  - How does City ensure \$\$ isn't wasted on projects citizens don't want
  - Coordination of projects and management so that new work isn't removed
  - Like the approach of multi-functionalization
  - Difficult to understand the metrics for how a project is chosen – so hard to understand if it's a good balance
  - For parks improvements how were parks prioritized and how the estimates \$\$ are determined
  - Consistent metrics for all projects
  - Bioswales – were the ones installed analyzed for success or failure
  - Is known hot spots for storm water clogging incorporated into storm water improvements
  - Bond measure project management – who does it – accountability
  - How is the City's geographical diversity factored into the bond process (needs a more historical prospective on projects)
  - Make sure that access / ableism is included in all project analysis – doesn't seem to be part of "complete streets"

## GROUP 4

- Street repairs be prioritized in T1 and more \$ allocated to this program
  
- Need to update street policy
  
- Safety and property damage needs to be #1 criteria in selecting streets & sidewalks
  - Crevices – big potholes cause big problems for cyclist
  - City liability problem

- Find a permanent funding source for the streets that matches need
- Include funding mechanisms for bicycle safety – cracks in streets
- Consider co-benefits of bike, pedestrian use towards climate plan goals and health
- Increase comfort for cyclist increases # of cyclists
- Sidewalk conditions drive pedestrians (older residents) to the streets - NOT SAFE!
- Street trees cause pavement problems – should be addressed in project
- Aquatic Park tide tubes – non-functional – big flooding issues impact biz; should do more than planning need physical improvements (implementation / construction)
- DPW – good job on broad perspective / approach – paving, sidewalks, drainage
- Watershed Management Plan is an important document that should guide future project development. It should be updated.
- Like to see projects move more quickly and have higher quality control
- Accelerate sidewalk repairs and make sure storm drain repairs are made – cause other infrastructure problems

#### GROUP 5

Q1: Rt combo?

- What is criteria?
- Each neighborhood has needs

R.Q2: Flooding – 2014 So. Berkeley

- Adeline / Ashby to Ellis / Malcolm X
- BART caused?

Resilience

- Storm water mgmt. / G.I. / Flooding – So. side of City
- No pier spending
- No Univ. Ave paving spending
- Experienced flooding So. Berkeley 2004-05

Transportation needs most important

- Bike / ped
  - Revise Transportation priorities to new Transp. Strategic Plan
  - Likes Live Oak improvements

For stormwater retention—PERVIOUS PAVEMENT PEDESTRIAN CROSSINGS—safety— reduce flooding

Previous pavement may cost more initially but long term may reduce unsafe crossing walkways as well as reduce flood load on streets. We know Berkeley has much hidden geologic water which moves beneath us towards the aquifers by the Bay.

Do staff recommend smooth surface path of travel for pedestrian crossings as safer? Is pavement surface type calculated for hi or lo groundwater flows?

Is there discussion on implementing a broader spectrum of City policy on COMPLETE STREETS FOR ALL PEOPLE OF ALL ABILITIES that currently leaves out people like me who physicians diagnose as DIFFERENTLY-ABLED

ABLEISM may not be addressed comprehensively as one of the discriminations--the fragments are addressed under aging and disability?

On Shattuck at Vine and Berryman , we see able-bodied people trip in the holes and crevices--shoes can stick. When my cane is caught in a hole that I cannot see--as the signals are very fast and I must hurry while watching out for left turning cars--then I Not disabled, but unable to climb mountains, ride a bicycle, run, or may have lo vision or lack depth perception (unable to judge how deep a crevice or pot hole is when crossing the street or walking on the sidewalk.

Contrast with the smooth pavement at Cedar and Shattuck safer, more navigable--signals require we hurry-(although as turning cars challenge us pedestrians to turn ahead of us--not enough time is left on the walk signal.) Before the re-paving Cedar's surface was very buckled up.

In reading City minutes--it appears to me that the COMPLETE STREETS policy is narrowly used in transportation management--not taking into account pedestrian crossings that are impervious surfaces and last a few years as much groundwater causes the road surface to buckle up?

Do engineers calculate risk impacts for human falls when analyzing designs of cross walks--apart from whole street repaving-- where significant groundwater flows are present?

In District 4 flooding has impacted Liason at Hearst, Placer Title at Delaware, —each

block including Cheese Board in last 12 years. Pervious paving can reduce storm drain load. Curb strips can be required to be pervious.

I suggest asking for a student intern to work up a study for North Shattuck from Rose to University on Shattuck Avenue. I can assist with historical material.

Thanking you in advance, Jennifer Mary Pearson 510-848-7128 1546 Milvia St. 174 ft above sea level—was flooded 11 years ago

**Measure T1 Community Meeting  
Berkeley Public Library South Branch  
Saturday, April 8, 2017**

Attendees: Claudia Kawczynska, Erin Diehm, Paul Kamen, Jim McGrath, and Susan McKay (Parks Commission); Margo Schueler, Kyle Smith, Raymond Yep, John Hitchen, Nicholas Dominguez, and Andy Kelley (Public Works Commission); Scott Ferris, Director of Parks, Recreation, and Waterfront; Christina Erickson, Deputy Director of Parks, Recreation, and Waterfront; Roger Miller (Parks Staff); Phil Harrington, Director of Public Works; Paul Kaushal, Manager of Engineering; Heidi Obermeit, Cara Sarelli, and Aaron Sage (Public Works Staff); members of the public

**I. Welcome and Introduction**

Introductions from Commissioners and staff  
Announcements:

- A. Project list to go to Council in June 2017.
- B. Presentation at Work Session will be held on Tuesday, May 16, 2017.
- C. Go to the Measure T1 phase 1 page online to see the maps of all the projects completed from FY 2014 to FY 2017. The list contains 99 of the City's 108 projects.

**II. T1 Bond Staff Presentation**

**Parks Projects** – Presented by Scott Ferris

- A. **Berkeley Rose Garden Drainage, Pathways, & Tennis Courts** (\$2 Million)
  1. Two phases of the project totaling \$1.6 million. Phase 1 is funded by Parks tax. Cost = \$600,000 for ADA and 20% of the trellis. Phase 2 will be funded by Parks tax in FY 2018 – to be approved by Council in June 2017 – and will finish the project. Approx. \$800,000 will go toward fixing drainage of the Rose Garden.
  2. Tennis Courts - \$600,000 for significant structural/foundation issues.
  3. Pathways - \$600,000
- B. **Grove Park Ballfield** (\$1 Million) – restrooms and drainage. Safety issues – exposed beams. Phase 1 – design is in project. Phase 2 – construction.
- C. **San Pablo Park Tennis Courts** (\$800,000) – reconstruction and/or renovation. These are 6 tennis courts that are used all day every day and have significant wear and tear that needs to be updated.
- D. **Aquatic Park Tide Tubes Replacement Planning and Design** (\$250,000) – 14 storm drains coming into South Berkeley that go into Aquatic Park need to be replaced. Project involves CalTrans, the Water Board, permits, and other agencies. The fix could be \$1 to \$2 million based on Engineers' estimates.
- E. **Berkeley Municipal Pier Structural Renovation Planning and Design** (\$900,000) – Council just approved the conceptual design and analysis contract to analyze questions such as “How long does it need to be? Can a ferry be brought in to port there? Cost could be between \$10 million and \$30 million?”, but the design needs to be completed for the project to become eligible for grants and other funding sources.
- F. **Gilman North Restroom and Storage Planning and Design** (\$250,000) – for architectural programming infrastructure study, and final design. Original design includes a restroom, soccer field, and a clubhouse facility, but these are not eligible for T1 funding, because it is only to be used for existing structures.

- G. **Irrigation System Modernization** (\$750,000) – It is expensive to send staff out to physically turn off the irrigation system, so the clocks will be replaced with software for a completely automated system.
- H. **Live Oak Community Center** (\$4.9 Million) – The City has four community centers and three senior centers that are not seismically upgraded. This project includes a seismic retrofit, deferred maintenance, and programmatic improvements. James Kenney is already being seismically retrofitted for \$4 million. The City proposes upgrading one rec center and one senior center in each T1 phase. Live Oak was chosen before Francis Albrier, because Albrier and the MLK Youth Center will be a combined \$750,000 plan for 3.5 years from now and will include a input from the public process. Live Oak needs energy and water upgrades (green infrastructure), an ADA restroom, and other updates. The MLK YAP facility at Grove Park is on a lease with the Berkeley Unified School District, and a longer lease would need to be negotiated in order for it to be eligible for T1 funding.

### **Q&A**

Question: Where are the numbers in the estimates coming from?

Answer: Some have already gone through conceptual analysis and costs have been estimated. Many are based on evaluations by companies who have looked at costs for deferred maintenance, upgrades, and seismic retrofitting. Costs are estimated by either consultants or engineers on staff. And sometimes are based on similar projects completed in the last couple years.

Question: Are environmental considerations being taken into account in planning, especially in projects related to the San Francisco Bay?

Answer: Yes, absolutely, projects must comply with environmental regulations. We are also working to include green infrastructure.

Question: Will the rising sea levels be taken into account when it comes to building the tide tubes?

Answer: Yes. This is a permit requirement and will require a consultant.

Question: Can we hold a public forum to talk about rising sea levels and the tide tubes at a later date?

Answer: Yes, we plan to do that.

### **Public Works Projects** – Presented by Phil Harrington

- A. The City owns 156 facilities, and the City is responsible for maintaining 95 of them. At this point, safety is a priority that is driving the work. We are considering seismic upgrades, energy upgrades, and green infrastructure. Deferred maintenance repairs alone have been estimated to cost approximately \$21.5 million.
- B. **North Berkeley Senior Center** (NBSC; \$6.8 million) – It is hard to keep buildings up to code because every time there is an earthquake, codes are updated. The James Kenney Center will be finished shortly. It was upgraded in part with FEMA funding. This is the same case for the NBSC. It needs \$2.5 million in seismic upgrades. The total project cost of \$6.8 million includes upgrades, improvements, and deferred maintenance. Prices change when projects go to bid based on demand.

- C. **Transfer Station Master Plan** (\$250,000) – Conceptual Planning – environmental permit process. Recycling prepares, sorts, builds, and markets its services, and the needs are far beyond its current capacity. This project is for the planning and design of a new facility that will better meet the needs of the community.
- D. **West Berkeley Service Center Conceptual Design** (\$150,000) – This will go toward a public process to provide direction for improvements to restore this service center for use.
- E. **Conceptual Design of Old City Hall** (\$150,000) – this would be an assessment and public process to determine the future use and capital improvements. Old City Hall will not be used for City Council meetings in the future; in 9 to 12 months, all the meetings will be held at their new location.
- F. **Conceptual Design of Veteran’s Building** (\$150,000) – There needs to be an in-depth public process to determine the use of this building, and Old City Hall. For example, there is public interest for an art center, a homeless center, and other ideas. The City also needs an upgraded area to use in case of emergencies.
- G. **Complete Streets** – There are 216 miles in the City’s inventory. By the completion of the Measure M funding/expenditures the City will have paved 13-14% of them; we are about halfway through the funding now. Measure M is also for Green infrastructure (GI) to mitigate flooding and to keep water clean. The Potter watershed drains into Aquatic Park, for example, and the funding would go towards fixing that. The state recently raised the gas tax, which will bring an extra \$28 million over 10 years. On May 16, 2017, Public Works is bringing its Capital Improvement Plan (CIP) to the City Council. The streets project funding comes from the following sources: the Gas Tax, the General Fund, Measure B and BB, has 50% of Measure M left, and will get some of the T1 funding.
- H. **Green Infrastructure** (\$1 million) -- is marked for storm water infrastructure. Public Works is still in discussions with the Park Dept. and Public Works Commission to revise and finalize the green infrastructure project list.
  - 1. **Dwight and Sacramento Bus Stop Permeable Pavers** (\$100,000) -- This project is a possible pilot to treat stormwater water and collect trash.
- I. **Camps** – the City has three camps outside of Berkeley: Cazadero Camp, Tuolumne Camp, and Echo Lake Camp. In June 2017, Council will authorize \$650,000 to do the final fix on the slide at Cazadero. Also, Berkeley Tuolumne Camp burnt down in a fire in August of 2013; it is going to be rebuilt for \$54 million, with \$50.7 million coming from insurance and FEMA. Council is funding \$3.3 million using the catastrophic fund. It is set to reopen in 2021. Echo Lake Camp is in great shape. It needs some ADA improvements, but will not need any further updates for years to come. T1 can’t be used for the Tuolumne or Echo Lake camps. While the Cazadero Camp is T1 eligible, the City has chosen to use the General Fund for to repair the landslide at Cazadero Camp.

### III. **Commissioner Questions/Comments**

Dominguez – Will Phase 1 planning projects be funded in Phase 2 and 3?

Ferris – Yes, that is possible. It will be determined during the public process for Phases 2 and 3.

Kawczynska – Please tell us more about University Ave.

Harrington – A study is currently underway to relocate the road instead of rebuilding it over the existing piles. This is in progress with a consultant and will be brought to the PWC. Asking \$500,000 in T1 for planning and design for the segment from West Frontage Road to Marina Blvd.

Hitchen – Can you tell us about the timeline for the Transfer Station Master Plan?

Harrington – This is a \$3 million to \$5 million environmental permit process; the initial \$250,000 is for the conceptual design. Berkeley wants to get to a place in the future in which everything will be recyclable.

Kamen – Can we have a more definitive answer for uses of the Old City Hall Building in terms of cost of the seismic work versus the cost for new office space?

Harrington – This will be an involved public process.

#### **IV. Public Comment**

Anna Marie Taylor (McGee Spaulding Historic Interest Group) –has been studying the history of the area since 2000. The group is strongly supporting the project to improve and find a new use for the Old City Council Building.

Martin Nicolaus (Viva Cesar Chavez Park) – known as “The Bathroom Guy” because of advocating for better bathrooms in the parks. Parks bathrooms with flush toilets, waterless urinals can be built for less than \$50,000 or in that ballpark. A lot of savings could come when sewer hookups are no longer needed. These would be easier to maintain and cheaper than port-o-potties. Cesar Chavez Parks has had port-o-potties for 25 years. The park and other need modern, sanitary bathrooms. (Provided a handout to the Commissioners and staff. Attached.)

Steve Finacom (Berkeley Historical Society Landmarks Preservation Committee) – Very happy to see the process to retrofit the old buildings. He is Chair of the Landmarks Commission and want the commission to be included in the T1 process. Civic Center Park, Old City Hall, and others are landmarks. Proposed to restore the fountain in Civic Center Park instead of the bioswale.

Sheila Jordan (Viva Cezar Chavez Park) – Regarding the bathrooms of Cezar Chavez Park, it is one of the most diverse parks in the City. A bathroom is needed in the park, not a portable one, a structure. This should be taken care of quickly. The bathrooms Martin mentioned are cheaper and easier to maintain than Port-o-Potties.

Toni Mester – Regarding the updates to the Old City Hall, it should be retrofitted with a parking garage underneath. The parking garage can pay for itself.

Question from audience member: Is South Berkeley Senior Center to be an emergency center without upgrades?

Kaushal – The City is receiving a \$500,000 block grant to complete interior upgrades, but will look for FEMA seismic grants also. Therefore, staff will propose South Berkeley Senior Center upgrades as part of Phase 3.

Question from audience member: Asked about hazardous waste sites in Berkeley.

Katie McKinstry (Zero Waste Commission) – Thank you for such a well-run meeting! I urge the Commission and Council to provide resources like the interactive map, as many Berkeley residents want to be informed but cannot attend public meetings.

Paper Comments:

Bruce Bagaell – District 4; an informal neighborhood group has been concerned about deterioration of the Strawberry Creek culvert behind many homes along Allston Way on the North side of the street. Leakage, cracking, partial failures of the old concrete. We want this on the project list. Contact David Meyer, whose backyard has the culvert under it. 510-915-0107, [davidm@meyerlabs.com](mailto:davidm@meyerlabs.com).

Sheryl Drinkwater – San Pablo Park restroom structure is existing. What are the plans for renovating this dilapidated structure?

#### **V. Commissioner Summary Comments**

Yep – General comments: 1. Public comment at this meeting and at the two previous meetings is so important. 2. Master planning is valuable. Some projects mention master planning. Money is tight, so projects should solve multiple problems at once. For example, permeable paving can accomplish traffic calming, green infrastructure, street repairs to further the life of a street. Look at projects we've done in planning, including the community, and evaluate results.

McGrath – Regarding the bathrooms in the parks, the way Measure T1 was written only includes existing structures as eligible projects for the funding. 1. We need an accountability system – inventory of our needs and metrics, and the public needs to see the system and Council needs to make clear delegations in responsibility. 2. It is not clear that the projects being proposed are the best projects. The Transfer Station is important, but must be cost-effective. 3. T1 should not necessarily go to the Streets program. The PWC is talking about \$6 million. Paying interest on bonds for streets doesn't make sense. The City needs to find other funding sources for that. 4. Aquatic Park is the second-biggest park in the middle of the flood control system. This project needs to have a public process including a peer review.

Kelley – The bathroom issue is a Berkeley issue. The City can't use T1 money for new structures, but maybe should look at other funding sources. When moving forward to phases 2 and 3 of the projects we are going to need even more community involvement.

Kawczynska – How will the Commission know that comments are addressed in the plans?

Harrington – Ultimately everything is Council's decision, but the results will be a combination of all these processes.

Kawczynska – Parks has more scheduled public meetings to come, and the Parks Commission and PWC will also be discussing these projects in their meetings. Both Commissions will receive any modifications to the plans in advance of their implementation.

Shueler – What is an existing facility and how is it defined?

Harrington – the aging infrastructure is driving the work. Other improvements can be made in the course of a project but Legal states that the City can't create a new structure where one doesn't already exist. (Harrington and Ferris agreed to send the legal definition to the Commissions via email.)

Schueler – Regarding the planning for sea level rise, when will PWC hear about that?  
Harrington -- Everything designed is/was to fit existing sea level. All projects will consider future rising sea levels.

McKay – Commissions, the public and staff have been collaborating to identify these projects and plans, and the next step is the government working for approval. Public participation and communication is crucial for moving forward with these projects. Transparency about spending the funding wisely is needed. We will have further public processes for the second and third phases in the future.

