

## BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE SPECIAL MEETING

#### MONDAY, AUGUST 28, 2023 2:30 P.M.

2180 Milvia Street, 6<sup>th</sup> Floor, Berkeley, CA 94704 – Redwood Room

1404 Le Roy Ave, Berkeley, CA 94708 – Teleconference Location

#### Committee Members:

Mayor Jesse Arreguin, Councilmembers Sophie Hahn and Susan Wengraf Alternate: Councilmember Ben Bartlett

This meeting will be conducted in a hybrid model with both in-person attendance and virtual participation. For in-person attendees, face coverings or masks that cover both the nose and the mouth are encouraged. If you are feeling sick, please do not attend the meeting in person.

Remote participation by the public is available through Zoom. To access the meeting remotely using the internet: Join from a PC, Mac, iPad, iPhone, or Android device: Use URL - <a href="https://cityofberkeley-info.zoomgov.com/j/1600009748">https://cityofberkeley-info.zoomgov.com/j/1600009748</a>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon on the screen. To join by phone: Dial 1-669-254-5252 or 1-833-568-8864 (Toll Free) and Enter Meeting ID: 160 000 9748. If you wish to comment during the public comment portion of the agenda, press \*9 and wait to be recognized by the Chair.

To submit a written communication for the Committee's consideration and inclusion in the public record, email policycommittee@cityofberkeley.info.

Written communications submitted by mail or e-mail to the Agenda & Rules Committee by 5:00 p.m. the Friday before the Committee meeting will be distributed to the members of the Committee in advance of the meeting and retained as part of the official record.

#### **AGENDA**

#### Roll Call

#### **Public Comment**

#### **Review of Agendas**

- 1. Approval of Minutes: July 10, 2023
- 2. Review and Approve Draft Agenda:
  - a. 9/12/23 6:00 p.m. Regular City Council Meeting
- 3. Selection of Item for the Berkeley Considers Online Engagement Portal
- 4. Adjournments In Memory

#### Scheduling

- 5. Council Worksessions Schedule
- 6. Council Referrals to Agenda Committee for Scheduling
- 7. Land Use Calendar

#### Referred Items for Review

None

#### **Unscheduled Items**

- 8a. Discussion of Potential Changes and Enhancements to the City Council Legislative Process including the concepts referred by Council at the March 14, 2023 meeting
- 8b. Discussion Regarding Design and Strengthening of Policy Committee Process and Structure (Including Budget Referrals)
- 9. Modifications or Improvements to City Council Meeting Procedures (referred by Council at the March 14, 2023 meeting)
- 10. Strengthening and Supporting City Commissions: Guidance on the Development of Legislative Proposals
- 11. Discussion and Recommendations on the Continued Use of the Berkeley Considers Online Engagement Portal

#### **Items for Future Agendas**

Requests by Committee Members to add items to the next agenda

#### Adjournment - Next Meeting Tuesday, September 5, 2023

## Additional items may be added to the draft agenda per Council Rules of Procedure.

Rules of Procedure as adopted by Council resolution, Article III, C3c - Agenda - Submission of Time Critical Items

Time Critical Items. A Time Critical item is defined as a matter that is considered urgent by the sponsor and that has a deadline for action that is prior to the next meeting of the Council and for which a report prepared by the City Manager, Auditor, Mayor or council member is received by the City Clerk after established deadlines and is not included on the Agenda Committee's published agenda.

If the Agenda Committee finds the matter to meet the definition of Time Critical, the Agenda Committee may place the matter on the Agenda on either the Consent or Action Calendar.

The City Clerk shall not accept any item past the adjournment of the Agenda Committee meeting for which the agenda that the item is requested to appear on has been approved.

Written communications addressed to the Agenda Committee and submitted to the City Clerk Department by 5:00 p.m. the Friday before the Committee meeting, will be distributed to the Committee prior to the meeting.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953 and applicable Executive Orders as issued by the Governor that are currently in effect. Members of the City Council who are not members of the standing committee may attend a standing committee meeting even if it results in a quorum being present, provided that the non-members only act as observers and do not participate in the meeting. If only one member of the Council who is not a member of the committee is present for the meeting, the member may participate in the meeting because less than a quorum of the full Council is present. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Mark Numainville, City Clerk, (510) 981-6900.

#### COMMUNICATION ACCESS INFORMATION:



This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at (510) 981-6418 (V) or (510) 981-6347 (TDD) at least three business days before the meeting date. Attendees at public meetings are reminded

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

I hereby certify that the agenda for this special meeting of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on Thursday, August 24, 2023.

Mark Numainville, City Clerk

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#### **Communications**

Communications submitted to City Council Policy Committees are on file in the City Clerk Department at 2180 Milvia Street, 1st Floor, Berkeley, CA, and are available upon request by contacting the City Clerk Department at (510) 981-6908 or <a href="mailto:policycommittee@berkeleyca.gov">policycommittee@berkeleyca.gov</a>.

## BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE SPECIAL MEETING MINUTES

MONDAY, JULY 10, 2023 2:30 P.M.

2180 Milvia Street, 6th Floor, Berkeley, CA 94704 – Redwood Room

1404 Le Roy Ave, Berkeley, CA 94708 – Teleconference Location

#### Committee Members:

Mayor Jesse Arreguin, Councilmembers Sophie Hahn and Susan Wengraf
Alternate: Councilmember Ben Bartlett

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#### **MINUTES**

Roll Call: 2:32 p.m.

Present: Wengraf, Arreguin

Absent: Hahn

**Public Comment –** 3 speakers.

#### **Review of Agendas**

1. Approval of Minutes: June 26, 2023

**Action:** M/S/C (Arreguin/Wengraf) to approve the minutes of 6/26/23.

**Vote:** Ayes – Wengraf, Arreguin; Noes – None; Abstain – None; Absent – Hahn.

#### 2. Review and Approve Draft Agenda:

a. 7/25/23 – 6:00 p.m. Regular City Council Meeting

**Action:** M/S/C (Arreguin/Wengraf) to approve the agenda of 7/25/23 with the changes noted below.

- Item Added: Young Lives Matter (Taplin) Councilmember Harrison added as a cosponsor; added to Consent Calendar
- Item Added: Surveillance Ordinance (Police Accountability Board) Added to Action Calendar as part "b" to Item 38 from the City Manager.
- Item 29 Peace Lantern Ceremony (Arreguin) removed from the agenda
- Item 30 Farmers' Market Week (Bartlett) revised item submitted
- Item 31 100<sup>th</sup> Anniversary (Wengraf) Councilmember Hahn and Mayor Arreguin added as co-sponsors
- Item 32 Peet's Coffee Workers (Robinson) Mayor Arreguin added as a co-sponsor
- Item 34 Voting Delegates (City Manager) Moved to Consent Calendar
- Item 36 Dock Project (City Manager) Moved to Consent Calendar
- Item 39 Woolsey Gardens (Arreguin) Councilmember Harrison added as a co-sponsor; scheduled for July 25 Action Calendar

#### Order of Action Items

Item 33 Amendments to Title 23

Item 35 Affordable Housing Framework

Item 38 Surveillance Ordinance (City Manager)

Time Critical: Surveillance Ordinance (Police Accountability Board)

Item 37 Military Equipment Report

Item 39 Woolsey Gardens

**Vote:** Ayes – Wengraf, Arreguin; Noes – None; Abstain – None; Absent – Hahn.

#### 3. Selection of Item for the Berkeley Considers Online Engagement Portal

None selected

#### 4. Adjournments In Memory – None

#### **Scheduling**

- **5. Council Worksessions Schedule –** The Dispatch Needs Assessment Presentation was scheduled for a special meeting on Tuesday, September 19, 2023 at 4:00 p.m.
- 6. Council Referrals to Agenda Committee for Scheduling received and filed
- 7. Land Use Calendar received and filed.

#### Referred Items for Review

None

#### **Unscheduled Items**

- 8a. Discussion of Potential Changes and Enhancements to the City Council Legislative Process including the concepts referred by Council at the March 14, 2023 meeting
- 8b. Discussion Regarding Design and Strengthening of Policy Committee Process and Structure (Including Budget Referrals)
- 9. Modifications or Improvements to City Council Meeting Procedures (referred by Council at the March 14, 2023 meeting)
- 10. Strengthening and Supporting City Commissions: Guidance on the Development of Legislative Proposals
- 11. Discussion and Recommendations on the Continued Use of the Berkeley Considers Online Engagement Portal

#### **Items for Future Agendas**

• The special meeting of the Agenda & Rules Committee previously called for July 17, 2023 at 3:00 p.m. is cancelled.

#### Adjournment

**Action:** M/S/C (Arreguin/Wengraf) to adjourn the meeting.

**Vote:** Ayes – Wengraf, Arreguin; Noes – None; Abstain – None; Absent – Hahn.

Adjourned at 3:22 p.m.

I hereby certify that the forgoing is a true and correct record of the Agenda & Rules Committee meeting held on July 10, 2023.