## Attachment E to Exhibit A Comments Submitted by the Community

Summary of Comments submitted by the community via Berkeley's T1 website and to City staff:

Phase 1 Specific Project Recommendations
<b>Facilities Projects</b>
<p>The City's emergency radio station at AM 1610 is notoriously poorly functioning and can't be heard in many locations in the city. This station is the primary way for the City to distribute information citywide in the early period post-disaster. Such information may include evacuation or shelter-in-place orders, locations for food/water distribution, and shelter locations. We recommend that Phase 1 include a project to assess and improve the radio output so that it can be heard throughout the city.</p>
<p>We suggest that Phase 1 include a visioning/feasibility project for post-disaster communication infrastructure for the public. Currently there is no way for the public to contact the EOC to inform responders of needs after a disaster, in the likely event that 9-1-1 is overloaded or not functioning. Additionally, the public will have a strong need to communicate internally with each other (e.g. families) after a disaster. Infrastructure such as a citywide wireless local area network (WLAN) or decentralized mesh network using Bluetooth or other technology, especially when coupled with ubiquitous smartphones, could create a robust post-disaster communication system that could greatly improve community well-being, information distribution, and emergency response in the early period post-disaster.</p>
<p>We recommend that Phase 1 include an evaluation of the relative seismic risk of all unretrofitted city-owned structures. This information can inform spending in later phases. We recommend that structural engineering firm(s) be hired to assess the probable performance of city-owned structures in a major earthquake on the Hayward Fault, using a consistent performance rating for all structures so they can be compared to each other. A model for this type of evaluation is the UC 1997 Preliminary Seismic Evaluation, described here: <a href="http://www.berkeley.edu/administration/facilities/safer/background.html">http://www.berkeley.edu/administration/facilities/safer/background.html</a></p>
<p>We suggest that Phase 1 include a visioning project for the open lot on Allston St. next to the Corporation Yard, and that potential pre- and post-disaster uses be prioritized. For example, consider uses such as disaster shelter, disaster education/training center, disaster first aid mobile station, disaster response staging area and similar uses.</p>
General T1 Project Recommendations
<b>Facilities Projects</b>
<p>Berkeley Fire Department's training facility is currently located in a residential neighborhood. We recommend that the city look for a new location for the training facility in a commercial or industrial location. We recommend that any visioning project include this possible use for city-owned spaces.</p>
<p>Fire Station 2 is in need of capital improvements. Fire station repair would satisfy several of the criteria for this spending (advances equity, prioritizes safety improvements, improves preparedness). Was this project considered? If not, we suggest adding it to the list.</p>
<p>One building CIP item that I overlooked in our discussion is the Berkeley Art Center building in Live Oak Park. This was originally built by the Berkeley Rotary Club, and donated to the City in the mid-1960's.</p>
<p>Very little has been done to maintain the building systems and structure since that time, and it is now in dire need of about \$200K to \$250K for repair of deferred maintenance. Some of the work that has been needed for many years involves serious safety and health issues for the public as well as for the non-profit organization staff there.</p>
<p>These maintenance items are known to the Parks Department staff. The Art Center building is a City-owned structure, and should be properly maintained along with other civic properties.</p>
Streets Projects

<p>I would like to comment on infrastructure spending i.e. please repair Catalina Avenue and Station Place-- both are in terrible shape, dirt and crumbling asphalt, ridges that one can trip on while crossing the street, potholes. Our streets serve patrons and employees on Solano Avenue, the frequent Post office delivery trucks and Thousand Oaks School and is frequently used to cut over to either Colusa Ave or to The Alameda to avoid the Solano signals.</p>
<p>There were 6 requests for repaving of this intersection.</p>
<p>I cannot believe that 6th St between Allston Way &amp; Dwight Way nor Cedar Street between San Pablo Ave &amp; 6th St is not on the list for serious repaving. The worst I've ever seen on main artery streets. Shameful.</p>
<p>I've noticed that there are many dangerous potholes, perhaps as a result of the storm? One especially big one that comes to mind is at Grizzly Peak and Fish Ranch Road.</p>
<p>Many streets need to be repaired, esp. Colusa north of Solano and Derby between Shattuck and Milvia? Concentrate on street repairs.</p>
<p>Other than the park, I sincerely hope ALL of the roads in the neighborhood get paved, and would push all of us to contact our city council members to hammer home this point. Beyond worn, most streets are crumbling, causing considerable discomfort when walking, biking, or driving. You can do a lot for a given neighborhood and city simply by paving the roads more than once every 20 years. Regularly scheduled paving would immediately make the neighborhoods look better, and would improve transportation, not to mention it would increase property value. Plus it would just improve how the streets and the neighborhoods are perceived, as aesthetics is important for its own sake. Surprised there has not been more outrage over the quality of our roads, and I'm tired of hearing we have no money for it. Well now we voted for a measure that was approved, so that excuse is gone. Time to work on Berkeley's infrastructure already.</p>
<p>Please move forward with the infrastructure project to rebuild the access road to the Berkeley Marina!</p>
<p><b>Parks Projects</b></p>
<p>Can there be some overall program planning citywide before we start doing specific renovations to specific community centers?</p>
<p>Phase 1 projects will be fully funded. Probably Phase 2 as well. But when Phase 1 and 2 projects go over budget, Phase 3 projects might get put on hold indefinitely. It would not be in our interests to have San Pablo Park projects in Phase 3. The Rose Garden and the North Berkeley Senior Center projects are in Phase 1.</p>
<p>I just wanted to send a quick note to let you know that I am concerned about the state of Florence Tot park on 10th street. This is the closest park to our house, and both I and my babysitter use it frequently. I have four children between the ages of 3 and 9, and my nephew, who is one, also lives with us. The park is covered in graffiti and trash, and the playground equipment is broken. By far, it is, and has been for years, the most neglected neighborhood park in Berkeley, in my estimation.</p>
<p>There is increasing vandalism, graffiti, and litter at Florence's Tot park on 10th St. Please repair the broken slide and help reduce crime at the park</p>
<p>We are writing to support the Parks and Recreation Department's proposed plan for spending funds at the Berkeley Rose Garden. These funds are needed to complete the work that is already underway.</p> <p>The Berkeley Rose Garden is one of the city's jewels. It is both a beautiful spot to visit and a reminder of Berkeley's Arts and Crafts and New Deal heritage. It is mentioned in all promotional materials for tourists and is in fact a magnet for visitors.</p> <p>Park and Rec staff prepared a memorandum dated December 22, 2016 that outlines spending at the Berkeley Rose Garden. Another report entitled NPRW Unfunded Capital &amp; Major Maintenance Needs" also outlines potential TI spending. The Friends strongly supports the spending outlined in these documents.</p>
<p>There were three similar comments in support of the Rose Garden Project</p>

I am writing as the President of the Berkeley Paddling and Rowing Club ("BPRC") to express support for the planned repair I replacement of the tide tubes between Berkeley's Aquatic Park and the San Francisco Bay. In particular, I believe that it is very important that at least some repair I replacement happen in the near term (in contrast to the current memo from staff suggesting \$250,000 be allocated to developing a design.) There appears to be one functioning tide tube - and if that one fails like all the others, another series of winter storms will likely cause substantial flooding and damage.

The lagoons receive tidal flushing from water ending the lagoon through a sense of culverts or tide tubes. There are a total of nine culvert connections in the lagoon circulation system. The tidal infrastructure of Aquatic Park is deteriorating. The main tide tubes are falling apart on the bay side and failing riprap and parts of the pipes are occluding flows into several of the tide tubes. The Model Yacht Basin tide tube is buried in sand on the bay side. The Radio Tower Pond tide tube has collapsed under the frontage road and appears to have separated on the bay side.

Due to the small size of the tide tubes and their elevation, the average daily tidal range in the lagoons is very small (<0.1ft.). The lowest tidal elevation acceptable in each lagoon is defined by the elevation of the tide tubes or storm drain that drains the lagoon and, in the Main Lagoon, navigational hazards that would be exposed at low tide. In addition, each lagoon has shoreline buildings and roadways or other facilities which limit the allowable highest-tide elevation.

A large portion of the City of Berkeley drains towards Aquatic Park. The majority of this runoff drains into the Potter Street Storm drain and the Strawberry Storm drain. During high runoff periods, storm water can enter the lagoons from these two drains. During large storm events most of the watershed immediately east of the park drains directly into the Main Lagoon through a set of seven storm drains.

My concern is that the current plan for fixing the tide tubes shows \$250,000 for planning and design - nothing to actually repair the tide tubes. Thus, it is unclear when, if ever, the tide tubes will be repaired. In the meantime, the flooding will continue with its attendant damage to city property. If that last remaining tide tube gets blocked, there will be substantial damage to city property.

**Other Projects**

The Berkeley Climate Action Coalition (BCAC) Joint Water Land Use Working Group recommends that Green Infrastructure and Watershed-Appropriate Landscaping be prioritized in all projects funded by Bond Measure T1, specifically the Complete Streets Program and the Roadway Improvement Planning and Design for West Frontage Road. We also highly recommend that currently proposed projects that incorporate Green Infrastructure into existing city spaces--such as the King School Bioswale, the North Berkeley Library Bioswale, and San Pablo Park Bioswale, and the Willard Park Bioswale—be prioritized for T1 funding.

There is a nearly year round water flow along and across Shasta Road above Queens Ave. Nominally at about 2938 through 2966 Shasta Road. The water flow may have several sources including storm water, and raw sewage as it has that distinctive aroma at times. This is both a safety and health issue.

We urge the City of Berkeley to invest in this gem of a natural resource. Make the marina great again. Upgrade the docks, slips and bathrooms. Bring back the boaters. Fill the slips to 100%. Repair the pier if at all possible. Help the ferry service expand. Consign another hotel if that brings in more revenue.

I was surprised not to see mention of the storm drains at the intersection of 6th St. and Hearst Ave. Being in the lower elevation region of Berkeley -- toward the bay -- storm runoff accumulates here and the intersection routinely flood even in moderate rainstorms. The entire northeastern corner of the intersection, including the pedestrian sidewalk, is routinely under water and, in my opinion, unsafe to cross. Risk of flooding in nearby residences is elevated.

Is it possible to put a footpath from Lower Summit Road down to Centennial Drive? This would give better access from Grizzly Peak to the Lawrence Hall of Science, and also to the bus down to campus.

**Program Design Guidelines**

Please consider using a "Universal Design" approach to projects. This goes above and beyond basic ADA requirements.

All landscaping should be done exclusively with native plant species

Program Implementation Recommendations
<p>South and West Berkeley should be seen as higher priority for reasons of historic disinvestment. My group included some long-time African American residents, one of whom asked an excellent and very pointed question about gentrification in the first hour that was not really addressed.</p>
<p>It is important to recognize that infrastructure funding like this is not politically/morally neutral and that we should push City government to use a lens of equity that recognizes the historical truths but also the precarious position that many long-time, lower income residents hold in our community. I know this strategy can be problematic but a meaningful portion of these funds should be targeted to consultants/community organizations that reflect these communities.</p>
<p>We believe that a promised robust public process and an opportunity for Berkeley's taxpayers and community organizations to comment on their stated priorities, including green infrastructure, for uses of TI funding is essential - so much so that this was a condition of the Sierra Club's support.</p>
<p>Parks and recreational facilities that are welcoming, serve the needs of city residents and are easy to reserve</p>
<p>Prioritize durable street and sidewalk projects, roads in the hills that are difficult to navigate in emergencies, roads that go to marina, storm drain infrastructure, senior centers and libraries (used by homeless and in emergencies).</p>
<p>Sewer systems that are modern, reliable, and environmentally sound.</p>
<p>Streets that are Safe for bicyclists, pedestrians, and motor vehicles</p>
<p>With regard to streets and stormwater infrastructure prioritization, the various Complete Streets projects should be high priority projects for the city. Given the recent death of a cyclist on Hopkins street, the Monterey/Hopkins/The Alameda and Hopkins/San Pablo projects would be the highest-priority in my mind.            Given its high volume of traffic and dense, mixed land use, Shattuck Avenue should also be a high funding priority. Creating streets that are safe for all users is a health, environmental, and quality of life benefit to all parts of our community.</p>

## T1 infrastructure bond program

Email address: [T1@cityofberkeley.info](mailto:T1@cityofberkeley.info)

### Emails received as of April 5, 2017:

- a. 01-31-2017 – Subject: T1 - Memo from Sierra Club - Bolotina
- b. 02-22-2017 – Subject: T1 - Memo from Energy Commission
- c. 02-22-2017 – Subject: T1 - Memo from Disaster and Fire Safety Commission
- d. 03-07-2017 – Subject: T1 - email from I. Gaston
- e. 02-28-2017 – Subject: T1 - Comments from Children, Youth, and Recreation Commission
- f. 03-02-2017 – Subject: T1 - email from M. Vandeman
- g. 03-02-2017 – Subject: T1 - email from O. Sandel
- h. 03-03-2017 – Subject: T1 - email from K. Lindahl
- i. 03-03-2017 – Subject: T1 - email from J. Schnell
- j. 03-19-2017 – Subject: T1 - email from R Krumme
- k. 04-04-2017 – Subject: T1 - email from J. Terraciano
- l. 04-04-2017 – Subject: T1 - email from J. Terraciano
- m. 04-03-2017 – Subject: T1 - email from C. Schwartz
- n. 04-02-2017 – Subject: T1 - email from K. Homme
- o. 04-02-2017 – Subject: T1 - email from E. Hudson
- p. 04-01-2017 – Subject: T1 - email from M. Snow
- q. 03-31-2017 – Subject: T1 - email from P. Scott
- r. 03-31-2017 – Subject: T1 - email from M. Staskawicz
- s. 03-30-2017 – Subject: T1 - email from D. Taylor
- t. 03-28-2017 – Subject: T1 - email from C. Schwartz
- u. 03-28-2017 – Subject: T1 - email from E. Ruland
- v. 03-27-2017 – Subject: T1 - email from D. Strachan
- w. 03-25-2017 – Subject: T1 - email from J. Stiles
- x. 03-19-2017 – Subject: T1 - email from J. Love
- y. 03-22-2017 – Subject: T1 - email from P. Linder
- z. 03-18-2017 – Subject: T1 - email from D. Snippen
- aa. 03-17-2017 – Subject: T1 - email from J. Driscoll
- bb. 03-16-2017 – Subject: T1 - email from J. Strothman
- cc. 03-16-2017 – Subject: T1 - email from W. Karlenzig
- dd. 03-15-2017 – Subject: T1 - email from C. Gilbert
- ee. 03-11-2017 – Subject: T1 - email from E. Cooper
- ff. 03-10-2017 – Subject: T1 - email from M. Smith
- gg. 03-10-2017 – Subject: T1 - email from E. Valladao
- hh. 03-09-2017 – Subject: T1 - email from W. Stock
- ii. 03-04-2017 – Subject: T1 - email from B. Flasher
- jj. 03-07-2017 – Subject: T1 - email from K. Lindahl
- kk. 03-05-2017 – Subject: T1 - email from A. Silas
- ll. 03-05-2017 – Subject: T1 - email from M. Raffetseder
- mm. 03-21-2017 – Subject: T1 - email from M. Graves
- nn. 03-31-2017 – Subject: T1 - email from Friends of Rose Garden – W. McCoy
- oo. 03-22-2017 – Subject: T1 - email from Berkeley Rowing Club – D. Kidder



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**Northern Alameda County Group**

(Alameda-Albany-Berkeley-Emerlyville-Oakland-Piedmont-San Leandro)

2530 San Pablo Avenue, Suite I, Berkeley, CA 94702

510-848-0800 (voice) • 510-848-3383 (fax)

January 31, 2017

Mayor Jesse Arreguín and Members of the City Council  
City of Berkeley  
2180 Milvia Street, 5th Floor  
Berkeley, CA 94704

**RE: SUPPORT for Item 4 – Public Process for Implementation of Measure T1**

Honorable Mayor Arreguin and Members of the Berkeley City Council,

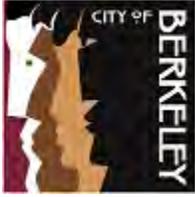
The Sierra Club endorsed Measure T1 and was pleased to see it pass by an overwhelming majority in the November 2016 election. We believe that a promised robust public process and an opportunity for Berkeley's taxpayers and community organizations to comment on their stated priorities, including green infrastructure, for uses of T1 funding is essential – so much so that this was a condition of the Sierra Club's support. Therefore, we are pleased to see Item 4 coming to the Council tonight. In our opinion it will open up multiple opportunities for members of the public to comment on this measure, and we urge its passage by the City Council tonight.

We look forward to working with you in the coming months to identify Measure T1 funding priorities based on their environmental criteria per Sierra Club's guidelines and providing further comments on substantive issues related to Measure T1 funding.

Please do not hesitate to contact us should you have any questions or would like further consultation.

Sincerely,

Olga Bolotina  
Conservation Chair  
Northern Alameda County Group, Sierra Club  
Email: [Olga.bolotina.ab@gmail.com](mailto:Olga.bolotina.ab@gmail.com)  
Cell: 510-910-4733



Berkeley Energy Commission

## MEMORANDUM

February 22, 2017

To: Berkeley Parks and Waterfront Commission

From: Berkeley Energy Commission

Re: T1 Infrastructure Bond Recommendations

The City of Berkeley Energy Commission submits the following recommendations for spending priorities in the T1 Infrastructure Bond. Projects funded should advance the City of Berkeley's Climate Action Plan (CAP) goals, reducing greenhouse gas emissions through increasing energy efficiency and shifting from fossil fuels to sustainable renewable energy sources in our building and transportation system. As City infrastructure have lifetimes of several decades, it is important to make decisions that advance the City's climate goals when major upgrades are being made; otherwise we will miss an opportunity for improvement that may not come again for many decades.

To ensure that CAP goals are met, funded projects should be chosen based on their contribution to:

- Reducing reliance on fossil fuels;
- Maximizing energy efficiency;
- Shifting from natural gas consumption to renewable electricity; and
- Reducing lifecycle greenhouse gas emissions over the project's lifetime.

Specifically, when buildings are being retrofitted, the City should assess the systems being worked on to include the following efficiency upgrades, as appropriate:

- Include cost-effective, energy efficiency measures such as:
  - Occupancy sensors for lights and HVAC systems;
  - Programmable thermostats, tied into occupancy sensors;
  - On-demand hot water heaters;
  - Demand response building systems (hot water heaters, HVAC systems, etc.) that shift electricity usage from peak load times, to times when more renewable electricity is available;
  - Additional windows, clerestory windows, skylights or lighting tubes to reduce artificial lighting requirements;
  - Smart lighting controls that dynamically adjusts a dimmer to complement available natural lighting;
  - Improving building envelope performance;

- Heat pumps with low GHG refrigerants, such as super-critical CO<sub>2</sub>;
  - CO<sub>2</sub> sensors and heat recovery in HVAC ventilation systems.
- When walls and roofs are accessible in projects, install the maximum insulation recommended for our climate zone.
- If electrical systems are being renovated, upgrade their capacity to support future needs of electrical vehicles and fully electric buildings.
- If natural gas hot water or furnaces are being replaced, use high-efficiency heat pump alternatives, including ground-sourced heat pumps.
- Install electric vehicle charging stations at City buildings (where feasible), or at least install conduit as part of all parking lot projects to minimize the cost of installing charging station in the future.
- If roofs are being upgraded, consider opportunities for solar integration.
- Buildings should be assessed to achieve zero net energy consumption, as well as connection to micro-grids to utilize any surplus energy production:
  - Preferably installing photovoltaic and hot water systems with the roof replacement;
  - Ensure all new solar systems have adequate monitoring and maintenance to ensure maximum performance;
  - Consider using smart microinverters to automate monitoring and avoid problems of a single shaded solar panel disrupting an entire chain of serially-connected panels;
  - In situations where solar systems cannot be installed, ensure that roofs are solar ready with the proper mounts, conduits, etc. to lessen the cost of future upgrades.
- For roof or landscaping upgrades, consider opportunities for storm water management, as well as water harvesting for irrigation and toilets.
- For restroom and plumbing upgrades, consider low-flow appliances, waterless urinals, and electric hand dryers to replace paper towels.
- To minimize the environmental impact of building projects, all work done should:
  - Avoid insulation containing organohalogen flame retardants or compounds with high global warming potential;
  - Prioritize use of FSC certified sustainably harvested wood;
  - Avoid where practical materials containing Living Building Challenge Red List chemicals;
  - Design projects for durability and longevity.

When upgrading street segments, ensure that all related upgrades are made to maximize the life of that segment. This should include:

- Assessing gas lines running under the streets and replacing the, as needed, to:
  - Mitigate methane leaks (a potent greenhouse gas); and
  - Improve public safety by mitigating potentially explosive leaks.
- Providing neighborhoods the option of moving power lines underground while the streets are dug up in order to reduce costs.
- Including traffic calming and pedestrian improvement.

- Addressing gaps in the bicycle network and improving safety, as has been identified in the 2017 City's Bicycle Plan. Some of the key "hot-spots" include:
  - The protected bike lanes called for in the new bicycle plan;
  - The gap between the Milvia bike boulevard, in Berkeley, and the Shattuck bike lanes, in Oakland, especially around the intersection of Shattuck and Ashby;
  - Extending the Hearst Ave project an extra block and connect it to the work happening above Shattuck, and tie the protected bike lane across Oxford;
  - Extending the Bancroft Ave. project an extra block and connect it to the work happening above Fulton, and tie it to the protected bike lane across Fulton.

Throughout the implementation of the projects funded through the T1 bond measure, the City should look for grants and other funding opportunities that can add to the available funding to deliver the most value to City residents. This can include funding sources such as EPIC funding announcements from the California Energy Commission, and other matching funds for demonstration projects that support cutting-edge technologies, such as micro-grids for disaster resiliency, zero-impact demand response for hot water and space heating, etc.



Disaster and Fire Safety Commission

Date: February 22, 2017  
To: Parks and Waterfront Commission  
From: Paul Degenkolb, Chairperson, Disaster and Fire Safety Commission  
Subject: Feedback on Proposed Measure T Phase 1 Expenditures

Below is feedback and suggestions from the Disaster and Fire Safety Commission regarding recommendations for allocating and managing Measure T1 General Obligation Bond funds.