Rose Thomsen, Deputy City Clerk

#### **Communications**

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# DRAFT AGENDA BERKELEY CITY COUNCIL MEETING

## Tuesday, September 12, 2023 6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702
TELECONFERENCE LOCATION - 1404 LE ROY AVE, BERKELEY 94708

## JESSE ARREGUIN, MAYOR Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 7 – RIGEL ROBINSON
DISTRICT 4 – KATE HARRISON
DISTRICT 8 – MARK HUMBERT

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Live captioned broadcasts of Council Meetings are available on Cable B-TV (Channel 33) and via internet accessible video stream at http://berkeley.granicus.com/MediaPlayer.php?publish\_id=1244.

Remote participation by the public is available through Zoom. To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL: <<INSERT ZOOM for GOV URL HERE>>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: Dial 1-669-254-5252 or 1-833-568-8864 (Toll Free) and enter Meeting ID: <<INSERT MEETING ID HERE>>. If you wish to comment during the public comment portion of the agenda, Press \*9 and wait to be recognized by the Chair.

Please be mindful that the meeting will be recorded and all rules of procedure and decorum apply for in-person attendees and those participating by teleconference or videoconference.

To submit a written communication for the City Council's consideration and inclusion in the public record, email <a href="mailto:council@berkeleyca.gov">council@berkeleyca.gov</a>.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953 and applicable Executive Orders as issued by the Governor that are currently in effect. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Mark Numainville, City Clerk, (510) 981-6900. The City Council may take action related to any subject listed on the Agenda. Meetings will adjourn at 11:00 p.m. - any items outstanding at that time will be carried over to a date/time to be specified.

#### **Preliminary Matters**

#### Roll Call:

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

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

1. Pledge of Allegiance to the Flag

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

**Public Comment on Non-Agenda Matters:** Persons will be selected to address matters not on the Council agenda. If five or fewer persons wish to speak, each person selected will be allotted two minutes each. If more than five persons wish to speak, up to ten persons will be selected to address matters not on the Council agenda and each person selected will be allotted one minute each. Persons attending the meeting in-person and wishing to address the Council on matters not on the Council agenda during the initial ten-minute period for such comment, must submit a speaker card to the City Clerk in person at the meeting location and prior to commencement of that meeting. The remainder of the speakers wishing to address the Council on non-agenda items will be heard at the end of the agenda.

#### **Consent Calendar**

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

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

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

**Public Comment on Consent Calendar and Information Items Only:** The Council will take public comment on any items that are either on the amended Consent Calendar or the Information Calendar. Speakers will be entitled to two minutes each to speak in opposition to or support of Consent Calendar and Information Items. A speaker may only speak once during the period for public comment on Consent Calendar and Information items.

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

#### **Recess Items**

1. Contract: Downtown Berkeley YMCA for Fitness Center Memberships for City Employees

From: City Manager

**Recommendation:** Adopt a Resolution ratifying the action taken by the City Manager during recess to execute a contract and any amendments with the Downtown Berkeley YMCA in the amount of \$130,176 for fitness center memberships for City employees for the period July 1, 2023 through June 30, 2024.

Financial Implications: See report

Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

2. Contract No. 32200058 Amendment: ACI Payments, Inc for Recreation Online Registration System Credit Card Transaction Processing Fees From: City Manager

**Recommendation:** Adopt a Resolution ratifying the action taken by the City Manager to execute an amendment to Contract No. 32200058 with ACI Payments, Inc (ACI) increasing the contract amount by \$35,000 for a total not to exceed amount of \$185.000.

Financial Implications: See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

3. Stipend for Echo Lake Camp Staff

From: City Manager

**Recommendation:** Adopt a Resolution approving up to a \$500/week stipend for certain Echo Lake Camp daily-rated staff working in the summer of 2023, starting July 30, 2023.

Financial Implications: See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

#### **Recess Items**

#### 4. Contract No. 100692-4 Amendment: Serological Research Institute for DNA

Testing Services From: City Manager

**Recommendation:** Adopt a Resolution ratifying the action taken by the City Manager during recess to amend Contract No. 100692-4 and any necessary future amendments with Serological Research Institute (SERI) for the Police Department, increasing the contract amount by \$1,000,000 for a total not to exceed amount of \$3,000,000 while the contract expiration will remain June 30, 2025.

**Financial Implications:** State Proposition 172 Fund - \$1,000,000

Contact: Jennifer Louis, Police, (510) 981-5900

#### **Consent Calendar**

#### 5. Minutes for Approval

From: City Manager

**Recommendation:** Approve the minutes for the Council meetings of July 10 (special closed), July 11 (regular), July 18 (special), July 24 (special closed and special) and July 25 (special and regular).

Financial Implications: None

Contact: Mark Numainville, City Clerk, (510) 981-6900

#### 6. Establish 2024 City Council Meeting Schedule

From: City Manager

Recommendation: Adopt a Resolution establishing the City Council regular meeting

schedule for 2024, with starting times of 6:00 p.m.

Financial Implications: None

Contact: Mark Numainville, City Clerk, (510) 981-6900

#### 7. Police Accountability Board – Appointment of New Member

From: City Manager

**Recommendation:** Adopt a Resolution appointing a new member to the Police

Accountability Board nominated by Councilmember Humbert.

Financial Implications: None

Contact: Mark Numainville, City Clerk, (510) 981-6900

#### 8. Contract: NetFile for Online Campaign Report, Public Financing, and Form 700

Filing and Tracking From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract with Westcoast Online Information Systems, Inc. dba NetFile for an amount not to exceed \$170,700 for the period October 1, 2023 through September 30, 2028 for online campaign report, public financing, and Form 700 filing, processing, web posting, and tracking.

**Financial Implications:** General Fund - \$170,700 Contact: Mark Numainville, City Clerk, (510) 981-6900

## 9. Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on September 12, 2023

From: City Manager

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

**Financial Implications:** Varous Funds - \$9,990,000 Contact: Henry Oyekanmi, Finance, (510) 981-7300

#### 10. Contract: Swifthawk LLC for Project Management & Consulting

From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with Swifthawk, LLC to provide project management and consulting services for the Fire Department from August 7, 2023 to August 31, 2025 in an amount not to exceed \$600,000.

Financial Implications: Measure FF Fund - \$600,000

Contact: David Sprague, Fire, (510) 981-3473

## 11. Contract No. 32300094 Amendment: Restoration Family Counseling Center for Counseling, Education and Support

From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32300094 for Counseling, Education and Support for the Fire Department (Department); with Restoration Family Counseling Center Inc. (RFCC), increasing the total contract amount from \$80,000 to \$308,000.

Financial Implications: Various Funds - \$228,000

Contact: David Sprague, Fire, (510) 981-3473

## 12. Accept Future of Public Health Funds from the State of California From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City manager to submit grant agreements to the State of California, to accept the grants, and to execute any resultant revenue agreements and amendments for the Future of Public Health program for an amount of \$912,213 for each of the following: Fiscal Year 2024, Fiscal Year 2025, and Fiscal Year 2026.

Financial Implications: See report

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

#### 13. Taxi Scrip Redemption Window Cash Drawer Increase

From: City Manager

**Recommendation:** Adopt a Resolution authorizing City Manager or her designee to increase the cash drawer amount for the weekly Taxi Scrip Redemption window from \$15,000 to \$20,000.

Financial Implications: See report

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

## 14. Contract: The Housing Workshop for Social Housing Models & Market Analysis From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with The Housing Workshop to provide policy model research and market analysis to inform social housing initiatives for the Department of Health, Housing, and Community Services (HHCS) from September 13, 2023 to September 13, 2024 in an amount not to exceed \$175,000.

Financial Implications: See report

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

# 15. Expenditure Contract: Persimmony International for Electronic Medi-Cal Administrative Activities and Targeted Case Management Documentation From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager or her designee to execute an expenditure agreement, and any amendments or extensions, with Persimmony International for ongoing system maintenance of web-based Medi-Cal Administrative Activities (MAA) time study documentation, and Targeted Case Management (TCM) documentation. The contract will be in an encumbered amount of \$289,011 for the period July 1, 2023 through June 30, 2027.

Financial Implications: See report

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

# 16. Contract No. 31900009 Amendment: Building Opportunities for Self-Sufficiency (BOSS) for McKinley House (2111 McKinley Avenue, Berkeley, CA 94703) From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager or her designee to execute an amendment to Contract No. 31900009 with Building Opportunities for Self-Sufficiency (BOSS) through November 1, 2025, adding \$287,712 for a total contract amount of \$945,424, to fund Mental Health clients living at 2111 McKinley Avenue in Berkeley. This will extend the contract by two years.

Financial Implications: See report.

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

## 17. Contract: Sensis, Inc. for Recruitment and Marketing Services From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract with Sensis, Inc. for recruitment and marketing services, in an amount not to exceed \$250,000 over two years: \$125,000 in the first year, with an option to renew for a second year for an additional \$125,000.

Financial Implications: See report

Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800

## 18. Establish Classification and Salary Range – Lactation Counselor From: City Manager

**Recommendation:** Adopt a Resolution establishing the unrepresented classification of Lactation Counselor with an hourly salary range of \$41.1351 - \$50.0000, and an annual salary range of \$85,561.0080 - \$104,000.00, in order to utilize grant funding to employ an International Board Certified Lactation Consultant (IBCLC) who will oversee the City's Breastfeeding Peer Counselor Program and provide additional public health services to the City of Berkeley community.