### **SEISMIC EVALUATION AND PRIORITIZATION**

- We recommend that Phase 1 include an evaluation of the relative seismic risk of all unretrofitted city-owned structures. This information can inform spending in later phases. We recommend that structural engineering firm(s) be hired to assess the probable performance of city-owned structures in a major earthquake on the Hayward Fault, using a consistent performance rating for all structures so they can be compared to each other. A model for this type of evaluation is the UC 1997 Preliminary Seismic Evaluation, described here:  
<http://www.berkeley.edu/administration/facilities/safer/background.html>
- We agree that structures that are considered potential shelters in Berkeley's Hazard Mitigation Plan (including all senior centers, Frances Albrier center, Grove Rec Ctr, Kenney Center, Live Oak Ctr) should be prioritized for seismic retrofit. Buildings with known seismic deficiencies are currently planned for use as earthquake shelters; this inconsistency needs to be remedied as soon as possible.
- The retrofit program should be aimed at meeting a specific performance standard – for example, a standard that buildings need to be inspected, opened, and operational within 24 hours of the earthquake.

### **SHELTERING - CITY STRUCTURES**

Any work on city buildings that have potential use as post-disaster shelters should include maintaining or creating the facilities needed for shelter operation:

- Kitchen
- Shower facilities (do not remove any showers that are there now)
- Toilets (do not reduce the number of toilets. Consider adding more toilets for anticipated post-disaster needs)
- Fully accessible
- Emergency generators; ideally an off-grid renewable energy source to allow facilities to operate during power outages.
- Consider composting toilets that will work if sewer system is not usable

- Availability of drinking water and natural gas (if used for heating, hot water, and cooking). Retrofit should evaluate the connections of the facility to the utility systems and improve if necessary.
- Storage space for storing emergency supplies.
- Consider whether the facility can handle animals and whether it needs that capability.
- Add sprinklering as part of any renovation.

### **SHELTERING AND CHARGING STATIONS - CITY PARKS**

Public parks and open spaces are likely to become de facto "tent cities" after a major earthquake, whether this is desired by the city or not. We recommend creating/improving park facilities in ways that will be beneficial even in normal times, and crucial in the post-disaster period:

- Additional bathroom facilities at all parks. Park renovations (e.g. San Pablo tennis courts) should include bathroom renovations and/or additions.
- Consider composting toilets that will work if sewer system is not usable.
- An off-grid renewable energy source. Ideally this can function on normal days e.g. powering lights at parks, as well as during a disaster.
- Charging of mobile devices is important so that people can communicate and information-gather after a disaster. We recommend creating off-grid solar charging stations in parks that can be used in normal times as well as in disasters.

### **VISIONING – CONSIDER PRE- AND POST-DISASTER USES**

- We suggest that all visioning and conceptual design projects incorporate ideas for pre- and post-disaster uses for city spaces.
- We suggest that Phase 1 include a visioning project for the open lot on Allston St. next to the Corporation Yard, and that potential pre- and post-disaster uses be prioritized. For example, consider uses such as disaster shelter, disaster education/training center, disaster first aid mobile station, disaster response staging area and similar uses.
- For open lots or similar hard-surfaced spaces, consider use as staging areas during post-earthquake or wildfire operations. This may include such activities as staging for transportation, repair crews (e.g. for power and gas systems), and debris removal operations.

### **TRANSPORTATION**

- Street repair prioritization should consider the following:
  - Post-disaster need for access by response, repair, and debris removal operations. Access for emergency response (e.g. crews to repair natural gas or water lines) is consistently a challenge in disasters.
  - Evacuation routes, especially for urgent evacuation from the hills in case of wildfire. Evacuation routes in Berkeley are not predetermined but are based on the emergency. Because of this, we recommend prioritizing major corridors in

and out of the city (N-S and E-W, including Hills access and egress), which are the most likely evacuation channels.

- After a major earthquake, driving may not be possible in many parts of Berkeley and gas may not be available. Bicycling could be a good alternate transportation method. For this reason, we recommend that priority be given to transportation projects that support bicycling as a mode of transit.

### **DISASTER COMMUNICATION INFRASTRUCTURE**

- The City's emergency radio station at AM 1610 is notoriously poorly functioning and can't be heard in many locations in the city. This station is the primary way for the City to distribute information citywide in the early period post-disaster. Such information may include evacuation or shelter-in-place orders, locations for food/water distribution, and shelter locations. We recommend that Phase 1 include a project to assess and improve the radio output so that it can be heard throughout the city.
- We suggest that Phase 1 include a visioning/feasibility project for post-disaster communication infrastructure for the public. Currently there is no way for the public to contact the EOC to inform responders of needs after a disaster, in the likely event that 9-1-1 is overloaded or not functioning. Additionally, the public will have a strong need to communicate internally with each other (e.g. families) after a disaster. Infrastructure such as a citywide wireless local area network (WLAN) or decentralized mesh network using Bluetooth or other technology, especially when coupled with ubiquitous smartphones, could create a robust post-disaster communication system that could greatly improve community well-being, information distribution, and emergency response in the early period post-disaster.

### **FIRE STATIONS AND TRAINING**

- Fire Station 2 is in need of capital improvements. Fire station repair would satisfy several of the criteria for this spending (advances equity, prioritizes safety improvements, improves preparedness). Was this project considered? If not, we suggest adding it to the list.
- BFD's training facility is currently located in a residential neighborhood. We recommend that the city look for a new location for the training facility in a commercial or industrial location. We recommend that any visioning project include this possible use for city-owned spaces.

### **NOTES ON SPECIFIC PROJECTS**

North Berkeley Senior Center (\$6,800,000): Planning, Design and Construction

Live Oak Community Center (\$4,900,000): Planning, Design and Construction

Frances Albrier Community Center (\$750,000): Planning and Design

West Berkeley Service Center (\$150,000): Conceptual Design

- All four of the above serve as care/shelter facilities in a disaster. Please see suggestions under “SHELTERING – CITY STRUCTURES”

Willard Clubhouse: Roof and restroom improvements

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs

Grove Park Phase 2 - Restroom/Sports Field - \$1,000,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs
- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

San Pablo Park Tennis Courts - \$800,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs
- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

Rose Garden Drainage, Pathways and Tennis Courts - \$2,000,000

- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

Gilman North Restroom and Storage - Planning and Design \$250,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs

Transfer Station Modernization (\$250,000): Master Plan

- In this master plan, include the consideration of anticipated need for debris removal after an earthquake or wildfire

City-Wide Street Improvements (\$5,000,000): Design and Construction

- As described above, we recommend prioritizing evacuation routes as well as responder and recovery access routes

## Miller, Roger

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**From:** T1  
**Sent:** Tuesday, March 07, 2017 3:11 PM  
**To:** 'Isabelle Gaston'; T1; Harrington, Phillip  
**Subject:** RE: California Public Records Act Request

Dear Ms. Gaston.

This email responds to your three email inquiries related to the City's T1 infrastructure bond program.

Roger Miller  
Senior Management Analyst  
Parks, Recreation & Waterfront Department

### **8:37 AM Email from Isabelle Gaston**

#### **Question:**

Can you please tell me the salary of each of the 5 FTEs?  
Also, the cost of office space, equipment and supplies?

#### **City Response:**

The possible positions for the FTE's associated with the T1 Bond measure projects include all Engineer, Analyst, Inspector and Office Specialist classifications. No positions have been filled as of yet. Here is the link to all City job descriptions and related salaries: <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=10792>. You can choose to look up salaries by Title, Union Representation, Job Code, etc.

We do not have costs associated with office space, equipment and supplies at this time. Once the final projects for Phase 1 are approved by City Council, staffing and the associated costs will be determined.

### **8:52 Email from Isabelle Gaston**

#### **Question:**

To T1 Staff:

In the City Manager's Dec. 22nd, 2016 memo, seismic upgrading and renovation of the Live Oak Community Center is estimated as \$4,900,000.

However, two months earlier, Oct. 18th, 2016, City staff estimated the Live Oak project (seismic and deferred maintenance) was \$2,139,000 or >\$2.8 million less.

[http://www.cityofberkeley.info/Clerk/City\\_Council/2016/10\\_Oct/City\\_Council\\_10-18-2016\\_-\\_Special\\_Meeting\\_Agenda.aspx](http://www.cityofberkeley.info/Clerk/City_Council/2016/10_Oct/City_Council_10-18-2016_-_Special_Meeting_Agenda.aspx)

In addition, the Dec. 22nd Memo estimates the cost of the North Berkeley Senior Center renovation/seismic upgrade as \$6,800,000 but on January 19th, 2016, the North Berkeley Senior Center project (seismic and deferred maintenance) was estimated as costing \$5,336,000 or \$1.6 million less.

Can you please explain why?

#### **City Response:**

##### **Live Oak Community Center Cost estimates**

The difference between in the costs identified In the October 18<sup>th</sup>, 2016 report to Council and the December 22 Memo to Council from the City Manager for the Live Oak Community Center are the following: the October 18, 2016 report includes only seismic and deferred maintenance cost estimates, while the December 22 Memo

includes seismic, deferred maintenance, as well as energy and water upgrades (green infrastructure), and potential program-related structural changes (e.g., room reconfigurations).

### **North Berkeley Senior Center**

The \$6.8 M estimate for the North Berkeley Senior Center does not include funding from a \$2.0 M FEMA grant. The actual project cost is estimated at \$8.8 M, which includes seismic, deferred maintenance, energy and water efficiency upgrades, and potential program related structural changes (e.g., room reconfigurations). The \$5.336 M estimate only included the seismic and deferred maintenance.

### **9:00 AM Email from Isabelle Gaston**

#### **Question:**

In addition, can you please tell me who is the Program Manager for T1? If one has not been hired, can you please tell me who is the acting Program Manager until one is hired?

#### **City Response:**

No such position (T1 Program Manager) exists, but right now the single point of contact for all T1 issues is Timothy Burroughs, Assistant to the City Manager. His contact information is the following:

Email: [TBurroughs@ci.berkeley.ca.us](mailto:TBurroughs@ci.berkeley.ca.us)

Telephone: 510-981-7437

\*\*\* end of email \*\*\*

**From:** Isabelle Gaston [mailto:isabelle.gaston@gmail.com]

**Sent:** Monday, February 27, 2017 8:12 AM

**To:** T1 <t1@cityofberkeley.info>; Harrington, Phillip <PHarrington@cityofberkeley.info>

**Subject:** California Public Records Act Request

**This is a California Public Records Act request and you have 10 days to respond:**

In the City Manager's Dec. 22nd, 2016 memo, seismic upgrading and renovation of the Live Oak Community Center is estimated as \$4,900,000.

However, two months earlier, Oct. 18th, 2016, City staff estimated the Live Oak project (seismic and deferred maintenance) was \$2,139,000 or >\$2.8 million less.

[http://www.cityofberkeley.info/Clerk/City\\_Council/2016/10\\_Oct/City\\_Council\\_10-18-2016\\_-\\_Special\\_Meeting\\_Agenda.aspx](http://www.cityofberkeley.info/Clerk/City_Council/2016/10_Oct/City_Council_10-18-2016_-_Special_Meeting_Agenda.aspx)

Please send me the estimates for the \$4.9 million and \$2.1 million for these two dates..

Thank you,  
Isabelle

**Miller, Roger**

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**From:** Miller, Roger  
**Sent:** Tuesday, February 28, 2017 10:12 AM  
**To:** T1  
**Subject:** Comments from the CYRC Commission - Monday - Feb 27, 2017

On Monday, February 27, 2017, Scott Ferris and Roger Miller made a T1 bond program presentation to the CYRC Commission.

The commission provided the following comments during the discussion item:

1. Can there be some overall program planning citywide before we start doing specific renovations to specific community centers? (Julie Sinai)
2. Can T1 funds be used for Tuolumne Camp Rebuild? (Scott Gelfand, Julie Sinai)
3. Can we coordinate the planning for renovations at the community centers to include 2020 elements as well as equity elements? (Julie Sinai)
4. Can the renovations to the senior centers and community centers include additional housing, and can the upcoming federal and state funding for housing be leveraged with these renovation projects? (Julie Sinai)

-----Original Message-----

From: Mike Vandeman [mailto:mjvande@pacbell.net]  
Sent: Thursday, March 02, 2017 9:35 PM  
To: measuret1@cityofberkeley.info  
Cc: Burroughs, Timothy <TBurroughs@cityofberkeley.info>  
Subject: Streets

Whoever is looking for streets to pave should travel by bicycle. It's the only way to tell how the pavement harms bicycles and bicyclists.

Pavement or potholes that are no problem for cars can wreck a bicycle.

All landscaping should be done exclusively with native species of plants, to benefit our native animals.

--

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat").  
Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Wildlife must be given top priority, because they can't protect themselves from us.

Please don't put a cell phone next to any part of your body that you are fond of!

<http://mjvande.info>

**From:** Ory Sandel [mailto:osandel@gmail.com]  
**Sent:** Thursday, March 02, 2017 8:41 PM  
**To:** Measure T1 <measuret1@cityofberkeley.info>  
**Cc:** Berkeley Mayor's Office <mayor@cityofberkeley.info>; d3info <d3info@cityofberkeley.info>; Burroughs, Timothy <TBurroughs@cityofberkeley.info>  
**Subject:** Fwd: Feedback on Measure T1 priorities

Please see the below.

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Sent from myPhone

Begin forwarded message:

**From:** Ory <[osandel@gmail.com](mailto:osandel@gmail.com)>  
**Date:** March 2, 2017 at 6:00:53 PM PST  
**To:** [measuret1@cityofberkeley.info](mailto:measuret1@cityofberkeley.info)  
**Cc:** [d3info@cityofberkeley.info](mailto:d3info@cityofberkeley.info), [mayor@cityofberkeley.info](mailto:mayor@cityofberkeley.info)  
**Subject:** **Feedback on Measure T1 priorities**

To Whom It May Concern:

I am a 24-year resident of Berkeley. Most of that time I have lived on the south side (15 years in the LeConte neighborhood and the past 7+ on Grant Street just south of Dwight).

As a general matter, I am appalled at the city's priorities.

Our streets are pockmarked with potholes. Our sewer mains are breaking and wasting water. Our parks are being used as makeshift homeless shelters. Our recreational facilities are a shambles.

Meanwhile, the city council has been busy occupying itself with matters that do not contribute to the health, safety or welfare of city residents and taxpayers (which are, notably, not entirely overlapping categories).

Borrowing \$100,000,000 on the backs of city taxpayers to fund "underfunded" or "unfunded" projects is irresponsible. No one can reasonably argue that the "deferred maintenance" was unanticipated; rather, the city council affirmatively opted not to maintain essential infrastructure in favor of spending our money elsewhere. But now that Measure T1 has passed, the city council must ensure that those funds are used exclusively for the benefit of the city's taxpayers, who bear the burden of paying back the money and the interest due thereon.

That means:

\* Parks and recreational facilities that are welcoming, serve the needs of city residents and are easy to reserve (why not make it so that Berkeley library cards can be used for that purpose?)

\* Streets that are safe for bicyclists, pedestrians \*and\* motor vehicles

\* Sewer systems that are modern, reliable and environmentally sound

By way of example only, in my neighborhood, it seems that the BUSD property at 1720 Oregon is completely unused (and, frankly, an eyesore). Why not turn it into a facility like the YMCA, with a pool, gym, etc. that can generate money for the city through memberships? City residents could get free or discounted memberships. And the MLK Youth Services Center (with its indoor courts) is already there. We need to be creative in how the city can serve its residents \*and\* improve its fiscal position.

As a general matter, this city needs to start focusing on spending taxpayer money on serving those taxpayers. That means making the city a better, safer and more pleasant place to live. Reduce crime. Reduce the homeless population (when did it become our responsibility to feed and house everyone who comes within city limits?). End government interference in the real estate market by eliminating rent control and thereby give property owners some incentive to actually maintain their properties. Make the city more business friendly and thereby revive downtown and Telegraph Ave. Limit admission to BUSD schools to children who are Berkeley residents (why was Kamau Berlin, a Richmond resident, allowed to attend Berkeley Tech Academy? If you don't know who he is, Google him).

These Measure T1 funds are not some kind of godsend. The money is not "free". At best, the funds are a temporary panacea that may allow the city council to kick the can further down the road without resolving fundamental fiscal problems and flawed priorities that are too numerous to list. That is the last thing this city needs.

Regardless of how the Measure T1 funds are spent, I insist that they be spent to improve the lives of the people who are bearing its costs. That is the first step in setting our priorities straight.

Ory Sandel  
2536 Grant Street  
Berkeley, CA 94703

**Miller, Roger**

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**From:** ken lindahl <kqlindahl@gmail.com>  
**Sent:** Friday, March 03, 2017 7:24 AM  
**To:** T1  
**Subject:** Feedback on Measure T1 priorities

Hi,

The projects shown on the map all seem worthy. But I was surprised not to see mention of the storm drains at the intersection of 6th St. and Hearst Ave. Being in the lower elevation region of Berkeley -- toward the bay -- storm runoff accumulates here and the intersection routinely flood even in moderate rainstorms. The entire northeastern corner of the intersection, including the pedestrian sidewalk, is routinely under water and, in my opinion, unsafe to cross. Risk of flooding in nearby residences is elevated. The unusually heavy rain storms of the past few months caused even more severe flooding at this intersection and along 6th St.

It's not clear to me whether the storm drains at this intersection are inadequate, or the underground pipes are already at capacity from uphill drains, or the underground pipes are partially obstructed and therefore at reduced capacity, but it's a serious problem. I hope this can at least be considered for Measure T1 relief.

Thanks,  
ken lindahl  
(6th St. resident and homeowner)

**Miller, Roger**

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**From:** Julia Schnell <julia.h.schnell@gmail.com>  
**Sent:** Friday, March 03, 2017 9:55 AM  
**To:** T1  
**Subject:** Measure T1 Priorities

Hello,

I live in downtown Berkeley and wanted to offer input on the T1 prioritization question since I can't go to any of the upcoming Saturday workshops.

With regard to streets and stormwater infrastructure prioritization, the various Complete Streets projects should be high priority projects for the city. Given the recent death of a cyclist on Hopkins street, the Monterey/Hopkins/The Alameda and Hopkins/San Pablo projects would be the highest-priority in my mind. Given its high volume of traffic and dense, mixed land use, Shattuck Avenue should also be a high funding priority. Creating streets that are safe for all users is a health, environmental, and quality of life benefit to all parts of our community.

Thanks,  
Julia Schnell

Harris, Leslie D.

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**From:** Robert Krumme <robertkrumme@earthlink.net>  
**Sent:** Sunday, March 19, 2017 11:27 PM  
**To:** City Clerk; Berkeley Mayor's Office; Maio, Linda; Manager, C; Wengraf, Susan; Worthington, Kriss; 'Sophie Hahn'; Droste, Lori; Bartlett, Ben; Davila, Cheryl; Auditor  
**Subject:** a comment on T1 "community outreach" currently under way

## **Money on Sale or Yay T1 is Free**

George Orwell famously said that there are some ideas so silly that only academics will believe them. Listening to the arguments for the \$100 Million T1 Bond Measure, now we apparently must promote Berkeley politicians to the august status of academics. Or perhaps it is not that the Berkeley politicians actually believe their arguments on T1 spending but rather that they are more cynical than their academic brethren and thus there is no need that they actually believe their arguments. Only the simulation of belief is necessary to get the money flowing.

One specific argument that recurs constantly in Council deliberations on T1 spending is the idea that we must act now to issue bonds because money is cheap – that is bond interest rates are low. Of course this is a common argument heard almost every hour on TV and radio, advanced by mortgage brokers and car salesmen. Act now before rates rise or you will be sorry. It plays on both anxiety and greed and is thus quite effective in many areas. But usually there is a reason that the salesman wants you to concentrate on the shiny object in front of you and to act before he takes it away.