Financial Implications: See report

Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800

#### 19. Revise Classification and Salary Range – Paramedic

From: City Manager

**Recommendation:** Adopt a Resolution revising the classification of Paramedic to an hourly salary range of \$30.00-\$40.00 per hour (currently \$30.00-\$45.00 per hour) to offset unanticipated budgetary impacts due to overtime. This recommendation and proposed Resolution follow Council consideration of this item in Closed Session on July 24, 2023.

Financial Implications: See report

Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800

## 20. Grant Applications: Bipartisan Infrastructure Law (BIL) for Parks Improvement Projects

From: City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager or her designee to submit a grant application in the amount of up to \$5,000,000 to the Clean California Local Grant Program (CCLGP) for the Tom Bates Fields Beautification Project; accept any grants; execute any resulting grant agreements and any amendments; and that Council authorize the implementation of the project and appropriation of funding for related expenses, subject to securing the grant.

Financial Implications: See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

## 21. Utility Easement: Bolivar Drive – East Bay Municipal Utility District From: City Manager

**Recommendation:** Adopt first reading of an Ordinance authorizing and directing the City Manager to convey a utility easement to the East Bay Municipal Utility District along Bolivar Drive at Aquatic Park.

Financial Implications: None

Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

22. Serving inclement weather needs, RV dwellers, and other vehicle dwellers through the Encampment Mobile Mental Health Wellness Team, as is feasible, within parameters of the state-approved project plan

From: Homeless Services Panel of Experts

**Recommendation:** That Council refer to staff to include providing services to meet inclement weather needs of the unhoused and provide services to RV, and other vehicle, dwellers, as is feasible, within the parameters of the state-approved plan.

Financial Implications: See report

Contact: Josh Jacobs, Commission Secretary, (510) 981-5400

23. Restore one monthly meeting of Homeless Services Panel of Experts in order to conduct a regular monthly meeting in October, 2023

From: Homeless Services Panel of Experts

**Recommendation:** To allow the Homeless Services Panel of Experts to conduct one additional meeting in 2023 which would restore one meeting given that 3 special meetings were otherwise used to address Measure P allocations.

Financial Implications: See report

Contact: Josh Jacobs, Commission Secretary, (510) 981-5400

#### **Council Consent Items**

24. Appoint Ayanna Davis to the Berkeley Housing Authority Board

From: Mayor Arreguin (Author)

Recommendation: Adopt a Resolution appointing Ayanna Davis to serve on the

Berkeley Housing Authority Board of Commissioners for a four-year term.

Financial Implications: None

Contact: Jesse Arreguin, Mayor, (510) 981-7100

25. Letter to State Legislators Regarding San Pablo Park Pool Project

From: Councilmember Taplin (Author)

**Recommendation:** Send a letter to the requesting state budget allocations for capital improvements at San Pablo Park including the Frances Albrier Community Center and San Pablo Park Pool.

Financial Implications: Staff time

Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120

#### **Council Consent Items**

**26. 51B BRT + University/Shattuck Corridor Mobility Improvements** (Reviewed by the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee)

From: Councilmember Taplin (Author), Councilmember Robinson (Co-Sponsor)

#### Recommendation:

- 1. Refer to the City Manager commencement of a feasibility analysis and community engagement process to develop options for the implementation of Bus Rapid Transit (BRT) improvements along AC Transit's 51B route; options are to be developed in tandem with internal city departments, including Public Works, Fire, Police Traffic Unit, and Economic Development, and interagency partners, including AC Transit, the Alameda County Transportation Commission, BART, Caltrans, UC Berkeley, and WETA; community engagement is to emphasize students, transportation advocates, transit riders, the disability rights community, the faith community, the senior community, local merchants, the business community, the arts community, and tenants; consultation with AC Transit and UC Berkeley Bear Transit on planning, scoping, and implementation is to begin as soon as possible; staff are encouraged to explore and pursue quick build improvements.
- 2. Refer \$150,000 to the FY 2024-2025 budget process to increase the budget for the city's ADA Transition Plan capital project to prioritize and implement ADA improvements at the city's intersections, such as curb cuts, auditory functions of crossing signals, bulb-outs, shortening crossing distances, and other safety improvements.
- 3. Refer \$150,000 to the FY 2025-2026 budget process for consulting costs to conduct corridor studies along University Avenue, from Seawall Drive, to Oxford Street, and along Oxford Street and Fulton Street, from Virginia Street to Durant Avenue, to identify appropriate road safety improvements that advance city-adopted safety, transportation, and climate goals and are continuous with work currently underway on the Addison Bicycle Boulevard, and explore improvements for curb management, i.e. accessible parking (blue curbs), management of curb space for third party delivery service, etc.

Policy Committee Recommendation: To forward the item to Council with a positive recommendation.

Financial Implications: See report

Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120

#### **Council Consent Items**

27. Budget Referral: Refer \$100,000 to the FY 23 and FY 24 AAO #1 to beautify Vacant Storefronts in Berkeley Commercial Districts

From: Councilmember Harrison (Author)

**Recommendation:** Refer \$100,000 to the FY 23 and FY 24 AAO #1 to help fund art or district branding vinyl window graphics on vacant storefronts in Berkeley Commercial Districts to beautify our Commercial Districts. The fund would be administered by the Downtown Berkeley Association on behalf of all Commercial Districts, and would reimburse property owners for 50% of the entire cost of the project: 1. Artist fee; 2. Costs associated with non-commercial printed material that is ideally non-plastic (may be vinyl if no alternative exists); 3. Installation of non-commercial window graphics

Financial Implications: See report

Contact: Kate Harrison, Councilmember, District 4, (510) 981-7140

28. Budget Referral: Miyawaki "Pocket Forest" Pilot Program to Support Carbon Sequestration, Biodiversity, Cooling, Noise Reduction, Health, and Equity From: Councilmember Hahn (Author), Councilmember Taplin (Co-Sponsor) Recommendation: Refer to the November 2023 Budget Process \$140,000 to fund staffing, materials, and consultants for a Miyawaki Pocket Forest Pilot Project, including the planting of two pocket forests on City of Berkeley sites, preferably in areas most impacted by poor air quality, and a report to Council on opportunities and funding for a broader Citywide Miyawaki Forest program. Should November 2023 funding not be available, refer to subsequent budget processes for consideration.

Financial Implications: See report

Contact: Sophie Hahn, Councilmember, District 5, (510) 981-7150

#### **Action Calendar**

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

The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to determine the number of persons interested in speaking at that time. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue.

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

#### **Action Calendar - New Business**

29a. Accommodating Client Literacy and Cognitive Challenges in Community Agency Allocation Funding Process as to Homeless Providers

From: Homeless Services Panel of Experts

**Recommendation:** That Council refer to staff to include in the community agency allocation funding RFP a question to homeless services providers as to how homeless services providers plan to accommodate clients with literacy and cognitive challenges.

Financial Implications: See report

Contact: Josh Jacobs, Commission Secretary, (510) 981-5400

29b. Companion Report: Accommodating Client Literacy and Cognitive Challenges in Community Agency Allocation Funding Process as to Homeless Providers From: Homeless Services Panel of Experts, City Manager

**Recommendation:** Take no action on the Homeless Services Panel of Experts' recommendation, as staff have already included in the community agency allocation funding Request for Proposals (RFP) a question to homeless services providers as to how they plan to accommodate clients with literacy and cognitive challenges.

Financial Implications: See report

Contact: Josh Jacobs, Commission Secretary, (510) 981-5400, Peter Radu, City Manager's Office, (510) 981-7000

#### **Action Calendar – Policy Committee Track Items**

30. Excused Absence for Councilmember Kate Harrison

From: Mayor Arreguin (Author)

**Recommendation:** Excuse Councilmember Kate Harrison from the September 19, 2023 Council meeting as a result of attending to official business of the City.

Financial Implications: None

Contact: Jesse Arreguin, Mayor, (510) 981-7100

31. Designating Open Space Adjacent to Old Berkeley City Hall, Alameda County Berkeley Courthouse, and the City of Berkeley Public Safety Building as a Linear City Park Pursuant to BMC 6.42

From: Councilmember Harrison (Author)

**Recommendation:** Adopt a resolution designating open space in front of Old City Hall as linear City park space and formally dedicate this site for permanent recreational use pursuant to BMC 6.42.