Essentially the proposition here is that low interest rates make all the massive infrastructure needs of the City a good investment. Act now and quickly or you will lose the opportunity to fix Berkeley's crumbling infrastructure. Perhaps the City should step back and apply a deeper and more nearly correct economic analysis. A formal capital investment analysis would at a minimum comprise the following basic steps:

- develop a complete inventory of the capital investment needs of the City looking at least ten years into the future. In constructing this inventory it is particularly important to distinguish between true capital investments and projects that are actually operating costs tarted up to look like capital investments. For example, repaving streets, while expensive, is an operating program and not a capital investment.
- rank these capital investment projects on various criteria, the most important criterion being the discounted rate of return on the capital investment.
- develop a long term (term should match the life cycle of the longest capital project in the inventory) financial plan which would include an assessment of all funding options

General Obligation bonds, revenue bonds, COPs, sinking funds, private/public partnerships, etc. Additionally and very importantly the financial plan must include an estimate of other funding demands the City faces. For example, in addition to the hot topic of the \$800 Million of unfunded infrastructure needs, there is the small matter of the \$1400 Million of unfunded pension and healthcare looming over the City.

- finally, using the best financial and management science tools, produce an integrated financial plan based on the above information on both funding demands and funding costs.

Of course, there are a few obstacles to adopting this approach to financial planning, including:

1. the City lacks the basic financial analysis and management tools to actually execute a disciplined approach to capital investment budgeting/planning. Specifically, the City lacks a separate capital budgeting tool. It also lacks any facility for design review of capital investment proposals. Indeed, the present system for developing capital programs consists essentially of a totally opaque city staff dictating capital programs investment while the impotent and feckless public commissions pretend to have a say in the process. The result is that what should be capital investment is diverted to funding operating costs with a few capital projects thrown in to satisfy the political needs of the Council and the commissions.
2. the political culture of Berkeley has destroyed the concept of civil society investing in true community welfare. The feeding frenzy over the relatively trivial amount of TI funding (relative to the true capital and unfunded liabilities faced by the City) has set every special interest group against every other special interest group. Public Works is fighting Parks and Waterfront. Transportation is fighting Environment and Energy. North Berkeley Senior Center advocates fight all the rest. Each part of the elephant has its advocate and its claim to be the whole or at least the most important part.

So what is to be done?

Here are my suggestions:

1. set up an Independent Financial Advisory Panel based on the enormously successful Berkeley Seismic Advisory Panel. Write me if you really want an in depth explanation of what this means.
2. reject adolescent arguments like that low interest rates mean we should borrow immediately. Instead say we should borrow based on a well developed plan and only for projects the have a higher return than our borrowing costs. After all would you trust a broker who said "hey interest rates are low and Bernie Madoff needs more money"

But do not hold your breath awaiting a change - after all "Yay money is cheap" is a seductive ad.

Robert Krumme

voice: 510 527 2567  
fax: 510 527 9577  
cell: 510 599 7296

**Miller, Roger**

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**From:** Jeffrey S. Terraciano <terraciano@gmail.com>  
**Sent:** Tuesday, April 04, 2017 1:41 PM  
**To:** T1  
**Subject:** Measure T1: Catalina Avenue and Station Place

To whom it may concern -- this is in response to the call for public input regarding how to spend Measure T1 funds. I live at the corner of Catalina Avenue and Station Place. The streets near this intersection, especially all of Station Place and the portion of Catalina Avenue between Station Place and The Alameda, are in really bad shape. There are multiple potholes, exposed dirt, and crumbling asphalt.

Patrons who visit shops on upper Solano, along with employees of those shops and delivery trucks, frequently use our streets for access and parking. In addition, parents and teachers at Thousand Oaks Elementary School use our streets for parking and pickup/dropoff on weekdays. Finally, at least twice per day, a large mail truck delivers and picks up mail at the Solano post office.

Our streets get *far more* than their fair share of Berkeley auto traffic. Please use Measure T1 funds to repair them. Thanks, Jeff

**Miller, Roger**

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**From:** C schwartz <cschwartz29@yahoo.com>  
**Sent:** Monday, April 03, 2017 7:20 PM  
**To:** T1  
**Subject:** Re: Recommendation for T1 funds priorities

Mr. Miller,

Thank you for this confirmation. I do appreciate it.

I did wish to share a video of the last meeting in case you have people who did not make it and were interested in watching. T1 meeting 2:3, phase 1:3.

[New video by Christine Schwartz](#)

Respectfully,

Christine Schwartz  
(510) 717-0463

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From: Kris Homme [khomme@sbcglobal.net]  
Sent: Sunday, April 02, 2017 3:43 PM  
To: T1; PWWorks; Hahn, Sophie; Delia Taylor  
Subject: Street repair needed

City of Berkeley:

I understand that the city is issuing bonds to repair its streets and infrastructure. Please note that Catalina Avenue and Station Place are unusually deteriorated, perhaps due to the local underground water and/or the frequent large trucks such as postal trucks serving the Landscape Post Office. The street has been patched many times, but its potholes, loose asphalt, and irregular profile continue to pose safety hazards for bicyclists and seniors. If and when the streets are repaired, it may be worthwhile to add an underground storm drain to capture the ever-present gutter flow, to discourage slippery (hazardous) moss growth.

Sincerely,

Kris Homme  
1862 Catalina Avenue  
(510) 525-1003

**Miller, Roger**

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**From:** Eric Hudson <eric.hudson@lmi.net>  
**Sent:** Sunday, April 02, 2017 12:36 PM  
**To:** T1  
**Subject:** Measure T1 should support road repairs on Catalina Ave and Station Pl

Subject: Measure T1

To whom it may concern:

I would like to comment on Measure T1 infrastructure spending. Funds from the measure should be used to repair Catalina Ave and Station Pl. Both streets are in need of repair, with dirt, ridges, potholes and other hazards for vehicles, cyclists, and pedestrians. These streets serve patrons and employees on Solano Avenue, the frequent Post office delivery trucks and Thousand Oaks School.

Please repair our streets!

Sincerely,

Eric Hudson  
1820 Catalina Avenue

**Miller, Roger**

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**From:** Marvin Snow <marvin.snow@gmail.com>  
**Sent:** Saturday, April 01, 2017 3:23 PM  
**To:** T1  
**Cc:** Wengraf, Susan; Avellar, Anna  
**Subject:** Measure T1 Priorities

There is a nearly year round water flow along and across Shasta Road above Queens Ave. Nominally at about 2938 through 2966 Shasta Road. The water flow may have several sources including storm water, and raw sewage as it has that distinctive aroma at times. This is both a safety and health issue.

Please correct this situation with a small T1 project if other funds are not available.

**Miller, Roger**

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**From:** Peggy Scott <plscott@stanfordalumni.org>  
**Sent:** Friday, March 31, 2017 11:43 AM  
**To:** T1  
**Subject:** Measure T1: Catalina Ave. needs to be re-paved

Subject: Measure T1

To Whom it may Concern:

I am commenting on Measure T1 infrastructure spending.

Please repair and completely re-pave Catalina Avenue and Station Place in 94707.

Our tiny one-block street and cul de sac are in terrible shape.

Our streets are tiny but they are very heavily used, by both patrons and employees of Solano Avenue businesses, frequent deliveries by large trucks from the Post Office and from food companies related to the restaurants, and by traffic relating to the Thousand Oaks School. In addition, Catalina Ave. is frequently used by many drivers as a way to cut over to either Colusa Ave or to The Alameda and thereby avoid the signals at Solano Ave.

The condition of the street shows that dirt and crumbling asphalt are rife, but more than anything, there are serious potholes, bumps, patches (from a former water main break) and pronounced ridges that both people and bicyclists find treacherous.

For being such tiny streets, Catalina Ave. and Station Place sustain a tremendous amount of usage and they are desperately out of date for not just maintenance but now for a total re-paving. We have asked for this many times in the past but the small patches afforded to our street were seriously insufficient.

Please repair our streets ASAP!

Thank you.

Sincerely,

Peggy Lee Scott

1839 Catalina Ave.

Berkeley CA 94707

--

Peggy Scott [plscott@stanfordalumni.org](mailto:plscott@stanfordalumni.org)

cell: 510.816.1960 "If there are no dogs in Heaven, then when I die I want to go where they went." -- Will Rogers

**Miller, Roger**

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**From:** Martha Staskawicz <mostask@gmail.com>  
**Sent:** Friday, March 31, 2017 7:47 AM  
**To:** T1  
**Subject:** Measure T1 Priorities

City Manager and others-

In view of the upcoming consideration of developing spending priorities for the T1 infrastructure spending, I would like to propose a complete resurfacing of Catalina Avenue and Station Place. These are two small streets which receive a completely disproportionate amount of city traffic. In addition to residents, these deteriorating streets are heavily used by shoppers on Solano Avenue, by teachers, parents and staff at Thousand Oaks School, by large trucks making deliveries at the Post Office, and by drivers who use Catalina as a diversion from Solano between the Alameda and Colusa Avenue. As a result of this excessive use, these two streets have been worn down and despite periodic half-hearted attempts at patching over decades, the condition of these two streets is dangerous to all who use it, especially pedestrians and cyclists. Another consideration is that this street be made one-way to eliminate the danger of excess traffic on a small road that is always fully parked with drivers flying by all day long.

Thank you very much for your consideration of this proposal.

Regards,

Martha Staskawicz

**Miller, Roger**

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**From:** Delia Taylor <deliataylor@me.com>  
**Sent:** Thursday, March 30, 2017 10:05 PM  
**To:** T1  
**Subject:** Measure T1

To whom it may concern:

I would like to comment on infrastructure spending i.e. please repair Catalina Avenue and Station Place-- both are in terrible shape, dirt and crumbling asphalt, ridges that one can trip on while crossing the street, potholes. Our streets serve patrons and employees on Solano Avenue, the frequent Post office delivery trucks and Thousand Oaks School and is frequently used to cut over to either Colusa Ave or to The Alameda to avoid the Solano signals.

Please repair our streets asap!

Sincerely,

Delia Taylor  
1851 Catalina Avenue

**Miller, Roger**

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**From:** C schwartz <cschwartz29@yahoo.com>  
**Sent:** Tuesday, March 28, 2017 5:18 PM  
**To:** T1  
**Subject:** Recommendation for T1 funds priorities

Hello,

I would like you to consider the below, even though I have already expressed this through commission meeting with Parks, and the second meeting for T1 last Sunday:

- 1.) I would like you to consider all that there is to consider for Seniors, people with Disabilities, and their caregivers.
- 2.) Please consider using a Universal Design like in Fremont:

<https://fremont.gov/DocumentCenter/View/27899>

I say this because it should be priority and it should as well be considered because it probably takes planning in advance and money.

3.) For streets and sidewalks to be maintained for the longest duration (we do not have to ask again if it is repaired the right way or for the longest time best method is used the first time, instead of a quick fix.

4.) Buildings like the Senior Centers and libraries (those that are used for homeless and emergency response or disaster needs).

5.) Roads in hills (complications for ER Staff to get up there in case of a disaster like Fire).

6.) Road that used to be a pier that goes to the pier.

7.) Storm Drains that get flooded

8.) Consider new possible adjunct projects on buildings to possibly expand for more room?

9.) Consider alternative uses of energy

Christine Schwartz  
& Conservator for Francine Schwartz  
(510) 717-0463

& Commissioner on Commission on Disability, but not on their behalf.

**Miller, Roger**

---

**From:** eva ruland <eva@webkunst.com>  
**Sent:** Tuesday, March 28, 2017 12:13 PM  
**To:** T1  
**Cc:** Davila, Cheryl  
**Subject:** repaving

these sections need repaving:

— 6th st between Addison and Dwight going south

— University Ave between Marina Blvd and Frontage Rd. going east.

thanks!

Eva Ruland, 1330 Burnett St, Berkeley, 510.644.1566

**Miller, Roger**

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**From:** david.strachan90@gmail.com  
**Sent:** Monday, March 27, 2017 1:48 PM  
**To:** T1  
**Subject:** Measure T1 Priorities

I attended both workshop sessions.

I learned at the last session that the joint homeowner/city sidewalk repair program (50/50 cost-sharing) has a 7-8 year waiting list of 2000+ repair jobs. At this point the city should take no more applications from homeowners as 1) why should staff be dedicated to this when the waiting list is so long and 2) won't the city-due to inflation-end of paying well more than half the repair cost once a long-delayed project is completed?

El Cerrito streets vs Berkeley streets:

According to the El Cerrito city website their PCI was 52 in 2007. In 2008 city voters approved their own "Measure A" street measure, adding ½ cent to the city sales tax. By 2010 the city's PCI was 85. In 2016 the city was recognized for having the third-highest PCI "in the region" just one point behind the highest two cities, according to their web site. The improved streets are very obvious, where ever you drive in El Cerrito. No bumps, no potholes!

Measure M and Measure T1, because of their necessarily broad focus (I learned at the workshops), are never going to get Berkeley streets noticeably improved all over town. Can a ¼ cent sales tax rate be voted on (is that rate allowed? And how much improvement could that guarantee) or if not, going to ½ cent and reducing the bond money to be used for street expenditures planned under M and T1? That's the only reasonable way to get our streets and sidewalks into normal, reasonable condition, at least according to the numbers presented at the workshops.

Thanks,

David Strachan  
912 Ensenada Ave.

Sent from [Mail](#) for Windows 10

**Miller, Roger**

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**From:** Jessica Stiles <jess.danielle@gmail.com>  
**Sent:** Saturday, March 25, 2017 6:15 AM  
**To:** T1  
**Subject:** Measure T1 Priorities

I've noticed that there are many dangerous potholes, perhaps as a result of the storm?

One especially big one that comes to mind is at Grizzly Peak and Fish Ranch Road.

--

<http://jessicadstiles.com/>

<https://twitter.com/StilesJess>

**From:** Jonathan Love [<mailto:jonlove@mac.com>]

**Sent:** Sunday, March 19, 2017 9:06 AM

**To:** sustainabilitymailbox <[sustainability@cityofberkeley.info](mailto:sustainability@cityofberkeley.info)>; Parks, Recreation and Waterfront <[parks@cityofberkeley.info](mailto:parks@cityofberkeley.info)>

**Cc:** Satya Robinson <[satya.evolve@gmail.com](mailto:satya.evolve@gmail.com)>; Paul Kamen <[pk@well.com](mailto:pk@well.com)>

**Subject:** Berkeley Marina Road Project

To: Timothy Burroughs and Scott Ferris

I am a 55+ year Berkeley resident, and my wife and I lease a slip at the Berkeley where we moor our 44ft Morgan/Catalina sailboat.

I have enjoyed the marina for most of my life, and my whole extended family has made it one of the centers of our outdoor activity through four generations. I watched the old dumpsite transform into a beautiful park, the development of the hotel and restaurants and the coming and going of the old heliport. But for me the heart of the marina area is the harbor - the marina itself - access to the beautiful San Francisco Bay.

And for all that time the only way to get there has been the road that continues from the base of University Avenue, a road that currently is deeply flawed. So my primary objective in this note is to encourage you and the whole Berkeley City staff to consider what impact the current state of the only road into our beautiful marina is having on the impression and good will (not to mention the backbones and shock absorbers!) of every resident and visitor who ventures down that road, hoping for an inspiring and fun-filled excursion, only to be bounced and rattled as if they were on the back roads in an undeveloped country.

**Please move forward with the infrastructure project to rebuild the access road to the Berkeley Marina!**

My family and I consider the Berkeley Marina to be *the best* in the East Bay, due to location, activities and the communities of the Yacht Club and Sailing Club. It is saddening to watch as the marina facilities fall deeper and deeper into disrepair. Although it is the best marina, it is rapidly becoming not the best value for boaters and sailors, a point of view borne out by the more than 20% vacancy rate of the marina's slips. We urge you (the City of Berkeley) to **invest** in this gem of a natural resource. Make the marina great again. Upgrade the docks, slips and bathrooms. Bring back the boaters. Fill the slips to 100%. Repair the pier if at all possible. Help the ferry service expand. Consign another hotel **if** that brings in more revenue.

**But first make the entrance appealing - rebuild the road!**

In partnership for a Beautiful Berkeley,

Jon Love and Satya Robinson

**Miller, Roger**

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**From:** Patty Linder <Patty.Linder@lsa.net>  
**Sent:** Wednesday, March 22, 2017 10:43 AM  
**To:** T1  
**Subject:** RE: Measure T1 Priorities

Thank you, I appreciate it. I know money is the reason; however, some other streets have been paved that didn't really need repaving, so I wonder about what has to happen to fix some streets over others.

-----Original Message-----

From: T1 [mailto:t1@cityofberkeley.info]  
Sent: Wednesday, March 22, 2017 10:41 AM  
To: Patty Linder  
Subject: RE: Measure T1 Priorities

Dear Patty,

Thank you for your input into the T1 program. It will be considered along with the input of other community members.

Roger Miller  
Secretary, Parks and Waterfront Commission

-----Original Message-----

From: Patty Linder [mailto:Patty.Linder@lsa.net]  
Sent: Tuesday, March 21, 2017 6:51 PM  
To: T1 <t1@cityofberkeley.info>  
Subject: Measure T1 Priorities

I cannot believe that 6th St between Allston Way & Dwight Way nor Cedar Street between San Pablo Ave & 6th St is not on the list for serious repaving. The worst I've ever seen on main artery streets. Shameful.

Sent from my iPhone

**From:** David Snippen [mailto:dsnppn28@gmail.com]  
**Sent:** Saturday, March 18, 2017 3:02 PM  
**To:** Burroughs, Timothy <TBurroughs@cityofberkeley.info>; Endress, Alexandra <AEndress@cityofberkeley.info>  
**Cc:** Ferris, Scott <SFerris@cityofberkeley.info>  
**Subject:** Community input for T1 Bond projects

Thank you and other City staff members for conducting today's public meeting on the T1 project priorities. It proved to be a very lively and productive meeting.

One building CIP item that I overlooked in our discussion is the Berkeley Art Center building in Live Oak Park. This was originally built by the Berkeley Rotary Club, and donated to the City in the mid-1960's.

Very little has been done to maintain the building systems and structure since that time, and it is now in dire need of about \$200K to \$250K for repair of deferred maintenance. Some of the work that has been needed for many years involves serious safety and health issues for the public as well as for the non-profit organization staff there.

These maintenance items are known to the Parks Department staff. The Art Center building is a City-owned structure, and should be properly maintained along with other civic properties.

Second, I suggest for the next T1 Bond public meeting at Live Oak Rec Center, a portable microphone and speaker system be provided to ensure that all those attending may be able to hear the comments and discussion. The acoustic conditions of the main gym, or of the large meeting rooms, for a large meeting and discussion are not any better than at Frances Albrier auditorium.

Thanks again for all of your work on this important community discussion.

David Snippen

**From:** Jo Ann Driscoll [mailto:joannd@pacbell.net]  
**Sent:** Friday, March 17, 2017 12:27 PM  
**To:** Miller, Roger <RMiller@cityofberkeley.info>  
**Cc:** wbmccoy@gmail.com  
**Subject:** Support for Rose Garden -- Bond Measures Proposed T1 Projects

Hello Commissioner Miller

I'm writing in support of the full repair, safety and disability measures and restoration of Berkeley's beautiful and historic Rose Garden.

The number of people who visit the Rose Garden, or who make it their destination from a walk from campus or downtown is amazing! I know this because I live on Euclid Avenue and see hundreds of pedestrians every day walking north up the hill to the Rose Garden.

I also think that from the many people who are taking view photos from the top the Rose Garden, that its historical and panoramic look to the Golden Gate and Mt. Tam and the many, many variety of roses attract visitors and families as a destination spot.

The Rose Garden has been dangerous for walking through and the plants neglected for many years. I'm cautiously optimistic that the City's efforts will put things right through the bond measures that have passed.

I personally feel that the Rose Garden could also be an income producer for the City someday and invite you to think about this in your planning going forward. I feel that if there was a covered plaza (with electricity) built on the south east side of the Garden, where weddings, birthday parties and other special occasions could take place, that we would get the full benefit of the park, and perhaps some income! I understand from my neighbors that there used to be a clubhouse in Cordoneces Park in the past that was an asset for the community. With these things to consider for the future, I hope that you and other commissioners will vote to keep The Rose Garden an asset for the City and the destination that it continues to be.

Thank you for your consideration.

Jo Ann Driscoll  
1400 Euclid Avenue  
Berkeley, CA 94708

**Miller, Roger**

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**From:** Janet Strothman <janetstro@gmail.com>  
**Sent:** Thursday, March 16, 2017 11:28 AM  
**To:** T1  
**Subject:** Measure T1 Priorities

Is it possible to put a footpath from Lower Summit Road down to Centennial Drive? This would give better access from Grizzly Peak to the Lawrence Hall of Science, and also to the bus down to campus.

Sent from my iPad

**Miller, Roger**

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**From:** Warren <warren@commoncurrent.com> Thursday, March 16, 2017 9:48 AM  
**Sent:** Burroughs, Timothy  
**To:** T1  
**Cc:**  
**Subject:** Infrastructure cost benefit analysis/ state funding commoncurrent.16March,  
**Attachments:** 2017.docx

Hi Timothy,

We've met a few times over the years at events in Berkeley. I head a consultancy, Common Current, focused on planning, funding and developing smart resilient infrastructure (overview attached).

I saw article about Berkeley [T1 funding for infrastructure](#) and wanted to see if you were available to meet about cost-benefit analysis of infrastructure, including green infrastructure. We and our software partner [Impact Infrastructure](#) have been working with cities and counties around the nation to help CROs like yourselves and others plan for more resilient infrastructure using cost-benefit analysis tools and global best practices.

Another opportunity is \$76 million state Urban Greening grants, with Letter of Intent due April 10 and application deadline of May 1. These grants could be applied to your infrastructure plans and projects.

Let me know if you want to schedule call or meeting.

Best Regards,

Warren

Warren Karlenzig  
President  
Common Current  
10 Floribel Ave.  
San Anselmo, CA 94960  
(415) 518-7575  
[warren@commoncurrent.com](mailto:warren@commoncurrent.com)  
Twitter: @Greenflow

**Miller, Roger**

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**From:** Chris Gilbert <chris@gilbertbiz.com>  
**Sent:** Wednesday, March 15, 2017 2:22 PM  
**To:** T1  
**Subject:** RE: T1 suggested repairs

Actually, I meant Durant between Shattuck and Milvia. Thanks

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**From:** T1 [mailto:t1@cityofberkeley.info]  
**Sent:** Wednesday, March 15, 2017 2:05 pm  
**To:** 'Chris Gilbert'  
**Subject:** RE: T1 suggested repairs

Dear Chris,

Thank you for your input into the T1 program. It will be considered along with the input of other community members.

Roger Miller  
Parks, Recreation & Waterfront Department

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**From:** Chris Gilbert [<mailto:chris@gilbertbiz.com>]  
**Sent:** Monday, March 13, 2017 11:30 AM  
**To:** T1 <[t1@cityofberkeley.info](mailto:t1@cityofberkeley.info)>  
**Subject:** T1 suggested repairs

Many streets need to be repaired, esp. Colusa north of Solano and Derby between Shattuck and Milvia?  
Concentrate on street repairs.

Chris Gilbert  
1797 Madera St  
Berkeley CA 94707  
510 528-4202

**Miller, Roger**

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**From:** pansophia <pansophia@gmail.com>  
**Sent:** Saturday, March 11, 2017 3:18 AM  
**To:** T1  
**Subject:** Community Workshops on Infrastructure

Bring back the warm poooooooooool!!!!!!

(Is the old bond vote still good for that?)

~ Elisa Cooper

**Miller, Roger**

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**From:** margots999@aol.com  
**Sent:** Friday, March 10, 2017 5:51 PM  
**To:** T1  
**Subject:** Planning Park Improvements

I live across the street from Live Oak Park and was horrified at the "improvements" to the grass a few years ago. The grading is wrong, the grass is lumpy and it still affects the use of the park by children, the elderly and disabled. The lumpy grass makes it difficult to walk and play, and the Craft Fair and Himalyan fairs were hard to traverse, The Craft Fair eventually left.

The problem was that the contractors who put it in were not supervised. It was a poor job and no one took care that it was done right. I hope the city does better next time it strives to improve the parks.

Margot Smith  
510-486-8010  
margots999@aol.com

**From:** Eddie Valladao [mailto:eddiev.03@gmail.com]  
**Sent:** Friday, March 10, 2017 3:38 PM  
**To:** Burroughs, Timothy <TBurroughs@cityofberkeley.info>  
**Subject:** T1 bond

I would not be able to make the city meeting on Saturday the 18th but would like to share with you that I feel we need to reopen the Famous Berkeley Pier as soon as possible. As a resident of El Cerrito I try not to get involved with most of Berkeleys planing but having spent so much of my life on her I would like to be kept up with any info regarding the pier.

Edward Valladao  
916 Galvin Dr.  
El Cerrito, Ca 94530

510-506-4708

--  
-E.C.V.3

**From:** WendyStock@aol.com [mailto:WendyStock@aol.com]  
**Sent:** Thursday, March 09, 2017 4:49 PM  
**To:** Miller, Roger <RMiller@cityofberkeley.info>  
**Cc:** wbmccoy@gmail.com  
**Subject:** Allocate funding for the Rose Garden - Bond Measure Proposed T1 Projects

Dear Commissioner Miller,

I am writing to advocate for allocation of sufficient funding to complete the restoration of the Berkeley Rose Garden. I live around the corner from the Rose Garden, and am aware of how much this park means to local residents, as well as how many visitors seek it out as one of the highlights of their visit to our city.

In recent years, it has been in a state of decline and disrepair. I urge you to convey to the Commissions of Parks and Public works the need to fully fund the ongoing proposed infrastructure upgrades for the Rose Garden:

Trellis Phase One: in Construction

Trellis Phase Two: \$1,100,000 proposed for FY18 from Measure M Parks Tax

Tennis Courts: \$600 – 650,000 from T1 Phase One

Drainage: \$800,000 from T1 Phase One

Pathways: \$600 – 750,000 from T1 Phase One.

The Rose Garden is one of our local treasures, and is deserving of our careful stewardship, including necessary repairs and upgrades.

Sincerely,

Wendy Stock, Ph.D.  
1306 Bay View Pl  
Berkeley CA 94708

-----Original Message-----

From: bob flasher [mailto:rangerdude333@hotmail.com]

Sent: Saturday, March 04, 2017 6:58 AM

To: Burroughs, Timothy <TBurroughs@cityofberkeley.info>

Subject: T1 input

Timothy,

The website notice about providing input at workshops or via email doesn't mention where to send the email. But your address is at the bottom so you're getting it.

The DFS commission has forwarded a recommendation to City Council that all improvements keep disaster preparedness and recovery in focus.

I'm sure you will hear from lots of citizens about their favorite projects. But whatever these favorite projects are, they might show a lack of awareness or a lack of a broad perspective on what the city actually needs the most.

The following paragraph on the city website captures the essential information for me. City staff with expertise have already reviewed T1 and have made decisions about where the money should go. I trust their judgment:

"Staff with extensive knowledge of the city's infrastructure needs have used certain criteria to propose projects for the \$100 million November bond's first phase, approximately \$32 million. Those criteria include safety; infrastructure whose life cycle has expired; impacting the greatest number of residents; racial, geographic and economic equity; advancing environmental sustainability; contributing to disaster preparedness; and projects that can maximize City dollars by leveraging potential outside funding."

Bob Flasher

**From:** ken lindahl <[kqlindahl@gmail.com](mailto:kqlindahl@gmail.com)>  
**Subject:** Measure T1 priorities  
**Date:** March 7, 2017 at 7:14:21 AM PST  
**To:** <[lmaio@cityofberkeley.info](mailto:lmaio@cityofberkeley.info)>

Dear Ms. Maio,

I'm a homeowner in district 1, specifically, on 6th Street, near the intersection with Hearst. My wife met you recently at an event and apparently in the course of the conversation a neighborhood issue came up and you said "send it to me; I'll get it taken care of." (I'm paraphrasing, third hand.) Well, I have an issue -- the inadequate storm drainage at 6th and Hearst -- so I'm sending it to you in the hope of getting the city to give it some consideration.

A few days ago, I read the city's web page about planned for funds from measure T1. I was unhappy to see that there was no mention of repairing/upgrading the inadequate storm

drainage at 6th and Hearst, in particular the northeastern corner, which routinely floods. I sent an email via the link on the web page, but it bounced: apparently the link references a non-existent email address. (I reported the incorrect link, but there was no reply.) With a little searching, I found another email address and sent my message that address; that one did not bounce, but again, no reply. A short message, "Thanks for your input, we'll consider it." would have been reassuring.

My previous message is appended; hopefully, you'll find it worthy of your attention.

Sincerely,  
ken lindahl

## Miller, Roger

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**From:** Miller, Roger  
**Sent:** Monday, March 06, 2017 9:53 AM  
**To:** T1  
**Subject:** FW: Florence Tot Park on 10th Street

**From:** Amanda Silas [mailto:bellarella@gmail.com]  
**Sent:** Sunday, March 05, 2017 9:14 PM  
**To:** Miller, Roger <RMiller@cityofberkeley.info>  
**Cc:** Davila, Cheryl <CDavila@cityofberkeley.info>  
**Subject:** Florence Tot Park on 10th Street

Hello Mr. Miller and Ms. Davila,

I just wanted to send a quick note to let you know that I am concerned about the state of Florence Tot park on 10th street. This is the closest park to our house, and both I and my babysitter use it frequently. I have four children between the ages of 3 and 9, and my nephew, who is one, also lives with us. The park is covered in graffiti and trash, and the playground equipment is broken. By far, it is, and has been for years, the most neglected neighborhood park in Berkeley, in my estimation. Furthermore, there often loitering by homeless people and bands of teenagers. Though I am in support of having a place for these citizens of our town, I feel that them hanging out in the background of this park, really gives a threatening vibe.

What could we do to update this park to make it accessible and inviting to the plethora of families with small children who live in the neighborhood? We need it and we want it!! What I imagine it could be is something like Totland or the Willard Park. Both of those parks are really inviting. Could we all put our heads together to make this park much better?

I cannot attend the meeting on March 8th, but I am hoping you would bring my words before the commission.

Thanks so much,

Amanda Silas  
900 Channing Way  
(510) 219-2143

From: Malea Raffetseder [mailto:malea23@gmail.com]  
Sent: Sunday, March 05, 2017 10:32 PM  
To: Miller, Roger <RMiller@cityofberkeley.info>; Davila, Cheryl <CDavila@cityofberkeley.info>  
Cc: Thomas Raffetseder <thomas.raffetseder@gmail.com>  
Subject: Florence's tot park supporter

Dear Roger Miller of the Berkeley parks, and Councilwoman Cheryl Davila,

Please help, we have been seeing an escalation of vandalism and graffiti and litter at Florence's Tot park on 10th St. between Allston and Addison.

I take my two toddlers there a few times a week as it is our closest park and believe Florence's tot park should be for tots and the parents accompanying them. It's really sad how every time we come here we have to clean up trash - this is now the first thing me and my older child (who is not yet 3yrs) do once arriving, in order to keep it safe for my younger child safe - some trash is sharp and dangerous.

The type of trash reminds me of young teenage-ish people: candy wrappers, 7-11 coffee cups with lots of creamers, Smirnoff ice remnants, Slurpee cups, some tin cans and occasional glass... There's also gang tags marks and graffiti on the playground.

And to top it all off the double slide has just been broken- no more fun slide races against each other or mom. I don't know how to stop this park misuse as we are not close enough to observe it at night, when I'm guessing most of the assault on this park takes place. Perhaps we could have some more police drive-bys in the evening? And maybe even think of enforcing some similar laws as San Francisco: to enter a children playground areas one must be accompanied by a child.

Please help me think of strategies to help preserve our neighborhood parks and keep my toddlers as well as the neighborhood kids safe.

Many thanks,

Malea and Thomas Raffetseder.

From: Donna Graves [mailto:donnagraves01@gmail.com]  
Sent: Tuesday, March 21, 2017 9:32 AM  
To: sanpablopark@googlegroups.com  
Cc: derbysocial@googlegroups.com; WardStreetNeighbors@googlegroups.com;  
actoncommunitychatter@googlegroups.com; stantonstreet@googlegroups.com; dohr-street-  
association@googlegroups.com; Lisa Howard <lisahoward66@gmail.com>; Carrie Rybczynski  
<crybs@me.com>; Davila, Cheryl <CDavila@cityofberkeley.info>; Kershner, Sara  
<SKershner@cityofberkeley.info>; Ryan Lau  
<ryanlauberkeley@gmail.com>; Daniela Wotke <fluffhead@gmail.com>; Burroughs, Timothy  
<TBurroughs@cityofberkeley.info>  
Subject: Re: Park Improvements and Repairs MEETING THURSDAY 3/16 7PM 1235 Ward St.

Hi All,

I attended the meeting and echo Lawrence's concern that South and West Berkeley should be seen as higher priority for reasons of historic disinvestment. My group included some long-time African American residents, one of whom asked an excellent and very pointed question about gentrification in the first hour that was not really addressed.

I believe it's important to recognize that infrastructure funding like this is not politically/morally neutral and that we should push City govt to use a lens of equity that recognizes the historical truths but also the precarious position that many long-time, lower income residents hold in our community. I know this strategy can be problematic but a meaningful portion of these funds should be targeted to consultants/community organizations that reflect these communities.

Best

Donna

PS (Lawrence, I tried to come say hi afterwards but lost you—another time)

On Mar 20, 2017, at 10:50 PM, Lawrence Grown <lawrence@metrolighting.com> wrote:

Thanks, Jane, for these notes. I've added my notes just below Jane's.

On Mar 20, 2017, at 3:24 PM, Jane Tunks Demel <janetunks@gmail.com> wrote:

I only went to the first hour of the meeting. It sounds like phase 1 is pretty far along--there are 3 phases.

If you go to the following webpage, you can find links to handouts they gave at the meeting: <http://www.ci.berkeley.ca.us/MeasureT1/>

If you click on the "story map," you will see phase 1 proposed projects. In our neighborhood, they are repaving Ward Street from San Pablo to Acton, planning a \$750,000 upgrade of Frances Albrier, a \$800,000 upgrade of the tennis courts, and \$200,000 for "bioswale planning and design."

This link is to the 20-page memo about city recommendations for how to spend T1 funds: [http://cityofberkeley.info/uploadedFiles/Parks\\_Rec\\_Waterfront/Level\\_3\\_\\_-General/Measure%20T1%20GO%20Bonds%20Recommendations.pdf](http://cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3__-General/Measure%20T1%20GO%20Bonds%20Recommendations.pdf)

On April 8, there is another community meeting at the South Branch of the Berkeley Public Library for "Open Discussion on Proposed Projects." To get your ideas heard, I would recommend you attend.

Lawrence's notes:

I would add that most of the crowd were older white folks. It would be great to have more of our neighborhood represented next time, including more families and people of color. If you know of other church groups or email groups that would want to be informed of community meetings, please contact Sara Kershner and/or Cheryl Davila.

In the second hour we broke up into 7 smaller discussion groups. Someone from the Parks Commission listened and tallied the suggestions in each group to be sure everyone's ideas were recorded. Then each small group presented to the whole assembly.

Sara Kershner, Cheryl Davila's assistant, was in my small group. She said that the ideas from our email exchange would be sent along to City Council with the rest of the ideas from the meeting. In the end it will be City Council's decisions how to prioritize the projects. This is somewhat top level at this point-meaning that we are wanting the tot lot for example to be on the list and amply funded, but the details of sand vs. rubber and the particular equipment to be installed are later decisions in which we will be welcome to give input at that time.

Regarding the Frances Albrier Community Center, the current proposed plan (not yet confirmed by Council) has a design process in Phase 1, with construction as part of Phase 2. The design phase would include a lot of outreach to bring the neighborhood into the process. Timothy Burroughs is one of the top City administrators of this process, and he lives in our neighborhood.

Among my comments to my small group, which I presented to the full assembly, was that it seemed the City commissions have good intentions, wanting to create an equitable distribution of resources, but I hope they will take into account that South and West Berkeley may not have had equal resources in the past, and this is an opportunity to address that disparity.

Phase 1 projects will be fully funded. Probably Phase 2 as well. But when Phase 1 and 2 projects go over budget, Phase 3 projects might get put on hold indefinitely. It would not be in our interests to have San Pablo Park projects in Phase 3. The Rose Garden and the North Berkeley Senior Center projects are in Phase 1.

I had a brief conversation with Timothy Burroughs after the meeting, and presented the history of San Pablo Park baseball (the home field for Berkeley and Oakland Negro Leagues, and for BHS baseball for about 100 years), and he was excited by the idea of making that history visible somehow. He said that 1 or 2% of the bond money is to go to public art, and perhaps this fits in that category.

So overall, any thoughts you have on priorities can be sent to Cheryl Davila's office and they will be accounted for when all of this goes before City Council.

Thanks again to landscape architects Carrie Rybczynski and Lisa Howard for meeting last week to discuss park design.

-Lawrence Grown  
Ward St.

On Mon, Mar 20, 2017 at 2:54 PM, Laina Adler <laina.adler@gmail.com> wrote:  
Does anyone have a sense of how the meeting went on Saturday and what the next steps are?

On Mon, Mar 20, 2017 at 2:47 PM, Stacie Degeneffe <sdegeneffe@gmail.com> wrote:  
The debate between sand and rubberized service is a common one! I went to a few planning meetings regarding the Astro playground in Oakland near the Grand Lake farmer's market. They settled for a mixed use space where there's a sand area (so important for little ones!) and a rubberized surface that is ADA compliant (allowing wheelchair accessibility). The rubber surface is really expensive so it can be important to keep the sand area and the rubber area separate from each other.

I also vote for shade in the tot lot and fixing the water feature at the older kid playground. --Or adding a water feature to the tot lot.

It would also be nice to have a rambling garden feature in the park between the tennis courts, community center and playground. There's a lot of dead space there and it could become the 'heart' of the park.

Stacie

On Mon, Mar 20, 2017 at 8:32 AM, 'Leslie Chaw' via sanpablopark <sanpablopark@googlegroups.com> wrote: Another vote to keep the sand!! I never take my 3 year old to totland anymore. Not as much fun. Same reason Westbrae Biergarten isn't as cool now that they swapped the sand for recycled tire pieces...

Leslie  
Mathews St.

Sent from my iPhone

On Mar 20, 2017, at 6:42 AM, Erika Pollak <erikay\_@hotmail.com> wrote:  
Replacing the playground sand with foam would be like paving paradise with a parking lot! Foam is TOXIC! None of the 'regulars' visit Totland anymore for this reason.

On Mar 19, 2017, at 11:22 PM, 'Wini Williams' via sanpablopark <sanpablopark@googlegroups.com> wrote:  
I too think sand is a wonderful and important sensory experience for little ones. My now 31 y/o grandson spent many hours exploring the sand in the tot area. I'd hate to see it gone when I take my great grandson to play there. Shade, yes. Replace the wide slats. Too scary for us all. Paved streets. What a dangerous, uncomfortable eyesore the streets of Berkeley have become.  
Thank you all for taking on the ongoing improvement of our park and neighborhood. A very long time neighbor. Wini

Sent from my iPad Wini

On Mar 17, 2017, at 5:23 PM, akiva anders <kikashouse@gmail.com> wrote:  
Hi there,

I'm jumping into the conversation late, but wanted to add my thoughts.

As a childcare provider who uses San Pablo Park daily, (the tot side) it would be a shame to see the sand leave! I get that it is messy, but it is an important part of play for toddlers. They spend so much time digging in the sand, feeling it between their toes, pouring it from one bucket to another and so on. It is a key sensory experience for them. If the structure were just surrounded by foam or wood chips, the park would just not be as much fun for them. They really need the sand and the structure.

Some other ideas that all of the regular daycare providers who use the tot side every day would like to see added are: - Some sort of option for shade. The trees are a bit removed from the actual structure, and while they provide great shade in the grass, the structure area gets hot!

-Removal or replacement of the red ladder on the structure. The slats are just way too wide for most of the kids using the park. Children are constantly slipping through them while climbing up, and because they are made of metal, it hurts if they bump on them. Having a ladder with more slats to lessen the probability of miss stepping and falling through would make us all feel the kids are safer! -Bathrooms closer to the play areas.

Thanks for letting me chime in late!

Akiva

On Fri, Mar 17, 2017 at 2:38 PM, Chris Fisher <piscator@gmail.com> wrote:

I second all of Minda's recommendations. Especially the foam in lieu of sand. Didn't know they did that at Totland, not having been there since by son got older, but this is the norm at most of the better East Bay parks too.