Financial Implications: See report

Contact: Kate Harrison, Councilmember, District 4, (510) 981-7140

#### **Information Reports**

32. LPO NOD: 60 Panoramic Way, #LMIN2023-0001

From: City Manager

Contact: Jordan Klein, Planning and Development, (510) 981-7400

#### **Information Reports**

33. LPO NOD: 1960 San Antonio Avenue/645 Arlington Avenue, #LMSAP2022-0005

From: City Manager

Contact: Jordan Klein, Planning and Development, (510) 981-7400

34. LPO NOD: 803 Delaware Street, LMSAP2023-0002

From: City Manager

Contact: Jordan Klein, Planning and Development, (510) 981-7400

#### Public Comment – Items Not Listed on the Agenda

#### **Adjournment**

**NOTICE CONCERNING YOUR LEGAL RIGHTS**: If you object to a decision by the City Council to approve or deny a use permit or variance for a project the following requirements and restrictions apply: 1) No lawsuit challenging a City decision to deny (Code Civ. Proc. §1094.6(b)) or approve (Gov. Code 65009(c)(5)) a use permit or variance may be filed more than 90 days after the date the Notice of Decision of the action of the City Council is mailed. Any lawsuit not filed within that 90-day period will be barred. 2) In any lawsuit that may be filed against a City Council decision to approve or deny a use permit or variance, the issues and evidence will be limited to those raised by you or someone else, orally or in writing, at a public hearing or prior to the close of the last public hearing on the project.

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Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at the public counter at the City Clerk Department located on the first floor of City Hall located at 2180 Milvia Street as well as posted on the City's website at <a href="https://berkeleyca.gov/">https://berkeleyca.gov/</a>.

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



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



CONSENT CALENDAR
September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Homeless Services Panel of Experts

Submitted by: Carole Marasovic, Acting Chair, Homeless Services Panel of Experts

Subject: Serving inclement weather needs, RV dwellers, and other vehicle dwellers

through the Encampment Mobile Mental Health Wellness Team, as is

feasible, within parameters of the state-approved project plan

#### RECOMMENDATION

That Council refer to staff to include providing services to meet inclement weather needs of the unhoused and provide services to RV, and other vehicle, dwellers, as is feasible, within the parameters of the state-approved plan.

#### FISCAL IMPACTS OF RECOMMENDATION

The fiscal impacts have already been met under the state-approved Mental Health Services Act plan for an Encampment Mobile Mental Health Wellness Team to provide mental health wellness services to support unhoused persons in encampments in Berkeley for 4-5 years for a total of \$2.8 million dollars in MHSA monies.

#### **CURRENT SITUATION AND ITS EFFECTS**

The state of California has already approved a plan for 4-5 years for Berkeley to implement an Encampment Mental Health Wellness Mobile Team which provide support services in a client-centered manner, to encampments of unhoused persons. Under this plan, the services would be provided consistent with the unhoused persons wishes as to what they want and need to promote their mental health wellness. This plan will be implemented with Mental Health Services Act monies for a total of about 2.8 million over a 4-5 year period. The provider has been selected but not yet, publicly announced as of this writing.

Last year, the unhoused, who were unsheltered, suffered a brutal winter where they often were left without equipment and warm clothing. In particular, they were in need of tents, rain gear and clothing such as gloves and hats. It is expected that these inclement weather needs will continue unless provisions are made for regular delivery of these items.

Public

Serving inclement weather needs, RV dwellers, and other vehicle dwellers

CONSENT CALENDAR September 12, 2023

RV dwellers, and other vehicle dwellers, are a visible number of unhoused persons in the community who also have wellness needs and could benefit from the Encampment Mobile Mental Health Wellness Team consistent with the state-approved plan.

#### **BACKGROUND**

On July 13, 2023, the Homeless Services Panel of Experts passed the following motion:

**Action:** M/S/C Wachspress/Meany move to Council to refer to staff to include providing services to meet inclement weather needs of the unhoused and provide services to RV, and other vehicle, dwellers, as is feasible, within the parameters of the state-approved Encampment Mobile Mental Health Wellness Team.

**Vote:** Ayes: Meany, Hynes, Kealoha-Blake, Bookstein, Feller, Jones, Wachspress

and Marasovic.

Noes: None. Abstain: None. Absent: None.

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

With client-centered mental health wellness services provided by the Encampment Mental Health Wellness Mobile Team, there should be an improved environmental and climate impact. The services to RVs and vehicle dwellers and meeting inclement weather needs of all of Berkeley's unhoused encampments should further improve those impacts.

#### RATIONALE FOR RECOMMENDATION

The Homeless Services Panel of Experts appreciates the MHSA state-approved plan for Encampment-based Mobile Mental Health Wellness Team services. Incorporating meeting inclement weather services' needs, such as providing warm clothing and tents, and defining encampments to include RVs and other vehicle dwellers, should be easily accomplished, if feasible, within the parameters of the state-approved plan.

#### ALTERNATIVE ACTIONS CONSIDERED

To leave the plan standing as is.

#### CITY MANAGER

The City Manager takes no position on the content and recommendations of the Commission's report.

#### **CONTACT PERSON**

Josh Jacobs, Homeless Services Coordinator, Neighborhood Services, (510) 225-5435



CONSENT CALENDAR
September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Homeless Services Panel of Experts

Submitted by: Carole Marasovic, Acting Chair, Homeless Services Panel of Experts

Subject: Restore one monthly meeting of Homeless Services Panel of Experts in order

to conduct a regular monthly meeting in October, 2023

#### RECOMMENDATION

To allow the Homeless Services Panel of Experts to conduct one additional meeting in 2023 which would restore one meeting given that 3 special meetings were otherwise used to address Measure P allocations.

#### FISCAL IMPACTS OF RECOMMENDATION

The only fiscal impacts are the cost of the room rental for commission meetings and commission stipends for those commissioners who financially qualify.

#### CURRENT SITUATION AND ITS EFFECTS

The ordinance mandating the number of commission meetings allotted each year provides for only 10 meetings per calendar year without returning to Council for approval for additional meetings.

In order for the Homeless Services Panel of Experts (HSPE) to review and make P recommendations to meet Council's deadlines, three special meetings were held.

In January, 2024, HSPE will be conducting an intensive review of funding proposals under the community agency allocation funding process. Due to the three special meetings that had to be called, without the restoration of one regular monthly meeting, HSPE would not have an opportunity to meet between August-December to discuss homeless policy and make recommendations to Council. As such, HSPE would not have any meetings for the last five months in 2023. Without the granting of one additional meeting, HSPE would not meet until January, 2024 when they will be involved in the community agency allocation process reviewing and scoring funding proposals.

During the current funding process, HSPE believed that they needed additional information brought to them by staff and to have fact-gathering and exploratory

discussions between funding cycles. Without this one regular monthly meetings restored, that cannot be done.

#### **BACKGROUND**

On June 7, 2023, the Homeless Services Panel of Experts passed the following motion:

**Action:** M/S/C Meany/Marasovic move to restore 1 monthly meeting of Homeless Services Panel of Experts in order to conduct regular monthly meetings in October.

**Vote:** Ayes: Meany, Kealoha-Blake, Bookstein, and Marasovic.

Noes: Hynes. Abstain: None. Absent: Feller, Jones, Wachspress (Leave of

absence).

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no significant environmental effects.

#### RATIONALE FOR RECOMMENDATION

The Homeless Services Panel of Experts is entrusted with not only making recommendations for funding but also to know the full landscape of homeless services in Berkeley and to recognize gaps that need to be addressed. The Homeless Services Panel of Experts is also entrusted with making policy recommendations even more under its mandate since the Homeless Commission was folded into HSPE. In order to do so, HSPE needs to be able to conduct one additional monthly meeting in October, 2023, the only meeting in a five-month time period in 2023, which it cannot do without Council's approval.

#### ALTERNATIVE ACTIONS CONSIDERED

To not have 1 meeting restored so that HSPE cannot secure information needed to fulfill their mandated responsibilities and not make any policy recommendations to Council.

#### <u>CITY MAN</u>AGER

The City Manager takes no position on the content and recommendations of the Commission's report.

#### **CONTACT PERSON**

Josh Jacobs, Homeless Services Coordinator, Neighborhood Services, (510) 225-5435



CONSENT CALENDAR September 12, 2023

Honorable Members of the City Council To:

From: Mayor Jesse Arreguín

Subject: Appoint Ayanna Davis to the Berkeley Housing Authority Board

#### RECOMMENDATION

Adopt a Resolution appointing Ayanna Davis to serve on the Berkeley Housing Authority Board of Commissioners for a four-year term.

#### **BACKGROUND**

On May 22, 2007, the Berkeley City Council established a Berkeley Housing Authority (BHA) Board of Commissioners. State law mandates BHA commissioners, including successors, be appointed by the Mayor and confirmed by the City Council.

There are currently two vacancies on the seven-member Berkeley Housing Authority Board. Pursuant to California's Health and Safety Code Section 34272, the Mayor nominates Ayanna Davis to fill a vacancy for a four-year term on the BHA Board. A search is currently underway to fill the final vacant seat.

Ms. Davis has worked for Health Black Families, Inc. (HBF) for the last eight years, serving as the Deputy Executive Director for the past two years. During her time at HBF, she has been a community leader in creating engagement and advocacy, in addition to supervising day-to-day operations. She brings decades of experience over a wide range of fields, including community radio programming, event management, legal and research assistance, and grassroots organizing. She is the fifth generation of her family to live in Berkeley and the East Bay, and leverages that history to give back and support underserved communities. Her experience, compassion, advocacy, and mobilization skills make her the ideal candidate to serve on the BHA Board and support implementation of the City's housing goals.