Other than the park, I sincerely hope ALL of the roads in the neighborhood get paved, and would push all of us to contact our city council members to hammer home this point. Beyond worn, most streets are crumbling, causing considerable discomfort when walking, biking, or driving. You can do a lot for a given neighborhood and city simply by paving the roads more than once every 20 years. Regularly scheduled paving would immediately make the neighborhoods look better, and would improve transportation, not to mention it would increase property value. Plus it would just improve how the streets and the neighborhoods are perceived, as aesthetics is important for its own sake. Surprised there has not been more outrage over the quality of our roads, and I'm tired of hearing we have no money for it. Well now we voted for a measure that was approved, so that excuse is gone. Time to work on Berkeley's infrastructure already.

On Thu, Mar 16, 2017 at 8:14 PM, minda berbeco <mberbeco@gmail.com> wrote:

I have a sleeping toddler on my lap, so I'm missing the meeting.

My suggestion: San Pablo park is great, but I'd love it if they either fixed the water feature in the playground or eliminated it and put something else in. Also sand is fine, but I think we take half of it home each day in our clothes and shoes, a foam floor like they have at Totland would be great! Some shade in the baby playground area would be appreciated by many.

Thanks!

On Thu, Mar 16, 2017 at 1:05 PM, Sara Kershna <skershna@earthlink.net> wrote:

Hello,

Councilmember Davila is interested in supporting improvements at San Pablo Park, Strawberry Creek Park and Aquatic Park. I will be representing our office at the TI meeting on Saturday. I am unable to attend tonight's meeting but please send along ideas for T1 improvements in the district.

We are also asking for three Beacon Lights at San Pablo and Parker, Channing and Sacramento and Addison and 6th. For some reason – the under the street work and mechanics – Beacon Lights are several hundreds of thousands of dollars

each. But, they really increase safety. So, please let us know if there are other priority areas and/or of these should be moved a block or two over.

Thank you,

Sara

Sara Kershner

Legislative Assistant to Councilmember Cheryl Davila Berkeley, District 2 [skershner@cityofberkeley.info](mailto:skershner@cityofberkeley.info)

(510) 981-7126

From: Mel Hofmann [<mailto:mel@melhofmann.com>]

Sent: Wednesday, March 15, 2017 9:18 PM

To: [sanpablopark@googlegroups.com](mailto:sanpablopark@googlegroups.com)

Cc: [WardStreetNeighbors@googlegroups.com](mailto:WardStreetNeighbors@googlegroups.com); [derbysocial@googlegroups.com](mailto:derbysocial@googlegroups.com); [dohr-street-association@googlegroups.com](mailto:dohr-street-association@googlegroups.com); [stantonstreet@googlegroups.com](mailto:stantonstreet@googlegroups.com); Lisa Howard <[lisahoward66@gmail.com](mailto:lisahoward66@gmail.com)>; Carrie Rybczynski <[crybs@me.com](mailto:crybs@me.com)>; Davila, Cheryl <[CDavila@cityofberkeley.info](mailto:CDavila@cityofberkeley.info)>; Kershner, Sara <[SKershner@cityofberkeley.info](mailto:SKershner@cityofberkeley.info)>; [ryanlauberkeley@gmail.com](mailto:ryanlauberkeley@gmail.com); Daniela Wotke <[fluffhead@gmail.com](mailto:fluffhead@gmail.com)>

Subject: Re: Park Improvements and Repairs MEETING THURSDAY 3/16 7PM 1235 Ward St.

Lawrence: I already have plans tomorrow evening. I would like to put my vote in for hummingbird friendly plants like Mexican Sage and other Salvias. We have had nests in our backyard several times - the Anna's variety are common here as you might know.

Good luck with the meeting.

Mel on Stanton

On Mar 15, 2017, at 5:10 PM, Lawrence Grown <[lawrence@metrolighting.com](mailto:lawrence@metrolighting.com)> wrote:

Hi all,

I think it would be helpful to discuss options and opportunities for San Pablo Park ahead of Saturday morning's meeting. I've invited a couple of landscape architects to meet with us tomorrow Thursday night 3/16 7:00 P.M. at my house, 1235 Ward St. (grey house second from the corner at Mabel-I'm currently repairing our address sign) Please join us if you can, and please also let me know if you think you might make it so I can be sure to have enough chairs. But come anyway even if you can't RSVP.

-Lawrence Grown

1235 Ward Street

510.393.3667

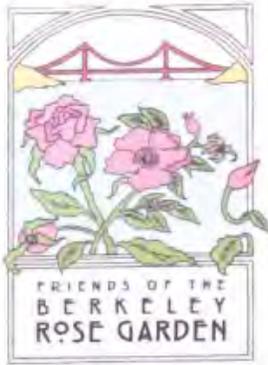
On Mar 4, 2017, at 12:34 AM, Daniela Wotke <[fluffhead@gmail.com](mailto:fluffhead@gmail.com)> wrote:

The March 18 meeting is the one to address park improvements. Are there a few items which we, as a unified neighborhood, could suggest? We live on the largest, busiest, and most racially diverse park in Berkeley. If we don't show en masse with suggestions, that 100 million dollars is not going to be distributed proportionately. No one was shot at the Rose Garden this year. Let's overhaul those bathrooms. The men's bathroom is often a place of business, soliciting multiple vices. A guy actually shot another guy in there over \*weed\*. Really, guys? I think that guy was actually caught, but anyhow, the point is that the bathrooms are gross. Our playground has got to be the most used in the city, by a long shot. Let's make it Berkeley's flagship playground. The little kids seem content to wobble around their area and throw sand. Maybe stick a potty out there? Like a composting toilet? Omg the city would be all over that. Anyway, we need some upgrades for the big kids. Fix the broken panels on the climbing structures. Get a whole new system, actually. Put a foam floor in. Fix that fountain mountain, which has been sitting there, dry and sad, for a long time. It's not just a park for the super diverse denizens of the area; lots of kids from city and after school programs play and work there. I just thought of something. Let's propose part of it to be a special needs-accommodating play area, which is happening in some cities.

I am sure there is a brilliant idea out there. Spit it out and let's rally for the park!

Maybe you guys went over this already. Sorry if so. I recently was added from the Acton list. Take care, Daniela Park St at 3rd plate

Typed by my thumbs on a tiny screen.



March 31, 2017

Parks and Waterfront Commission  
c/o Secretary  
2180 Milvia Street, 3rd floor  
Berkeley, CA 94704

RE: Support for T1 Spending at the Rose Garden

Dear Commissioners,

We are writing to support the Parks and Recreation Department's proposed plan for spending T1 funds at the Berkeley Rose Garden. These funds are needed to complete the work that is already underway.

The Berkeley Rose Garden is one of the city's jewels. It is both a beautiful spot to visit and a reminder of Berkeley's Arts and Crafts and New Deal heritage. It is mentioned in all promotional materials for tourists and is in fact a magnet for visitors.

The Friends of the Berkeley Rose Garden is a project of Berkeley Partners for Parks. We are group of neighborhood volunteers. The Friends has been active for years and was involved with preserving the view, with the creation of the overlook at the Garden, and in designing and building the sign for the Garden.

Park and Rec staff prepared a memorandum dated December 22, 2016 that outlines spending at the Berkeley Rose Garden. Another report entitled "PRW Unfunded Capital & Major Maintenance Needs" also outlines potential T1 spending. The Friends strongly supports the spending outlined in these documents.

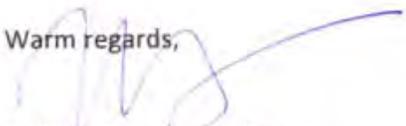
We were gratified by the broad support for the completion of the renovation of the Rose Garden that was expressed at the March 18 workshop. We were very pleased to witness the support for the Rose Garden by Commission members and Parks and Rec staff for their recognition of the needs at the Garden and their willingness to commit to significant spending to meet those needs.

Friends of the Berkeley Rose Garden, 1442 A Walnut Street, Mailbox 601, Berkeley, CA 94709  
510.848.1991 [benson@rosewalk.net](mailto:benson@rosewalk.net) [wbmccoy@gmail.com](mailto:wbmccoy@gmail.com)

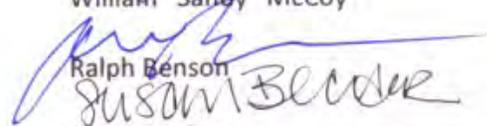
The Rose Garden is a community resource for all Berkeley. The Garden is as iconic and is part of Berkeley's identity. The Friends strongly agrees that the maintenance and repair projects identified are necessary and urgent to maintain this treasured site. Indeed, the repairs are already underway and the T1 funding identified by staff is needed to complete the work.

Again, the Friends of the Berkeley Rose Garden is very grateful to the whole Berkeley community for its commitment to recognizing the priceless heritage of the Rose Garden and to providing the resources needed to

Warm regards,



William "Sandy" McCoy



Ralph Benson

Susan Becher

Volunteers for Friends of the Berkeley Rose Garden

cc. Susan Wengraf

Parks and Waterfront Commission

March 22, 2017

via email: RMiller@CityOfBerkeley.info

Dear Members;

I am writing as the President of the Berkeley Paddling and Rowing Club ("BPRC") to express support for the planned repair / replacement of the tide tubes between Berkeley's Aquatic Park and the San Francisco Bay. In particular, I believe that it is very important that at least some repair / replacement happen in the near term (in contrast to the current memo from staff suggesting \$250,000 be allocated to developing a design.) There appears to be one functioning tide tube – and if that one fails like all the others, another series of winter storms will likely cause substantial flooding and damage.

By way of background, the BPRC is a group of 150 rowers and paddlers leasing a boathouse at the south end of the main lagoon in the Aquatic Park. We just signed a 15 year lease with the City that requires us to rehab the building as well as replace the city-dock.

As explained in the City's "Aquatic Park Improvement Plan":

*The lagoons receive tidal flushing from water entering the lagoon through a series of culverts or tide tubes. There are a total of nine culvert connections in the lagoon circulation system. The tidal infrastructure of Aquatic Park is deteriorating. The main tide tubes are falling apart on the bay side and failing riprap and parts of the pipes are occluding flows into several of the tide tubes. The Model Yacht Basin tide tube is buried in sand on the bay side. The Radio Tower Pond tide tube has collapsed under the frontage road and appears to have separated on the bay side.*

*Due to the small size of the tide tubes and their elevation, the average daily tidal range in the lagoons is very small (<0.1 ft.). The lowest tidal elevation acceptable in each lagoon is defined by the elevation of the tide tubes or stormdrain that drains the lagoon and, in the Main Lagoon, navigational hazards that would be exposed at low tide. In addition, each lagoon has shoreline buildings and roadways or other facilities which limit the allowable highest-tide elevation.*

*A large portion of the City of Berkeley drains towards Aquatic Park. The majority of this runoff drains into the Potter Street Stormdrain and the Strawberry Stormdrain. During high runoff periods, stormwater can enter the lagoons from these two drains. During large storm events most of the watershed immediately east of the park drains directly into the Main Lagoon through a set of seven stormdrains.*

When I started rowing at the Aquatic Park in 1984, it was true that the water level barely fluctuated. During the heaviest storms, the water level might rise 6" and quickly settle back down. However, that is no longer the case. At its maximum, the water level this winter was about 2 feet above normal. (For some pictures see: <http://www.berkeleyside.com/2017/02/10/aquatic-park-flooding-worsening-antiquated-drainage-pipes/> ) The water level is dropping, but slowly. It appears that the highest of the

tide tubes remains open because the water level didn't continue rising over the two foot mark even with continued rain. But it appears that all the other tubes have failed.

The problems caused by the failed tide tubes include the obvious flooding, but also the devastation of the aquatic life. After heavy rains this year in recent years, dead fish and rays float to the surface. It appears that the water salinity and/or quality are so adversely affected by the storm runoff that they can't survive.

My concern is that the current plan for fixing the tide tubes shows \$250,000 for planning and design – nothing to actually repair the tide tubes. Thus, it is unclear when, if ever, the tide tubes will be repaired. In the meantime, the flooding will continue with its attendant damage to city property. If that last remaining tide tube gets blocked, there will be substantial damage to city property .

While there are multiple tide tubes in the Aquatic Park -- between the Bay and the main lagoon and between the smaller lagoons -- the ones that are critical are the ones between the main lagoon and the Bay. Those are the tubes that provide the pressure relief for the untreated storm drain runoff that is sent into the Aquatic Park.

Thank you for your attention,



Douglas G. Kidder

President, Berkeley Paddling and Rowing Club

**Board of  
Directors**

John Steere  
*President/  
Chair*

Charlie Bowen  
*Treasurer*

Jeni Webber

Miranda Ewell

Susan Schwartz

Jack Appleyard

Brad Stewart

Charlie Altekruise

Lily Hill  
*Bookkeeper*



**P.O. Box 12521, Berkeley, CA 94712**  
***www.bppf.org***                      **510-849-1969**

March 17, 2017

**Subject: BPPF Recommendations regarding the T1 Infrastructure  
Bond Program**

Dear Berkeley Parks and Waterfront Commission

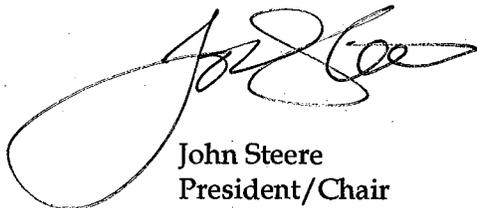
Berkeley Partners for Parks (BPPF), a 501c-3 organization that provides a fiscal and technical umbrella for parks, creeks, and trail agroups in Berkeley, would like to offer the a few comments in regards to implementation of Measure T1 for Parks and Infrastructure. Making recommendations regarding how Measure T1 should be allocated, must recognize that it must used to upgrade existing infrastructure within a relatively short time frame and for facilities that need to be upgraded, replaced or renovated and that are ready to go. We applaud that the City will be undertaking most all the projects identified as priority, as they are much needed. However, a drawback is that fixing only existing infrastructure is that it can lock in long-standing inequities -- particularly the lack of parks and green space in South Berkeley, which this Bond measure perpetuates.

In light of the minimal number of projects identified in South Berkeley, we recommend that the City begin to correct this long-standing inequity by allocating funds to upgrade the broadest portion of Adeline Street that are part of the Adeline Corridor Specific Plan to create an attractive commons/park/plaza that existing neighbors and future residents of this planning area can enjoy and that will enhance local institutions and businesses. We ask that the City include an Adeline Street park project identified in the specific planning process as a recipient of T-1 design/construction funding.

Apart from Measure T1, we urge that the City better plan for increased open space and recreational opportunities as part of its development process for the thousands of new residents who are and will be settling here, which unfortunately the City is failing to do adequately. This open space planning and implementation should include realizing the Downtown open space Plan and its several parks and plazas, among

the , the Center Street Plaza, and also by completing the Santa Fe ROW Greenway through S. Berkeley. To address these and other long term parks improvements will require another Bond Measure for new/renovated park and open space features and potentially consideration of in-lieu park impact fees. We stand ready to be of assistance to you and City Staff in accomplishing this shared goal.

Yours truly,

A handwritten signature in black ink, appearing to read 'John Steere', with a large, sweeping flourish extending to the left.

John Steere  
President/Chair

**Attachment F to Exhibit A**  
**T1 Comments Memos from Commissions**

Children, Youth, and Recreation Commission (CYRC)  
Civic Arts  
Commission on Disabilities  
Community Environmental Advisory Commission (CEAC)  
Disaster and Fire Safety Commission  
Energy Commission  
Transportation Commission  
Zero Waste Commission

April 15, 2017

To: Chair, Parks, Recreation and Waterfront Commission, and Chair Public Works Commission

From: Community Environmental Advisory Commission (CEAC)

Submitted by: Michael Goldhaber, Chairperson, CEAC

Subject: CEAC Comments on City Manager's Recommendations for Allocating and Managing Measure T1 General Obligation Bond Funds

The CEAC reviewed the City Manager's proposed set of Phase One projects to be funded by Measure T1, December 22, 2017. We offer the following comments.

### **Public Review Process**

CEAC requests increased transparency in the process moving forward. We would like to better understand the City's process for selecting the projects and the rationale behind the projects that were chosen and those that were not. Will new projects be introduced for Phase 2 and how will commissions provide input?

In addition, the public review process would benefit from giving CEAC and other commissions earlier notice and additional time to research and respond to proposed projects.

### **Bay-related Environmental Concerns**

Berkeley's geographic position directly opposite the Golden Gate encourages our City to be a prominent leader in protecting and improving the natural bay shore environment. As everyone is aware, Berkeley, like other cities, did not take this issue seriously until the advent of the Save- the-Bay Movement in the 1960's. Decades prior to that, in 1927, what is now the Berkeley Pier was originated as a car-ferry terminal access route, and ten years later Aquatic Park was formed from a natural lagoon to make way for the East-shore Highway (now Interstate 80). As late as the 1950's the city dump (now Cesar Chavez Park) was a landfill in the Bay. Throughout that period and even later, little thought was given to the possibility that materials used in industry and construction would pollute the Bay.

Given this history and also observations that climate change is causing rising sea levels, current thoughts of rebuilding the Berkeley Pier and replacing the Aquatic Park Tide Tubes should be considered collectively as part of an integrated and comprehensive plan and vision for the entire Berkeley Waterfront---an interface between our manmade shoreline and the Bay. Such a plan should address both specific and overall environmental effects; both short and long term, from multiple uses, needed maintenance, and the potential for pollution from toxic discharges.

## **Paving Projects**

CEAC supports the City's more comprehensive approach to paving projects even though it may be difficult to keep up with the extensive need for resurfacing roads throughout the city. We support continued integration of green infrastructure components into all paving projects and encourage the Department of Public Works to seek grants and other sources of supplemental funding to pursue installing permeable surfaces in parking lots and walkway areas—in addition to roadways—wherever possible. This approach has the potential to help the City better manage its stormwater and reduce the possibility of flooding downstream.

We support the swales and rain gardens at the foot of Hopkins Street planned under Measure M. We also endorse the City expanding the scope of street paving improvements to include repairing or adjusting sidewalks and drainage features as part of the overall project where needed.

Slurry seal paving may be a less desirable use of funds. These paved surfaces tend to be less durable and result in greater erosion of oil-contaminated road materials, as well as obnoxious off-gassing during the first few weeks after application.

*(Check out [Institute for Sustainable Infrastructure](#) recommendations.*

## **Watershed Management Plan and Objectives of Green Infrastructure**

CEAC supports prioritizing an expanded and updated Watershed Management Plan (WMP) to serve as a key guiding document for the formulation, design, and prioritization of all stormwater-related projects for Phase 1 of T-1 as well as future Phases 2 and 3.

The City of Berkeley Watershed Management Plan (WMP) completed in 2011, was certified as a Negative Declaration in November 2012. It describes many practices, procedures, and amenities that should be applied to most new construction projects either performed by or approved by the City. The WMP should be updated to reflect and incorporate the new recommendations and requirements of the current City's stormwater discharge (NPDES) permit granted by the SF Bay Regional Water Quality Control Board in 2014. Further, the WMP was completed without the benefit of public review and comment. The existing document contains much relevant information that supports a watershed approach to stormwater management within the City, but it does not cover all of the City's watersheds.

Further, CEAC urges the City to continue seeking opportunities with all projects to make hardscapes softer, in conjunction with the WMP.

## **Proposed Swales**

CEAC has supported the use of Measure M funds for green infrastructure in the City and has previously requested information and metrics on the previously installed

projects. Any metrics on the success of previous projects would assist the City in their decision-making moving forward in addition to increasing stakeholder buy in.

CEAC requests that the following information be shared to increase the success of the green infrastructure additions:

- The objectives and functions of the proposed swale projects
- How the proposed swales were prioritized
- How the proposed swales fit in with the objectives of the Watershed Management Plan
- An example of a proposed design for one of the swales
- Why some of the swale projects are only funded through the design phase and not others

CEAC recommends that the proposed swale projects include the performance criteria and an explanation of how they will be maintained (i.e., frequency of maintenance activities, and how they will be funded).

CEAC requests additional information on why the bus stop at Sacramento and Dwight Streets was selected for permeable pavement.

CEAC concurs that a moderate level of public outreach is important for public support and education of Green Infrastructure features within the City. It is important the City ensure that ample funding is set aside within project budgets for this purpose.

### **Project-Specific Comments**

*Transfer Station Modernization* – We support this project and recommend including as many stakeholders as possible. It is important to update structures that ensure containment of any contaminants so they do not reach the Bay. If possible, plans should include a collection facility for household hazardous waste. Currently there is no convenient place that accepts these items in this part of Berkeley. Facilitating and encouraging proper disposal of all kinds of waste substances is a necessary component of environmental sustainability.

*Rose Garden Drainage Improvements* – We recommend that soft, green infrastructure components be incorporated into the drainage features on this site. Even though there may be space constraints, there should be several contemporary multi-functional ways of managing stormwater on this site that alleviates issues downstream, and enhances habitat and aesthetics within the garden grounds.

*Berkeley Pier* – We applaud the City for applying a vigorous public process to determine the fate of this historic yet obsolete structure. If some form of restoration is preferred, ensure the new structure will be an attractive structure with educational value for classrooms about SF Bay ecosystem. CEAC is concerned that the proposed \$900,000

funding for planning and design may not be sufficient for the thorough review that is required, including environmental impact.

*Aquatic Park Tide Tubes* –This project is also worthy of a vigorous public review process to ensure the use and maintenance of the lagoon in its current form is a priority for the City. Replacement in-kind of the tide tubes is only recommended after an analysis has been performed that support their water quality, habitat value, and stormwater management functions of the lagoon. Anticipated sea level rise should also be factored in to an updated design of the tide tubes, especially if there will be an upgrade. Further, consideration should be given to the maintenance and longevity of all of the tide tubes.

CEAC is concerned that \$250,000 may not be sufficient funding for the planning of the replacement of the tide tubes, unless replacement in-kind can be authorized under simple Corps of Engineers Clean Water Act Nationwide permit notification that applies the conditions of standing endangered species habitat considerations, and SF Bay Conservation and Development Commission (BCDC) consistency determination. It may be (and should be) difficult to avoid scope creep if there are ongoing issues or environmental complications associated with these tide tubes.

*Irrigation Modernization* – CEAC supports this effort provided that cybersecurity concerns can be dealt with in a robust and thorough fashion. As recent history shows, many cloud-based computing systems are subject to hacks, including purely for the fun of it as well as for more politically motivated ends. Because Berkeley's bellwether political positions are sharply at odds with a large segment of American and international activists, including cyber-savvy ones capable of malicious hacking, we believe this issue must be carefully considered.

**Miller, Roger**

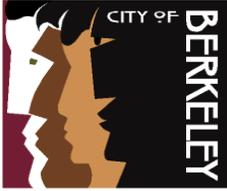
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**From:** Miller, Roger  
**Sent:** Tuesday, February 28, 2017 10:12 AM  
**To:** T1  
**Subject:** Comments from the CYRC Commission - Monday - Feb 27, 2017

On Monday, February 27, 2017, Scott Ferris and Roger Miller made a T1 bond program presentation to the CYRC Commission.

The commission provided the following comments during the discussion item:

1. Can there be some overall program planning citywide before we start doing specific renovations to specific community centers? (Julie Sinai)
2. Can T1 funds be used for Tuolumne Camp Rebuild? (Scott Gelfand, Julie Sinai)
3. Can we coordinate the planning for renovations at the community centers to include 2020 elements as well as equity elements? (Julie Sinai)
4. Can the renovations to the senior centers and community centers include additional housing, and can the upcoming federal and state funding for housing be leveraged with these renovation projects? (Julie Sinai)



Civic Arts  
Office of Economic Development

April, 28, 2017

To: Scott Ferris, Director of Parks and Waterfront

From: Mary Ann Merker, Civic Arts Coordinator

Subject: Civic Arts Commission T1 Bond Recommendations

At the April 26, 2017 Civic Arts Commission monthly meeting the Commission voted unanimously to support the following:

1. T1 Phase 1: Funding to conduct a condition assessment and conservation needs of artworks in the Civic Art Collection. This condition assessment will detail and prioritize the artworks in the Collection in need of conservation or repair. The anticipated budget for this assessment is approximately \$30,000.
2. T1 Phases 2 & 3: Funding for priority conservation and repair of artworks as identified in Collection condition assessment. Costs of conservation will be detailed in the assessment.
3. The Civic Arts Commission supports the Veterans Building assessment as a possible future multi-use cultural facility.
4. Civic Arts Commission supports feasibility studies for improvements to the Berkeley Art Center building and to the Black Repertory Theater building. Such studies would include an audit of publically accessible programming.

Mary Ann Merker  
Civic Arts Coordinator  
(510) 981-7533  
[mmerker@CityofBerkeley.info](mailto:mmerker@CityofBerkeley.info)

*Based on statements adopted by CoD 5/3/2017*

To: Honorable Mayor and Members of the City Council  
From: Commission on Disability  
Submitted by: Ella Callow, Secretary, Commission on Disability at request of Commission  
Subject: Recommendation for Prioritization of ADA compliance and Universal Design in implementation of Phase 1 of the Measure T1 program

## BACKGROUND

In order to implement the T1 Bond program, the Bond language states the condition that:

*There will be citizen oversight for use of the bonds. The affected commissions will hold public meetings and prepare recommendations to the Council as part of the budgetary process.*

The Commission on Disability (CoD) was asked for verbal feedback in March of 2017. Subsequently the CoD was notified that written input was needed. In response, On May 5, 2017 the CoD discussed the matter and passed a motion to provide particular feedback in written form to Director of Public Works, Phillip Harrington for inclusion in this process.

## SPECIFIC PROJECT RECOMMENDATIONS

1. ADA SELF-EVALUATION AND TRANSITION PLAN: The CoD recommends including all elements and priorities set in the City of Berkeley ADA Title II Transition Plan. The Disability Compliance Program has set-aside approximately \$150,000 for development of a new Self-Evaluation and Transition Plan. The prior Self-Evaluation and Transition Plan were written approximately 15 years ago. Based on Disability Services Specialist review of costs for similar projects in other Bay Area cities it is likely that another \$100,000 will be necessary for development of the evaluation and plan. The exact costs to implement the *recommendations* for compliance projects that will come out of that process- repairs necessary pursuant to the ADA- are currently unknown. However, based on known information, the CoD recommends the City commit \$3,000,000 to develop of a new ADA Self-Evaluation and Transition Plan and execution of recommendations stemming from that new Evaluation/Plan and funding currently known project needs.
2. DISABILITY COMPLIANCE PROGRAM KNOWN PROJECT NEEDS: Subsequent to the May 3<sup>rd</sup> adoption of the above recommendation, the Disability Services Specialist surveyed key staff regarding highest priority ADA compliance project needs. Examples of staff responses include:
  - a. Parking & Transportation -\$200,000 to replace broken elevators at the Telegraph/Channing parking garage;
  - b. Sidewalks & Paving -\$400,000 for installing new curb ramps, repair dangerous curb ramps and expand sidewalk paving projects (esp. N. side Rose St. from Milvia to MLK; 2800 Garber, Piedmont side; 740 San Luis area; NE corner Shattuck/Durant);
  - c. Parks & Recreation - \$146,000 for compliance improvements to John Hinkel Park identified in first ADA Transition Plan; and

*Based on statements adopted by CoD 5/3/2017*

- d. Aging Services -\$115,000 for emergency exit ramping and ADA compliant counters at the North Berkeley Senior Center.

An updated Transition Plan is now needed and will identify additional needs City-wide. The total immediate cost for the above projects and full funding to develop a new Self-Evaluation and Transition Plan is \$961,000.

#### PROCESS AND PLAN RECOMMENDATIONS

1. UNIVERSAL DESIGN: All projects funded under the Measure T1 program should include, incorporate and prioritize the elements of Universal Design.
2. ACCESS FOR PEOPLE WITH DISABILITIES: Projects should be prioritized where they include express, specific provisions to provide, improve and increase access for persons with disabilities. Such projects will improve and increase access for all Berkeley residents and visitors who may need temporary or ongoing adaptation.
3. SIDEWALK SAFETY: Projects should be prioritized where they address the need for accessible sidewalks and consideration of pedestrian and bicycle user safety, as well as improved access to city sidewalks for persons with disabilities and others.
4. TRANSITION PLAN: Include all elements and priorities set in the City of Berkeley ADA Title II Transition Plan.

Attachments: Items 7A and 7B, written recommendations and statements adopted by CoD May 3, 2017.

#### **Attachment A**

COD made the comments and recommendations below regarding T1 projects.

Include all elements and priorities set in the City of Berkeley ADA Title II Transition Plan.

Include, incorporate and prioritize the elements of Universal Design for all projects.

Include priorities for accessible sidewalks and considerations for pedestrian and bicycle users safety, and improved access to city sidewalks for persons with disabilities and for everyone.

Prioritize all T1 projects that include express, specific provisions to provide, improve and increases access for persons with disabilities. Such projects will thereby improve and increase access for all Berkeley residents and visitors who may need temporary or ongoing adaptations.

*Based on statements adopted by CoD 5/3/2017*

## **Attachment B**

The Commission on Disability submits the following written statement regarding priorities and principles that should be considered during planning for the T1 Bond Measure Project:

The City of Berkeley has a long history of providing accessible services to the community. Pedestrian improvements, building renovations and the delivery of services been accomplished with consideration of the needs of people with disabilities. This process began even before the passage of the Americans with Disabilities Act (ADA).

The ADA is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. It built upon the passage of Section 504 of the Rehabilitation Act of 1973, which requires that all organizations receiving federal funds make their programs available without discrimination toward people with disabilities.

Title II of the ADA provides that public entities must identify and evaluate all programs, activities, and services and review all policies, practices, and procedures that govern administration of the entity's programs, activities, and services. The vehicles through which this is facilitated are the ADA Self-Evaluation and Transition Plan. The Self-Evaluation is the City's assessment of its current policies, practices, and procedures. The Self-Evaluation identifies and makes recommendations to correct those policies and practices that are inconsistent with Title II requirements. The ADA sets forth specific requirements for preparation of an acceptable Transition Plan. This plan must include a list of the physical barriers in the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities, a detailed outline of the methods to be used to remove these barriers and make the facilities accessible, planning level cost estimates for their removal and a schedule for taking the steps necessary to achieve compliance with the ADA, Title II.

The Transition Plan is intended to provide a framework for the continuous improvement of City facilities for people with disabilities. It sets priorities for improvements, timelines for execution of the work, and estimates costs to secure in order to facilitate the work.

With the addition of a Disability Services Specialist in February of this year, the City's Disability Compliance Program will be issuing an RFP for a vendor to produce an updated Self-Evaluation and Transition Plan. The last such plan was formally adopted by the City Council over 20 years ago, and updates have been drafted periodically. A new Plan is now needed to ensure we continuously improve City facilities for people with disabilities and avoid expensive litigation regarding non-compliance with federal disability law.

The Disability Compliance Program has set-aside \$150,000 for development of a new Self-Evaluation and Transition Plan. Based on costs for similar projects in other Bay Area cities it is



Disaster and Fire Safety Commission

Date: February 22, 2017  
To: Parks and Waterfront Commission  
From: Paul Degenkolb, Chairperson, Disaster and Fire Safety Commission  
Subject: Feedback on Proposed Measure T Phase 1 Expenditures

Below is feedback and suggestions from the Disaster and Fire Safety Commission regarding recommendations for allocating and managing Measure T1 General Obligation Bond funds.

### **SEISMIC EVALUATION AND PRIORITIZATION**

- We recommend that Phase 1 include an evaluation of the relative seismic risk of all unretrofitted city-owned structures. This information can inform spending in later phases. We recommend that structural engineering firm(s) be hired to assess the probable performance of city-owned structures in a major earthquake on the Hayward Fault, using a consistent performance rating for all structures so they can be compared to each other. A model for this type of evaluation is the UC 1997 Preliminary Seismic Evaluation, described here:  
<http://www.berkeley.edu/administration/facilities/safer/background.html>
- We agree that structures that are considered potential shelters in Berkeley's Hazard Mitigation Plan (including all senior centers, Frances Albrier center, Grove Rec Ctr, Kenney Center, Live Oak Ctr) should be prioritized for seismic retrofit. Buildings with known seismic deficiencies are currently planned for use as earthquake shelters; this inconsistency needs to be remedied as soon as possible.
- The retrofit program should be aimed at meeting a specific performance standard – for example, a standard that buildings need to be inspected, opened, and operational within 24 hours of the earthquake.

### **SHELTERING - CITY STRUCTURES**

Any work on city buildings that have potential use as post-disaster shelters should include maintaining or creating the facilities needed for shelter operation:

- Kitchen
- Shower facilities (do not remove any showers that are there now)
- Toilets (do not reduce the number of toilets. Consider adding more toilets for anticipated post-disaster needs)
- Fully accessible
- Emergency generators; ideally an off-grid renewable energy source to allow facilities to operate during power outages.
- Consider composting toilets that will work if sewer system is not usable

- Availability of drinking water and natural gas (if used for heating, hot water, and cooking). Retrofit should evaluate the connections of the facility to the utility systems and improve if necessary.
- Storage space for storing emergency supplies.
- Consider whether the facility can handle animals and whether it needs that capability.
- Add sprinklering as part of any renovation.

### **SHELTERING AND CHARGING STATIONS - CITY PARKS**

Public parks and open spaces are likely to become de facto "tent cities" after a major earthquake, whether this is desired by the city or not. We recommend creating/improving park facilities in ways that will be beneficial even in normal times, and crucial in the post-disaster period:

- Additional bathroom facilities at all parks. Park renovations (e.g. San Pablo tennis courts) should include bathroom renovations and/or additions.
- Consider composting toilets that will work if sewer system is not usable.
- An off-grid renewable energy source. Ideally this can function on normal days e.g. powering lights at parks, as well as during a disaster.
- Charging of mobile devices is important so that people can communicate and information-gather after a disaster. We recommend creating off-grid solar charging stations in parks that can be used in normal times as well as in disasters.

### **VISIONING – CONSIDER PRE- AND POST-DISASTER USES**

- We suggest that all visioning and conceptual design projects incorporate ideas for pre- and post-disaster uses for city spaces.
- We suggest that Phase 1 include a visioning project for the open lot on Allston St. next to the Corporation Yard, and that potential pre- and post-disaster uses be prioritized. For example, consider uses such as disaster shelter, disaster education/training center, disaster first aid mobile station, disaster response staging area and similar uses.
- For open lots or similar hard-surfaced spaces, consider use as staging areas during post-earthquake or wildfire operations. This may include such activities as staging for transportation, repair crews (e.g. for power and gas systems), and debris removal operations.

### **TRANSPORTATION**

- Street repair prioritization should consider the following:
  - Post-disaster need for access by response, repair, and debris removal operations. Access for emergency response (e.g. crews to repair natural gas or water lines) is consistently a challenge in disasters.
  - Evacuation routes, especially for urgent evacuation from the hills in case of wildfire. Evacuation routes in Berkeley are not predetermined but are based on the emergency. Because of this, we recommend prioritizing major corridors in

and out of the city (N-S and E-W, including Hills access and egress), which are the most likely evacuation channels.

- After a major earthquake, driving may not be possible in many parts of Berkeley and gas may not be available. Bicycling could be a good alternate transportation method. For this reason, we recommend that priority be given to transportation projects that support bicycling as a mode of transit.

### **DISASTER COMMUNICATION INFRASTRUCTURE**

- The City's emergency radio station at AM 1610 is notoriously poorly functioning and can't be heard in many locations in the city. This station is the primary way for the City to distribute information citywide in the early period post-disaster. Such information may include evacuation or shelter-in-place orders, locations for food/water distribution, and shelter locations. We recommend that Phase 1 include a project to assess and improve the radio output so that it can be heard throughout the city.
- We suggest that Phase 1 include a visioning/feasibility project for post-disaster communication infrastructure for the public. Currently there is no way for the public to contact the EOC to inform responders of needs after a disaster, in the likely event that 9-1-1 is overloaded or not functioning. Additionally, the public will have a strong need to communicate internally with each other (e.g. families) after a disaster. Infrastructure such as a citywide wireless local area network (WLAN) or decentralized mesh network using Bluetooth or other technology, especially when coupled with ubiquitous smartphones, could create a robust post-disaster communication system that could greatly improve community well-being, information distribution, and emergency response in the early period post-disaster.

### **FIRE STATIONS AND TRAINING**

- Fire Station 2 is in need of capital improvements. Fire station repair would satisfy several of the criteria for this spending (advances equity, prioritizes safety improvements, improves preparedness). Was this project considered? If not, we suggest adding it to the list.
- BFD's training facility is currently located in a residential neighborhood. We recommend that the city look for a new location for the training facility in a commercial or industrial location. We recommend that any visioning project include this possible use for city-owned spaces.

### **NOTES ON SPECIFIC PROJECTS**

North Berkeley Senior Center (\$6,800,000): Planning, Design and Construction

Live Oak Community Center (\$4,900,000): Planning, Design and Construction

Frances Albrier Community Center (\$750,000): Planning and Design

West Berkeley Service Center (\$150,000): Conceptual Design

- All four of the above serve as care/shelter facilities in a disaster. Please see suggestions under “SHELTERING – CITY STRUCTURES”

Willard Clubhouse: Roof and restroom improvements

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs

Grove Park Phase 2 - Restroom/Sports Field - \$1,000,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs
- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

San Pablo Park Tennis Courts - \$800,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs
- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

Rose Garden Drainage, Pathways and Tennis Courts - \$2,000,000

- Consider adding off-grid solar powered lighting
- Consider adding off-grid solar charging station for the public

Gilman North Restroom and Storage - Planning and Design \$250,000

- Consider compostable toilets
- Consider adding more toilets for anticipated post-disaster needs

Transfer Station Modernization (\$250,000): Master Plan

- In this master plan, include the consideration of anticipated need for debris removal after an earthquake or wildfire

City-Wide Street Improvements (\$5,000,000): Design and Construction

- As described above, we recommend prioritizing evacuation routes as well as responder and recovery access routes



Berkeley Energy Commission

**MEMORANDUM**

February 22, 2017

To: Berkeley Parks and Waterfront Commission

From: Berkeley Energy Commission

Re: T1 Infrastructure Bond Recommendations

The City of Berkeley Energy Commission submits the following recommendations for spending priorities in the T1 Infrastructure Bond. Projects funded should advance the City of Berkeley's Climate Action Plan (CAP) goals, reducing greenhouse gas emissions through increasing energy efficiency and shifting from fossil fuels to sustainable renewable energy sources in our building and transportation system. As City infrastructure have lifetimes of several decades, it is important to make decisions that advance the City's climate goals when major upgrades are being made; otherwise we will miss an opportunity for improvement that may not come again for many decades.

To ensure that CAP goals are met, funded projects should be chosen based on their contribution to:

- Reducing reliance on fossil fuels;
- Maximizing energy efficiency;
- Shifting from natural gas consumption to renewable electricity; and
- Reducing lifecycle greenhouse gas emissions over the project's lifetime.

Specifically, when buildings are being retrofitted, the City should assess the systems being worked on to include the following efficiency upgrades, as appropriate:

- Include cost-effective, energy efficiency measures such as:
  - Occupancy sensors for lights and HVAC systems;
  - Programmable thermostats, tied into occupancy sensors;
  - On-demand hot water heaters;
  - Demand response building systems (hot water heaters, HVAC systems, etc.) that shift electricity usage from peak load times, to times when more renewable electricity is available;
  - Additional windows, clerestory windows, skylights or lighting tubes to reduce artificial lighting requirements;
  - Smart lighting controls that dynamically adjusts a dimmer to complement available natural lighting;
  - Improving building envelope performance;

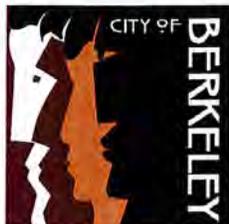
- Heat pumps with low GHG refrigerants, such as super-critical CO<sub>2</sub>;
  - CO<sub>2</sub> sensors and heat recovery in HVAC ventilation systems.
- When walls and roofs are accessible in projects, install the maximum insulation recommended for our climate zone.
- If electrical systems are being renovated, upgrade their capacity to support future needs of electrical vehicles and fully electric buildings.
- If natural gas hot water or furnaces are being replaced, use high-efficiency heat pump alternatives, including ground-sourced heat pumps.
- Install electric vehicle charging stations at City buildings (where feasible), or at least install conduit as part of all parking lot projects to minimize the cost of installing charging station in the future.
- If roofs are being upgraded, consider opportunities for solar integration.
- Buildings should be assessed to achieve zero net energy consumption, as well as connection to micro-grids to utilize any surplus energy production:
  - Preferably installing photovoltaic and hot water systems with the roof replacement;
  - Ensure all new solar systems have adequate monitoring and maintenance to ensure maximum performance;
  - Consider using smart microinverters to automate monitoring and avoid problems of a single shaded solar panel disrupting an entire chain of serially-connected panels;
  - In situations where solar systems cannot be installed, ensure that roofs are solar ready with the proper mounts, conduits, etc. to lessen the cost of future upgrades.
- For roof or landscaping upgrades, consider opportunities for storm water management, as well as water harvesting for irrigation and toilets.
- For restroom and plumbing upgrades, consider low-flow appliances, waterless urinals, and electric hand dryers to replace paper towels.
- To minimize the environmental impact of building projects, all work done should:
  - Avoid insulation containing organohalogen flame retardants or compounds with high global warming potential;
  - Prioritize use of FSC certified sustainably harvested wood;
  - Avoid where practical materials containing Living Building Challenge Red List chemicals;
  - Design projects for durability and longevity.