#### FINANCIAL IMPLICATIONS

None

#### **ENVIRONMENTAL SUSTAINABILITY**

There are no identifiable environmental effects or opportunities associated with adopting this recommendation.

#### CONTACT PERSON

Appointment of Ayanna Davis to the BHA Board

CONSENT CALENDAR September 12, 2023

Mayor Jesse Arreguín 510-981-7100

#### Attachments:

- 1: Resolution
- 2: Resume of Ayanna Davis

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

## APPOINTING AYANNA DAVIS AS A COMMISSIONER ON THE BERKELEY HOUSING AUTHORITY BOARD OF COMISSIONERS

WHEREAS, the Council of the City of Berkeley, as the governing body of the City of Berkeley, declared itself to the Commissioners of the Berkeley Housing Authority (BHA) and appointed two tenant Commissioners pursuant to Health and Safety Code Section 34290; and

WHEREAS, on May 22, 2007 the Mayor appointed, and the City Council by a majority vote confirmed, the appointment of 5 Commissioners and 2 tenant Commissioners to the BHA Board pursuant to Health and Safety Code Section 34270; and

WHEREAS, there are currently two vacant Commissioner seats that needs to be filled; and

WHEREAS, the Mayor has nominated Ayanna Davis, a Berkeley resident who has decades of experience over a wide range of fields, including community radio programming, event management, legal and research assistance, and grassroots organizing; and

WHEREAS, Davis currently works as the Deputy Executive Director of Health Black Families, Inc. (HBF), where she has been a community leader in creating engagement and advocacy, in addition to supervising day-to-day operations; and

WHEREAS, Davis' experience, compassion, advocacy, and mobilization skills make her the ideal candidate to serve on the BHA Board and support implementation of the City's housing goals.

NOW THEREFORE, BE IT RESOLVED by the Mayor of the City of Berkeley that Ayanna Davis is appointed to serve as a tenant Commissioner on the Berkeley Housing Authority Board; and

BE IT FURTHER RESOLVED by the Council of the City of Berkeley that it supports the Mayor's determination regarding the qualifications of Ayanna Davis and hereby confirms the Mayor's appointment; and

BE IT FURTHER AND FINALLY RESOLVED by the Mayor of the City of Berkeley that, pursuant to Health and Safety Code Section 34272(a), Ayanna Davis is appointed to serve as a Commissioner for a four-year term.

#### **RESUME**

#### Ayanna Davis <u>mamaayanna@healthyblackfam.org</u> 510-379-6387

#### **EDUCATION**

2004 - 2007: Academy of Chinese Culture and Health Sciences; Oakland, CA

Major: Master of Science | Traditional Medicine | Health Sciences 2007 – 2009 Community Acupuncture 1000-hour Clinical Internship

San Francisco State University; San Francisco, CA Major: Liberal Arts/Minor: Education; BS completion

College of Alameda; Alameda, CA

Major: Special Education; AA; Major: Business; AB

#### **RELATED WORK EXPERIENCE**

#### **July 1, 2021 – Present**

#### **Deputy Executive Director, Healthy Black Families**

Part of Executive Team with focus on policy development, program governance, community engagement and organizational advocacy. Support Executive Director with day-to-day operations and Board duties. Work with community stake holders, partners, and community-based organizations on affordable housing, health and education equity, policy, advocacy, and community engagement initiatives. Design, implement, and facilitate advocacy and policy training, workshops, and classes. Supervise program manager and program staff in day-to-day program activities to ensure meeting of contract and grant deliverable, goals, and objectives. Supervise, train, and evaluate employees, office staff, and volunteers; Prepare reports, presentations, communications, and other correspondence.

## August 1, 2015 – June 30, 2021 Healthy Black Families, Inc. Director of Programs

Support Executive office with day-to-day operations and Board duties. Supervise day-to-day program related goals and activities as assigned. Conduct data management, evaluation, analysis, assessment, and monitoring to ensure that program activities meet contract goals and objectives. Supervise and train employees, office staff and volunteers; Prepare reports, presentations, outreach communications, and other correspondence. Oversee program grants budget, work plans and reporting. Ensure program activities align with HBF strategic plan. Supervise Sisters Together Empowering Peers (STEP) Program. Support the Berkeley Black Infant Health Program. Participate in local coalitions and community partnerships. Report to the Board of Directors, funders, and community partners. Plan and supervise community education forums; Create, plan, oversee and implement, programming, training, events, calendars, and schedules.

## October 1, 2012 – June 2016: Rafiki Coalition for Health and Wellness Wellness Manager (Internal/External); Clinic Manager

Managed Internal and External Wellness Program; Wellness Center Manager. Managed onsite wellness program and healthy food pantry at City of San Francisco Housing Authority housing development; planned and coordinated over 120 physical activity/movement, garden, and nutrition education classes, health workshops and special events yearly; identified and hired workshop leaders, class instructors, nutritionists, chefs, CAM practitioners and vendors; created and managed program budgets, invoices and payment vouchers; created and coordinated monthly, quarterly and yearly class and workshop schedules and calendars; worked as liaison with funders and collaborative partners; wrote monthly, semi-annual and annual reports; supported development director in grant writing and reporting; supervised and evaluated associates and volunteers; designed and presented educational information; planned, taught and led movement, nutrition, and educational classes and workshops; managed on-site garden programs.

#### June 2010 – August 2012: Urban Releaf; Oakland, CA

#### Administrative Coordinator, Grants and Events Research – (contract position).

Coordinate and organize and host special community programs, community engagement, and educational events; create and coordinate budgets; organize speakers and vendors; coordinate community outreach; public relations; research, program design and grant writing; budget preparation, fundraising and outreach consultations.

#### 1996 – 2012: Legal Assistant/Research Assistant/Paralegal

Contract legal and research assistance specializing in medical research, legal writing, document review, and case research; financial accounting and cost estimation; individual case preparation; case and process service; client and witness interviewing; court document filing; and report writing for trial preparation in Criminal Defense, Personal Injury, Family and Special Interest Law Litigation.

#### **RELATED TRAINING:**

January - May 2012: Restorative Justice Leadership Training; Oakland, CA

Dec 2010 - Dec 2013: National Bay Area CARES Leadership Training; Oakland, CA

July 2015/2009/2007/2005: CPR and First Aid Certification; Red Cross, Oakland, CA

Feb 2004 - May 2004: Foundations of Non-violent Communication; EBCRC, Oakland, CA

January 2000 - June 2002: Re-evaluation Co-Counselor Training; Berkeley, CA

January 2001 – June 2001: Legal Secretary/Paralegal Refresher Course

June 2001 - Jan 2002: Microsoft Office User's Certification

January 1981 - December 1996: Paralegal, legal investigator consultant

#### **RELATED COMMUNITY LEADERSHIP:**

October 2020 – Present: Affordable Housing Preference Policy survey outreach, policy writing, policy advocacy; Berkeley, CA

July 2017 - Present: Acting Director Kongo Ngola Kapoeira Institute

July 1993 - Present: Founding Member and Strategic Advisor; Malcolm X Grassroots Movement

Oakland Chapter

June 2015 – December 2019: Co-Coordinator - Malcolm X Grassroots Movement Oakland Chapter

#### Page 6 of 6

**January 2014 – December 2017:** Co-Coordinator - State of Black Oakland (SOBO) People's Assembly Leadership Committee

January 2002 – July 2006: Cofounder-Director – Black Health and Healing Coalition; Bay Area

June 2002 - July 2006: Black Women's Health and Healing Conferences and Retreats

**July 2001 – June 2004:** Lead Health Educator/Teacher School of Social Justice and Community Development; Oakland, CA

**July 1994 – December 2010:** Cofounder/Co-Coordinator – Black Women's Health and Healing Circles; Bay Area

**July 1985 – December 2002:** KPFA Radio – Producer, Host, Director – Community Radio Programming; Berkeley, CA

**July 1984 – December 1997:** Founder, Co-Coordinator – African Women United For Development Bay Area

References: Upon Request



CONSENT CALENDAR September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin

Subject: Letter to State Legislators Regarding San Pablo Park Pool Project

#### RECOMMENDATION

Send a letter to the requesting state budget allocations for capital improvements at San Pablo Park including the Frances Albrier Community Center and San Pablo Park Pool.

#### **FINANCIAL IMPLICATIONS**

Staff time.

#### **BACKGROUND**

Measure T1, passed by Berkeley voters in 2016, provided funding for a conceptual design and planning for a renovated Frances Albrier Community Center with an adjacent new pool at San Pablo Park. This project completed a conceptual design for the replacement of the Frances Albrier Community Center to a Care and Shelter facility and the addition of a 25 meter pool. However, the second phase of T1 projects did not include the actual construction for this project. The Community Center still needs significant renovations for ADA accessibility and seismic safety upgrades. The City's Building Analysis conducted as part of the conceptual design found significant dry rot and inadequate structural bracing of the roof, among other serious issues with the building (see Attachment 3).

On November 19, 2020, the Parks, Recreation & Waterfront Commission recommended projects for funding under Phase 2 of Measure T1, but only included Frances Albrier and the adjacent pool under projects "that are high priority but exceed the resources available under T1 Phase 2." (See Attachment 4). The commission further noted: "Many on our Commission were strongly in support of investing in Frances Albrier Center to create an inspirational community center, and those who participated in the planning effort were strongly in favor of the vision they created, which included a community pool. It is not possible to renovate or rebuild Willard Pool, and we fear that many children in our city will not have an opportunity to learn to swim...We want to make sure that Berkeley is well positioned to move forward with one of these projects if Federal or State funding is made available." The City Council approved these recommendations on December 15, 2020.

The City of Berkeley included the San Pablo Park Pool Project in its 2023 Legislative Platform (see Attachment 2). According to City staff, \$14.8 million would fully construct a competitive and recreational pool complex in San Pablo Park adjacent to the existing

SPPP Letter

CONSENT CALENDAR September 12, 2023

Frances Albrier Community Center. Currently, the closest public pool is at the West Campus Swim Center (2100 Browning St), but there is currently no public aquatic facility operating in what is typically considered South Berkeley.

According to the US Census Bureau, the San Pablo Park neighborhood saw a 34.3% decline in its Black population from 2010-2020, the largest decline of any Census tract in Berkeley. Meanwhile, construction costs have increased 26% over the last two years (2020 – 2022). These increases have required staff to reduce design and construction scopes and identify other funding sources where possible in order to complete many T1 phase 2 projects. Further deferring this project would only increase final costs and exacerbate the competition for scarce resources among other worthy projects. Failing to complete this project would risk breaking yet another promise to the Black community on behalf of the City.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS None.

#### **CONTACT PERSON**

Councilmember Taplin Council District 2 510-981-7120

#### Attachments:

- 1: Letter
- 2: 2023 Legislative Platform
- 3: Frances Albrier Planning and Conceptual Design
- 4: December 15, 2020 Meeting Agenda

<sup>&</sup>lt;sup>1</sup> Markovich, A. (2022). A changing Berkeley: 6 maps show how the past decade has remade the city. *Berkeleyside*. Retrieved from <a href="https://www.berkeleyside.org/2022/07/17/berkeley-population-demographics-housing-census-2020-maps">https://www.berkeleyside.org/2022/07/17/berkeley-population-demographics-housing-census-2020-maps</a>



Senate Budget Committee & Assembly Budget Committee California State Capitol Sacramento, CA 95814

September 12, 2023

## RE: Budget Request from the City of Berkeley Related to Infrastructure Improvements at San Pablo Park

Dear Committee members:

On behalf of the City of Berkeley, we want to thank you for your long-standing support for open space and the environment throughout the region and for investing in our communities' job base and capital improvement projects.

The City Council of the City of Berkeley is issuing this open letter to urgently request \$14.8 million in State funding for Berkeley's San Pablo Park Pool Project. The funding would fully construct a competitive and recreational pool complex in San Pablo Park adjacent to the existing Frances Albrier Community Center. This Aquatic facility would provide South Berkeley residents access to aquatic play, swimming lessons, and swim teams. These programs would be instrumental in bringing aquatic opportunities to lower income individuals and families.

As you may know, this project has been indefinitely delayed due to shortfalls in the City's Measure T1 infrastructure bond budget, as construction costs have continued to escalate and force difficult tradeoffs in prioritization. The City's Department of Parks, Recreation, & Waterfront (PRW) has made great strides in championing environmental and social justice in Berkeley's formerly redlined neighborhoods, providing high-quality services, securing millions in grant funding to plant hundreds of new trees, and renovating the tennis courts at San Pablo Park. However, our community needs additional support from our State and federal partners to fulfill our collective vision.

As this neighborhood has seen the greatest decline in its Black population over the past decade, this project's deferral severely compromises the City's commitment to racial justice and reparations. San Pablo Park remains a hub for Berkeley's Black community, as a central gathering place for families and friends displaced and dispersed across the region, and as a playing field for Berkeley Junior Jackets, and home of the San Pablo Tennis Club–for decades, it was one of the only parks in the Bay Area where Black people were allowed to play tennis. This park's symbolic and material importance in our struggle for racial justice cannot be overstated.

In today's economy, rising construction costs will only force more uncomfortable tradeoffs in municipal infrastructure planning if local revenues do not keep pace with these costs. Given this reality, we are increasingly concerned that Berkeley's list of unfunded capital projects will only grow the longer we wait to fully fund them. Securing contracts with these funds as soon as possible will help ensure that the final price tag is as close as possible to our staff's initial estimate.

Thank you for your leadership and your consideration of this important matter.

Sincerely,

The Berkeley City Council 2180 Milvia St Berkeley, CA 94704



# SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 1

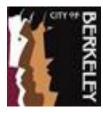
Meeting Date: December 13, 2022

Item Number: 6

Item Description: City of Berkeley 2023 State and Federal Legislative Platform

Submitted by: Dee Williams-Ridley, City Manager

The proposed 2023 State and Federal Legislative Platform supports the City's efforts to seek federal and state funding assistance in the areas of affordable housing and homelessness, infrastructure improvements and climate resiliency. City staff have identified several projects in the attached "City of Berkeley 2023 Legislative Platform Project List" to include within the legislative platform for the upcoming calendar year.



### Page 7 of 140 CITY OF BERKELEY 2023 LEGISLATIVE PLATFORM PROJECT LIST

Project Name: San Pablo Park Pool Project

**Project Description:** This funding would fully construct a competitive and recreational pool

complex in San Pablo Park adjacent to the existing Frances Albrier

**Community Center** 

Community Benefit: This Aquatic facility would provide South Berkeley Residents access to

aquatic play, swimming lessons, and swim teams. These programs would

be instrumental in bringing aquatic opportunities to lower income

individuals and families.

**Estimated Cost:** \$14.8M for planning, design and construction

**Contact:** Scott Ferris, Director of Parks, Recreation, and Waterfront

SFerris@cityofberkeley.info; 510.981.6711

**Project Name:** Pier- Ferry Project

Project Description: This project will rebuild 1500 feet of the failed recreation pier and include

a docking area for daily WETA Ferry service that would transport people

to locations throughout the bay

Community Benefit: Before its closure due to structural damage in 2015, the pier was used for

walking, biking, fishing and sight-seeing by over 100,000 people per year. The addition of a ferry landing will increase this use by up to 900 people

per day.

**Estimated Cost:** \$8.0M for Planning and Design including CEQA and NEPA.

The City has applied for \$5.0M in grant funds from the Alameda County Transportation Commission for this project, but funding decisions have

not been made.

**Contact:** Scott Ferris, Director of Parks, Recreation, and Waterfront

SFerris@cityofberkeley.info; 510.981.6711

**Project Name:** Sea Level Rise Projects in the Waterfront

Project Description: These three (3) projects will address vulnerable shoreline locations in the

Waterfront to meet State resiliently requirements by mid-century and

State adaptable requirements by end of century

Community Benefit: These projects will protect our recreational and commercial assets

including streets, trails, nature areas, restaurants and hotels that insure equitable access to Waterfront areas for several hundred thousand east

bay residents per year.

**Estimated Cost:** \$10.05M for planning, design and construction as follows:

University Avenue Southern Shoreline: \$4.5M

■ Inner Harbor: \$3.05M

North Marina Blvd Shoreline: \$2.5M

**Contact:** Scott Ferris, Director of Parks, Recreation, and Waterfront

SFerris@cityofberkeley.info; 510.981.6711



### Page 8 of 140 CITY OF BERKELEY 2023 LEGISLATIVE PLATFORM PROJECT LIST

Project Name: Fire Station Renovation/Replacement

**Project Description:** Renovation or replacement of Berkeley's seven fire stations **Community Benefit:** Increase space for additional staffing; meet operational needs

**Estimated Cost:** \$4.5-40M for renovation based on station

**Contact:** David Sprague, Interim Fire Chief, Berkeley Fire Department

dsprague@cityofberkeley.info; 510.981.3473

**Project Name:** Regional Fire Training Center

Project Description: Construct a regional fire training center

Community Benefit: Provide adequate and nearby training space for emergency responders

**Estimated Cost:** \$20M for design, permitting and soft costs; \$60M for construction **Contact:** David Sprague, Interim Fire Chief, Berkeley Fire Department

David Sprague, Interim Fire Chief, Berkeley Fire Department dsprague@cityofberkeley.info; 510.981.3473

Project Name: Civic Center Vision

Project Description: Develop Plans for Old City Hall and Veteran's Building

Community Benefit: Restore and make use of old, dilapidated City buildings and enhance the

Civic Center

Estimated Cost: \$10M for design

**Contact:** Liam Garland, Public Works Director

Igarland@cityofberkeley.info; 510.981.6303

**Project Name:** Telegraph Shared Streets

Project Description: Rebuild Telegraph Avenue from Dwight to Bancroft to prioritize transit,

bikes, and pedestrians, and divert cars from Telegraph at Haste and

Channing

Community Benefit: Improve pedestrian and bike safety and access, improve transit reliability,

and enhance the commercial district

**Estimated Cost:** \$1M for design and preliminary engineering; \$9M for construction

**Contact:** Liam Garland, Public Works Director

Igarland@cityofberkeley.info; 510.981.6303

**Project Name:** US DOT Safe Streets & Roads for All:

Vision Zero Pedestrian & Bicycle Crossing Safety

Project Description: Implement Bicycle and Pedestrian Plan crossing improvements at eight