When upgrading street segments, ensure that all related upgrades are made to maximize the life of that segment. This should include:

- Assessing gas lines running under the streets and replacing the, as needed, to:
  - Mitigate methane leaks (a potent greenhouse gas); and
  - Improve public safety by mitigating potentially explosive leaks.
- Providing neighborhoods the option of moving power lines underground while the streets are dug up in order to reduce costs.
- Including traffic calming and pedestrian improvement.

- Addressing gaps in the bicycle network and improving safety, as has been identified in the 2017 City's Bicycle Plan. Some of the key "hot-spots" include:
  - The protected bike lanes called for in the new bicycle plan;
  - The gap between the Milvia bike boulevard, in Berkeley, and the Shattuck bike lanes, in Oakland, especially around the intersection of Shattuck and Ashby;
  - Extending the Hearst Ave project an extra block and connect it to the work happening above Shattuck, and tie the protected bike lane across Oxford;
  - Extending the Bancroft Ave. project an extra block and connect it to the work happening above Fulton, and tie it to the protected bike lane across Fulton.

Throughout the implementation of the projects funded through the T1 bond measure, the City should look for grants and other funding opportunities that can add to the available funding to deliver the most value to City residents. This can include funding sources such as EPIC funding announcements from the California Energy Commission, and other matching funds for demonstration projects that support cutting-edge technologies, such as micro-grids for disaster resiliency, zero-impact demand response for hot water and space heating, etc.



Transportation Commission

DATE: March 16, 2017

TO: Tracy J. Clay,  
Secretary to Public Works Commission

FROM: Farid Javandel,   
Secretary to Transportation Commission

RE: Recommendations on T1 Infrastructure Bond Project Selection Criteria from  
Transportation Commission

The Transportation Commission assigned the task of developing project selection criteria to a T-1 subcommittee. At its February 16, 2017 regular meeting the commission took the following action:

It was M/S (Bruzzone/Thomas) that the TC endorse and forward the contents of the February 7, 2017 T-1 Subcommittee memo: *Recommendation on T1 Bond Project Selection and Delivery* to the Public Works Commission. Ayes: Bruzzone, Gerhardstein, Ghosh, Humbert, Lathbury, Thomas, Zander Noes: None Abstain: None Absent: None (Commissioner Parolek was on Leave of Absence) *Motion carried.*

Please forward the attached memo to the Public Works Commission for its discussion of the T1 Infrastructure Bond project selection criteria and project delivery.

To: Berkeley Transportation Commission

From: T1 Bond Subcommittee Members (Ben Gerhardstein, Karen Parolek, and Donald Lathbury)

Re: Recommendation on T1 Bond Project Selection and Delivery

Date: February 7, 2017

## Background

- With respect to transportation, the T1 Bond language is focused on improving mobility, access, and safety for streets in need of repair<sup>1</sup>
  - “Streets and sidewalks provide for transportation and accessibility for both the general public and public safety personnel.”
  - WHEREAS, existing funds and funding sources are inadequate to pay for the
  - Improvements that are necessary in the short term; and
  - “WHEREAS, the City’s existing infrastructure and facilities...are in need of significant repair, renovation, replacement, or reconstruction...so that the public can continue to benefit from them;”
  - “WHEREAS, the City’s existing and future infrastructure is critical to protecting the public safety and welfare”
- In contrast, Measure M was focused on accelerating repaving<sup>2</sup>
- The 12/22 Council report T1 street improvement project list is a carry-over from Measure M, plus Ward St. for geographic equity.
- The 12/22 Council report notes that “streets are selected for rehabilitation each year based on pavement condition and field assessments performed by Public Works staff.” It’s unclear whether/how this selection methodology reflects the criteria outlined on pages 4-5 of the Council report and/or other City plans or policies.
- The 12/22 Council report describes a fairly expansive list of street infrastructure items that could be addressed as part of street improvement projects (“sidewalks, street gutters, curb ramps, retaining walls, and drainage”), but this list is not consistent with the City’s Complete Streets Policy<sup>3</sup>

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1

<https://www.cityofberkeley.info/uploadedFiles/Clerk/Elections/2016/Berkeley%20Bond%20-%20Full%20Text.pdf>

2

[http://www.ci.berkeley.ca.us/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Sidewalks,\\_Streets\\_-\\_Utility/Measure%20M%20resolution.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Sidewalks,_Streets_-_Utility/Measure%20M%20resolution.pdf)

3

[http://www.ci.berkeley.ca.us/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf)

## Recommendation for TC Consideration

### Select T1 street projects using BeST plan selection criteria

The Transportation Commission recommends using the following Berkeley Strategic Transportation (BeST) Plan criteria for all street projects being considered for T1 Bond funding.<sup>4</sup> The BeST plan project scoring criteria represents a prioritization strategy that takes all relevant City policies into account.

#### *BeST Policy-Related Evaluation Criteria*

- Increase Mobility and Access for all Mode Choices
- Increase User Safety
- Increase Access to Commercial Districts and Opportunity Areas
- Increase Transportation Choices for Disadvantaged Communities
- Increase Environmental Sustainability & Resiliency

#### *BeST Additional Evaluation Criteria*

- Project Readiness
- Cost-effectiveness
- Community Support

We believe a balance between projects that can be immediately implemented and projects that are long term priorities of the City is important. T1 offers a rare opportunity to secure gap funding.

The BeST plan criteria analysis of transportation projects being considered should be made available for public review at Council and commission meetings and other public presentations.

The Transportation Commission further recommends that staff closely follow the recommendations and priorities found in the City of Berkeley's Bicycle and Pedestrian Plans. This includes Tier 1 priority projects in the Bike and Pedestrian Plans that require more extensive planning. The Commission believes that T1 funding provides an important opportunity to both deliver immediately beneficial results for the City while also securing funding for critical planning projects that have not been able to otherwise obtain funding.

The Transportation Commission further recommends that Council, with staff consultation, give special consideration to incorporating sidewalk improvement projects into the T1 bond project selection process. Sidewalk repair and maintenance is outside the scope of the BeST Plan and the City's repaving program.

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4

[http://www.ci.berkeley.ca.us/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/Berkeley%20Strategic%20Transportation%20Plan-%20Final-%20Chapter%204.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%20Strategic%20Transportation%20Plan-%20Final-%20Chapter%204.pdf)

### **Follow the City's Complete Streets Policy for T1 Street Projects**

In following T1's stated goals of improving mobility, access, and safety for streets in need of repair, the Transportation Commission strongly supports adherence to the City's Complete Streets Policy.<sup>5</sup> The Transportation Commission recommends that Council, with staff consultation, identify the types of Complete Streets improvements that will be considered with T1 funds. The Complete Streets Policy includes the following list of improvements: sidewalks, shared use paths, bicycle lanes, bicycle routes, Bicycle Boulevards, paved shoulders, street trees, landscaping, planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the safe travel for all users, such as traffic calming devices, transit bulb outs, and road diets, and those features identified in the Berkeley Pedestrian Master Plan and Berkeley Bicycle Plan.

### **Increase the transparency of the T1 Bond project decision-making process**

At all public hearings for Measure T1, the Transportation Commission recommends that staff prepare a holistic summary of:

1. BeST plan criteria
2. Transportation improvements already underway through other revenue sources
3. A summary of key priorities and investments outlined in the BeST, bike, and pedestrian plans

This will help the public better understand how staff came to their recommendations and help focus the conversation on longstanding City priorities.

### **Staff the Public Works Department and Transportation Division to ensure T1 project delivery**

The Transportation Commission also recommends that council consider adding staff necessary to ensure prompt and efficient delivery of T1 Complete Streets projects and other transportation investments before the city. The Commission believes that timely delivery of projects will help engender confidence among Berkeley residents that their tax dollars are being well spent.

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5

[http://www.ci.berkeley.ca.us/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf)

## MEMORANDUM

March 27, 2017

To: Berkeley Parks and Waterfront Commission  
Berkeley Public Works Commission

From: Berkeley Zero Waste Commission

Re: T1 Infrastructure Bond Recommendations

### Transfer Station Rebuild- Background Info

- Rebuilding the Berkeley Transfer Station would improve safety, stormwater runoff, and the ability of the Transfer Station to process and divert materials efficiently and economically.
- An improved Transfer Station would create jobs and business opportunities, and strengthen the CRV redemption system that provides a vital source of income for many individuals.
- Modernized Transfer Stations such as El Cerrito's provide a model of improved traffic flow, better collection of a wider range of materials, reduction in tons of solid waste landfilled, and environmental best practices.
- City staff have identified funding a Conceptual Master Plan as one of the potential uses for the first phase of Measure T1 bond funds.
- A Conceptual Master Plan is required to begin the California Environmental Quality Act (CEQA) process for rebuilding the Transfer Station, and CEQA approval is required before engineering and construction work.
- Estimated cost of a Conceptual Master Plan is \$250,000.

### Transfer Station Rebuild - Recommendations

1. \$250,000 allocation from the first phase of Measure T1 bond funds to fund a Conceptual Master Plan for the rebuilding of the Transfer Station.
2. Engineering and construction funding for the Transfer Station rebuild be considered in the second and/or third phases of Measure T1 bond funds.

### General Recommendations for All Projects

- Minimize Construction and Demolition (C&D) waste during work. Repair and reuse existing buildings where feasible.
- Construct facilities using materials made with recycled content. Use materials that can be reused or recycled at the end of the facility's life. Meet Green Building / LEED / Energy Star standards.
- Equip new facilities with centralized stations with side-by-side landfill, compost, paper, and container collection.
- Street segments should be fully upgraded to maximize the life of the segment.
- Fund the purchase of fuel efficient / low emission vehicles to update the Zero Waste Division vehicle fleet.

## Attachment 4

TO: BERKELEY CITY COUNCIL

FROM: PARKS AND WATERFRONT COMMISSION

SUBJECT: RECOMMENDED ACTION ON T1 PHASE 1 PROJECTS

DATE: MAY 12, 2017

### INTRODUCTION

After a series of subcommittee meetings, the T1 Subcommittee on Parks Capital Projects has reached a consensus on a recommendation for projects that we think should be funded under T1 Phase1. We reached this recommendation after listening carefully to the public and other Commission commentary, that identified restrooms in parks and play equipment as high priorities, and after a series of discussions with city staff and our colleagues on the Public Works Commission. This recommendation, as modified, was adopted by the full Parks and Waterfront Commission, on May 10, 2017.

Our goal is to develop a joint recommendation and written report with the Public Works Commission, and that these recommendations, if adopted by the full Commission, will find a home in that recommendation. We discussed the condition of existing restrooms and play structures, and recommend replacement of substandard restrooms and play structures. We also recommend new restrooms be added to parks over one acre unless there is a restroom in reasonable proximity. Here are our recommendations, with a brief summary of our reasoning.

- I. WE RECOMMEND THAT THE PARKS AND WATERFRONT COMMISSION SUPPORT THE RECOMMENDATIONS FOR RECREATIONAL FACILITIES IN PARKS IN THE CITY MANAGER'S MEMORANDUM OF DECEMBER 22, 2016

All of the projects identified are high priority projects that have been discussed by the full PWC over the past two years and can be constructed during the first phase of T1 bonds. We concur with the recommendation of the Public Works Commission that the proposed green infrastructures projects have not been well integrated into the street and park network, although we are hopeful that the projects can be demonstrated to serve multiple purposes and be funded during Phase 1.

- II. WE RECOMMEND THAT THE COUNCIL ADD ADDITIONAL HIGH PRIORITY PARKS PROJECTS

- A. RESTROOMS

- a) Replace all five existing concrete block restrooms with improved and expanded facilities. The restrooms at Strawberry, Cedar Rose, Aquatic, Willard, and Codornices Parks are small, do not meet ADA requirements, and are generally in poor condition. While the facilities are sturdy, they don't all have secure doors or provide privacy. It may be that upgrading of the Willard facility will result in a suitable restroom, and we know that there is a restroom available to Codornices visitors by going through the tunnel to Rose Garden. We believe that a project to replace all of the restrooms could be completed under a single contract at a cost of about \$1.25 million.
- b) In keeping with the desires of the Council, we think that all parks over 1 acre should have an accessible restroom if feasible. After reviewing those parks without restrooms, we recommend

adding a new restroom to both Ohlone and James Kenney parks at a cost of \$1.6 million. While there is a restroom at James Kenney, it is not open on the weekends, and park use is high. We also recognize that finding a suitable location for a restroom at Ohlone Park that is acceptable to the community may be difficult, but we think public health and human dignity are compelling reasons to recommend a restroom.

- c) Support the recommendation for a restroom and storage facility at the ballfields at Gilman. This is part of the staff recommendation, but we want to highlight that project as part of our overall recommendation for restrooms in parks over one acre in size.

## B. INCLUDE UNIVERSITY AVENUE CONSTRUCTION IN PHASE 1

We recommend that additional funds be allocated for construction of the University Avenue project during Phase 1 beyond planning and design. The conceptual design developed in 2016 identified a number of designs that would allow a two or three lane replacement road to be built without having the road located above the old pier piles that create bumps in the road. There is ample room for a realigned road that will not disturb the State Park or wetlands, and there is sufficient land available to make the road resilient to sea level rise.

An improved roadway is important to recreational users, and to the existing hotel, which provides annual fees to the City and the Marina fund in excess of \$4 million. An improved roadway is also important to the redevelopment or re-leasing of the H's Lordships site. The leases in the marina, in turn, provide the necessary funds for public access improvements throughout the marina and Cesar Chavez. Staff estimates the cost of construction would be \$2.25 million, for a total cost of \$2.6.

## C. INCLUDE FUNDING FOR PLAY STRUCTURE REPLACEMENT

We discussed the condition of play structures with parks staff. According to public comment and staff, some play structures are not in good condition, and we think that safe and engaging play structures are a priority element of city parks. Therefore, we recommend that the Council include funding to replace play structures, and to make sure the new play structures appeal to a wide range of age groups and ability levels. It is also essential that there is geographic distribution of these structures so that a safe play structure is available within a reasonable walking distance. Based on staff's analysis and geographic distribution, a final selection of parks will be presented in the report to Council.

## III. ADDITIONAL PLANNING AND COORDINATION IS NEEDED

### BACKGROUND

In order to develop projects for Phases 2 and 3 of T1, and possible funding beyond T1, it is essential to update the existing Marina Master Plan which was adopted in 2003, and does not consider alternative land uses at the H's Lordships site, or accommodation of a ferry in the marina.

Since the term planning can mean different things to different people, it is also important to define our terms carefully. The Council resolution providing direction for the T1 effort called for a **Program Plan** "...to address aging infrastructure beyond the \$100 million infrastructure bond." Parks staff has prepared an inventory of existing unfunded infrastructure, presented to the City Council on February 28,

2017, that identifies about \$125 million in needed park infrastructure projects. That inventory largely serves as a Program Plan as the Council has defined it.

However, a simple inventory of unfunded infrastructure is not sufficient to identify the long-term capital needs of the parks. Some additional planning, which we are calling a **Needs Assessment**, should be completed that looks beyond the immediate needs of existing facilities to consider changing demographics and recreational patterns. Projects identified in Phase 1 are clear cut needs that can be implemented immediately. Going forward, the Commission recommends that the City develop an assessment of current program needs in existing facilities to accompany facilities assessment, so that funds for future phases of T1 – Phases 2 + 3, can be effectively applied. If T1 funds cannot be applied to such evaluation, then we recommend that other resources be allocated.

An additional kind of planning is also needed, **Project-level Program Planning**. It is anticipated that a project-level program plan will be developed for all building renovation or development projects. The program plan will include a list and description of all the elements that will be included in the scope of the building project.

Project-level program planning looks at factors such as the anticipated number of people using the facility, recreation programs that occur in the building, and other building uses such as community meeting and gathering functions. Other building elements are spatially quantified including special and typical uses such as theater, gym, child development, etc. and restrooms, locker rooms, storage, etc. The space requirements for each activity and its associated furnishings and equipment, are determined and allotted space in the building. Most often a large variety of uses can be accommodated by flexible spaces. The product of this exercise is called a project-level program plan.

The project-level program plan is used to develop a project budget. Each item in the project-level program plan is assigned a cost and the total establishes the project budget. Once the total is known, priorities are identified and the plan can be adjusted to fit available or anticipated funding. Expansion for future needs should be identified during the project-level program planning phase.

Finally, in order to develop meaningful project-level program plans for the projects being considered, the uses and potential uses at the existing community centers need to be considered. The City has three community center buildings located in San Pablo, Live Oak and James Kenney Parks. The Commission is recommending that an additional facility such as an expanded Willard Clubhouse or future fourth Willard area center be developed to serve the southeast quadrant of the City. As the City grows and the demographics change it is anticipated that additional, renovated facilities will be needed. With the application of T1 funds in Phase 1 community center projects, the City will be in the process of planning for renovation at all of the centers. In order for the community centers to be considered at a system, **Community center planning** needs to be undertaken, and it needs to be used to help refine the design for the first project at Live Oak Community Center.

## RECOMMENDATION

- A. **COMMUNITY CENTER PLANNING.** The Commission recommends that as the planning and design for renovation of the centers moves forward, the City engage in an overview planning process to review the programming and operations (both existing and anticipated future needs) of the centers as a group to ensure equitable services at centers throughout the City. Special

programs and areas of focus can be logically planned and complementary operations can be developed. Community input and buy-in will provide support for additional funding that is required. If T1 funds cannot be applied to such evaluation, then we recommend that other resources be allocated.

- a. We recommend including an additional \$250,000 for planning and design of a renovation and/or expansion of the Willard Clubhouse.
  - b. We recommend including an additional \$350,000 for planning and design of a renovation and/or expansion of the James Kenney Center
- B. TIDE TUBES REPLACEMENT PROJECT – The Aquatic Park Tide Tubes Replacement – Planning and Design Project as described in the Staff Recommendation is valued at \$250,000. The Commission supports this project, but because the anticipated planning and design process is extremely complex with multiple stakeholders, and complicated permitting, we recommend that the amount be increased to \$350,000.
- C. BERKELEY PIER/MARINA MASTERPLAN UPDATE - We support the studies for repairing and or replacing the Berkeley pier. Complementary to this effort, we recommend that additional planning work should be done to incorporate other expected change to the overall Marina area including a possible consideration of a location for a future ferry as part of rebuilding the pier, the re-leasing of the HS Lordships site, and other Marina improvements. This planning should happen in the context of an update to the 2003 Marina Plan. The Marina Fund is the logical funder of this effort.
- D. COORDINATE EFFORTS WITH BERKELEY UNIFIED SHOOOL DISTRICT. Since many recreational facilities that the community wants to use and improve are on property owned by the BUSD, we recommend that the Council direct the staff to negotiate lease or ownership agreements for shared use of those resources.
- E. RECOGNIZE OTHER CITY PLANS. All T1 funded projects should comply with goals and guidelines of all plans adopted by the City. These plans include (but are not limited to) ADA Access Plan, Bike and Pedestrian Plan, Climate Action Plan, Creeks Ordinance, , Resiliency Plan, Waterfront Master Plan, Watershed Plan.
- F. OVERSIGHT. We recommend that the Council establish by ordinance an oversight program for bond implementation based on the oversight efforts of the Berkeley Unified School District for Measure AA, passed in 2000.