Intersections

Community Benefit: Improve safety and accessibility for people walking and biking across high

injury streets

**Estimated Cost:** \$10M for design and construction (submitted for US DOT grant)

The City has submitted for a US DOT grant, but funding decisions have

not been made

**Contact:** Liam Garland, Public Works Director

lgarland@cityofberkeley.info; 510.981.6303



### Page 9 of 140 CITY OF BERKELEY 2023 LEGISLATIVE PLATFORM PROJECT LIST

Project Name: US DOT Reconnecting Communities: Ashby Ave Vision Zero Safety Plan

**Project Description:** Develop a conceptual plan for safety improvements along Ashby Avenue

(State Route 13) from Telegraph Avenue to San Pablo Avenue

Community Benefit: Facilitate effective interagency coordination, to develop a comprehensive

corridor traffic safety plan, and support the robust local public engagement necessary to fully understand and address the safety

concerns of the local community

Estimated Cost: \$600,000 for study and conceptual design

The City has submitted for a US DOT grant, but funding decisions have

not been made

**Contact:** Liam Garland, Public Works Director

Igarland@cityofberkeley.info; 510.981.6303

**Project Name:** Caltrans HSIP Cycle 11: Protected Left Turns

Project Description: Hardware upgrade to add left turn signals to existing left turn lanes

Community Benefit: Protected left turn signals remove potential conflicts between left turning

vehicles and Pedestrians which is one of the primary causes of severe

and fatal traffic injuries

**Estimated Cost:** \$6M for design and construction

The City has submitted for a US DOT grant, but funding decisions have

not been made

Contact: Liam Garland, Public Works Director

Igarland@cityofberkeley.info; 510.981.6303

### FRANCES ALBRIER PLANNING AND CONCEPTUAL DESIGN – EXECUTIVE SUMMARY

### **BACKGROUND**

Built in 1965, the Frances Albrier Community Center (FACC) is located at 2800 Park Street, on the east side of San Pablo Park, Berkeley's oldest park. The FACC is a well-used community center that serves users of all ages from all over the City for a wide variety of recreation programs, afterschool and summer programs, community meetings and event space rentals. The most popular program at the FACC is the afterschool program for children ages 5-12 which has a capacity of 65 children. Enrollment reaches the maximum capacity every season and typically has an average waitlist of approximately 30 children.

As part of the City's Resilience Strategy, the Frances Albrier Community Center has been designated as one of seven mass "care and shelter" facilities for the City of Berkeley. Mass care and shelter facilities are to meet code requirements for "Immediate Occupancy" after a large disaster, such as an earthquake event. In 1960, building code requirements were much lower than what is required today to achieve the requirement for Immediate Occupancy, and a seismic analysis of the building performed in 2015 concluded that significant structural upgrades would be required to meet Immediate Occupancy performance. Furthermore, the building's mechanical, electrical and plumbing infrastructure are in constant need of repair and maintenance to improve the building's operation.

The Frances Albrier Community Center is a valuable resource for the neighborhood, and the community has expressed that FACC does not currently serve today's needs. FACC has the potential to meet the City's current program needs for the park as well as expand programming for groups of all ages. The community is in support of a structurally upgraded facility that is modern and flexible enough to serve the daily needs of the community, host special events, and function as a site for mass care and shelter activities in times of crisis.

### **FUNDING SOURCE**

In 2016, Berkeley voters approved *Measure T1*, which authorized the City to sell \$100 million of general obligation bonds to repair, renovate, replace, or reconstruct the City's aging infrastructure and facilities, including important City facilities and buildings. In 2017, as part of the City's Measure T1 Bond program, the Frances Albrier Community Center received funding for the Planning and Conceptual Design for a new or renovated community center and mass care and shelter facility.

### **PROJECT TEAM**

In March of 2019, the City of Berkeley selected Siegel and Strain Architects to provide professional consulting services to assist in completion of this project.

### **OUTREACH AND COMMUNITY ENGAGEMENT**

### Focus Groups, Interviews and Community Outreach

From June through September of 2019, staff and the consultant team conducted one-on-one or small group interviews with Frances Albrier Community Center and San Pablo Park stakeholders in Berkeley, including City Council Members (and/or their staff), City staff, and fee program providers. The team also met with and spoke to community users such as summer day camp families, neighborhood daycares,

long term residents of the San Pablo Park neighborhood, as well as park users and residents surrounding the park by door to door canvassing.

Community outreach events included attending National Night Out at San Pablo Park, canvassing the neighborhood National Night Out events, and San Pablo Park Movie Night. Online or remote efforts to connect with and inform the community about the project included posting events to the Berkeleyside calendar, mailing flyers to the surrounding neighborhood, posting on the City's various web pages and calendars, and email announcements out to program users and a contact list of attendees who showed interest in the project at other public meetings. All in all, the project team executed a robust community outreach effort and participated in 14 events over 12 weeks, an average of 1 event per week.

### **Community Outreach Summary**

During the community outreach phase, the main themes of interest that emerged included:

- Enlarging the community center to be able to offer more recreational opportunities.
- Providing a modern, accessible, inviting, and safe space.
- Opening the community center to be a neighborhood gathering space and resource.
- Providing a sustainable and environmentally friendly solution to meet the City's Resiliency and Zero Net Energy and sustainability goals.
- Adding a swimming pool to replace the lost Willard Pool.

### Community Open House #1

On October 23, 2019, staff and the consultant team hosted the first community open house at the Frances Albrier Community Center. The open house format allowed attendees to come and go at their convenience to engage with the project team. The open house started in the early evening to target feedback from families enrolled in or interested in the afterschool care program, and continued into the evening for the general public. Recreation staff were on hand to engage with children to make it more convenient for families to participate.

Four information stations were set up for attendees to visit: Site Analysis and Building Analysis, Project Goals, Activities and Spaces, and Conceptual Designs. (Attachments 1, 2, 3, and 4, respectively).

- The Site and Building Analysis station displayed a list of benefits and concerns with the existing community center and programs. The lists were compiled based on observations, assessments, interviews and meetings during the outreach phase.
- The Project Goals station focused on conversations about goals that were prioritized based on feedback received during the public outreach process.
- At the Activities and Spaces station, attendees were able to see a list of possible program activities as well as possible activities with different sized swimming pools.
- The Conceptual Designs station presented four design concepts.

Passing through each station, attendees engaged with various team members. Attendees completed survey sheets and/or engaged with team members who solicited additional feedback and compiled notes over the evening. Following the engagement, a similar survey along with files of the presentation boards were digitally formatted into an online survey which then went out to the community for additional feedback. This allowed members of the community who could not physically attend the community meeting to have an opportunity to view the design concepts and provide input.

### Community Open House #2 - Remote Engagement

Following the first community open house, the plan was to hold the second community open house workshop on March 25, 2020 and present the preferred conceptual design. Due to the COVID-19 (Coronavirus) global pandemic, all public in-person meetings were cancelled and residents were directed to shelter-in-place by order of the City of Berkeley Public Health Officer.

The project team quickly switched to remote engagement and utilized digital, phone-in, or mail-in input. The consultant team developed a digital presentation covering the following topics:

- Project Overview
- Project History and Site Information
- Community Input
- Design
- Project Schedule and Budget

The presentation included opportunities for the community to provide further input on the conceptual designs for the team to develop the preferred option. As part of the presentation, the project team recorded responses to questions designed to engage the respondents with various aspects of each conceptual plan. See **Attachment 6** for the Community Outreach Summary. Responses included questions to determine what percentage of respondents attended and/or completed the survey from previous engagements, and what percentage of respondents were new.

### CONCEPTUAL DESIGN OPTIONS A, B, C and D

The focus group meetings, community engagement and visioning process led to the creation of four conceptual design options. The three ideas that drew the most excitement were investment in the community, the addition of a City-owned public pool, and building upgrades. The expansion of the City's current programs as well as the opportunity to provide multi-activity and multi-generational use drew a strong interest as well.

### Design Option A

Design Option A is the largest footprint, and reuses portions of the existing space and building walls. This option features a large gymnasium in addition to a separate multipurpose room and stage, the existing open courtyard, and the addition of a small pool (Attachment 4a).

### **Design Option B**

Design Option B reconstructs the building and features a large lap and recreational size pool, an enclosed courtyard, and a small multipurpose room that can accommodate indoor sports, movement classes and rentals. An adjacent stage has doors that open up and connect to an outdoor stage, (Attachment 4b).

### Design Option C

Design Option C is the smallest footprint and reconstructs the building. This option features a medium lap and recreational sized pool, medium sized multipurpose room with a stage, and a large courtyard that opens toward the ages 5-12 playground area (Attachment 4c).

### Page 13 of 140

### Design Option D

Design Option D reconstructs the building and features a medium sized pool, medium sized multipurpose room with a stage and a very small courtyard area (Attachment 4d).

### PREFERRED DESIGN CONCEPT

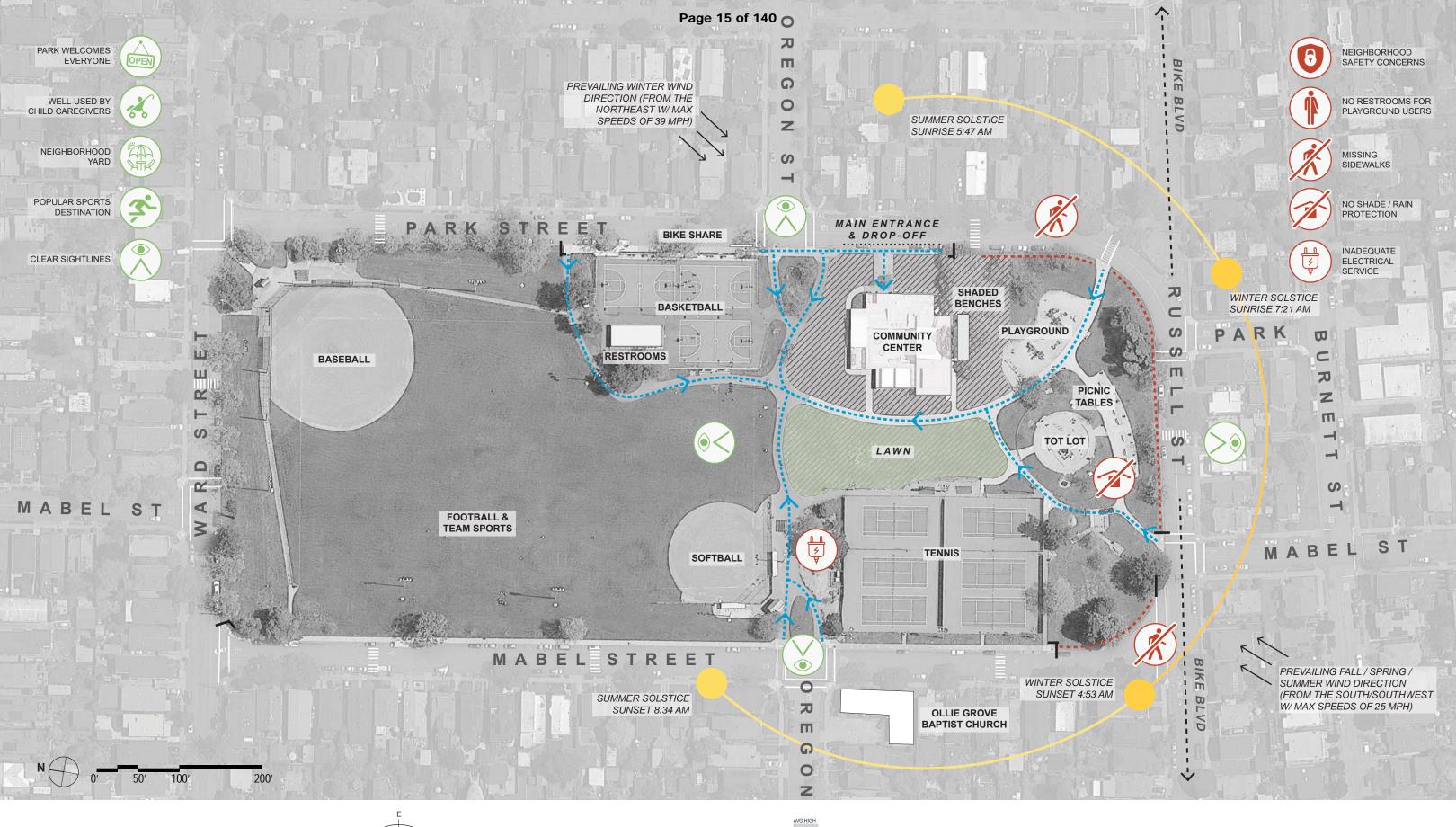
The preferred design concept, which combines elements of both Design Option B and Design Option C, is aligned with the majority of community, stakeholder and staff input. The preferred design concept, visualized in **Attachment 5**, includes the following key elements: large lap and recreational sized pool, multipurpose room with stage and adjacent exterior stage, flex/meeting room, commercial kitchen, and large courtyard with pathway connection to the 5-12 playground, and a public restroom within sight of the playgrounds.

### **FUTURE COSTS AND FUNDING STRATEGY**

The cost for construction of the preferred design is \$24.6M and is presented in full in **Attachment 7**, with an estimated \$32M total project cost. The cost estimate will inform the subsequent implementation phases of planning, final design and construction for the preferred design concept. The project could be funded in phases with the community center without the pool (\$17.4M) in phase 1 and then the pool and associated building in phase 2 (\$7.2M). Partial or full funding for the project could be considered in the public process for Phase 2 of *Measure T1*, in potential future federal infrastructure funding, or for funding in a separate bond measure. The conceptual plans will also be used to seek any other funding opportunities.

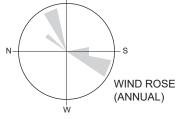
## **ATTACHMENT 1**

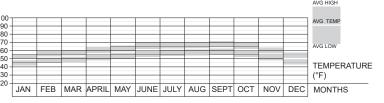
Site and Building Analysis

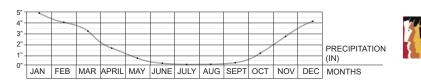


## **SITE ANALYSIS**

FRANCES ALBRIER COMMUNITY CENTER 2800 PARK ST, BERKELEY, CA 94702















## **BUILDING ANALYSIS**

FRANCES ALBRIER COMMUNITY CENTER **2800 PARK ST, BERKELEY, CA 94702** 













## **ATTACHMENT 2**

**Project Goals** 

# PROJECT GOALS

FRANCES ALBRIER COMMUNITY CENTER 2800 PARK ST, BERKELEY, CA 94702









### **MULTIGENERATIONAL**

- Flexible program rooms
- Additional programming and activity opportunities for people of all ages



- More campers and students
- More program rooms



### **INTEGRATED IN PARK**

- Better visibility into (and out of) community center
- Support playground and tennis court users (restrooms, shade)



### **SAFETY**

- Secure program spaces and courtyard
- Implement crime prevention through environmental design



## **EMERGENCY PREPAREDNESS**

- Information hub during and after disasters
- Emergency services and supplies



### SUSTAINABLE DESIGN

- Integrate City's principles and goals for sustainable design and operation
- Consider passive, net-zero, and all-electric strategies



### **COMMUNITY ENGAGEMENT**

- Reach out to neighbors, park users, local sports groups, city staff, and council member for input
- Continued engagement and updates throughout design and construction

## **ATTACHMENT 3**

**Activities and Spaces** 

## **ACTIVITIES & SPACES**

FRANCES ALBRIER COMMUNITY CENTER 2800 PARK ST, BERKELEY, CA 94702



### **COMMUNITY CENTER**

SPACE NAME	AREA (SF)	ACTIVITIES	
Lobby & Circulation	1,600		Waiting area; informal gathering space; community information space
Offices	720		
Multipurpose Room			Basketball
Small (74' x 42')	4,400		Daskelball
- Junior High basketball court	,,,,,,		Volleyball; futsal; badminton; pickleball
- Live Oak Rec. Center			
Medium (84' x 50')	5,500		Movement classes; gymnastics; martial arts; dance
<ul> <li>High School basketball court</li> <li>Golden Gate Rec. Ctr.</li> </ul>		(K)	classes; Zumba; hoop dance classes; yoga
Large (84' x 50')	7,500		
- High School basketball court	7,000		Large meetings/trainings; community events;
- James Kenney Comm. Ctr.			afterschool programming; camp programs
Stage	1,250		Danfarraria and a three days are districted and for a sharely
	,	<b>88</b>	Performing arts; theater productions; afterschool programs
			Yoga; dance
			roga, dance
Early Education	925		Parent and Me/Baby and Me classes
			Young children; Pre-K Power Play; Tots Around Tow Tot Art Classes
		( <b>†</b> #'n)	Community rentals (birthday parties, baby showers) meeting space
Arts & Crafts	925		Art classes (all ages); pottery/ceramics (all ages);
			summer camps; afterschool programs
		172	Puppy training
Digital Media	925	124	Computer lab; laptop/tablet cart; rental/meeting space
		47	Computer lab, raptop/tablet cart, remai/meeting spar
			STEM classes; afterschool programs; summer camp
Meeting / Flex Room	925		
		(hi	Homework room; tutoring
			Neighborhood socials; small meetings; specialty
			classes; rentals; afterschool program; summer camp
Kitchen	600	<u></u>	Cooking classes; community kitchen classes;
Restrooms	840		community rental; afterschool program and camp us
<b>Jtilities</b>	1,050		
Courtyard		**	Vegetable garden
Small	1,000		
Medium Large	3,250 4,500		Outdoor programs; community rentals; afterschool a
Large	4,500	N N	camp programs

### **POOL FACILITY**

SPACE NAME	AREA (SF)	ACTIVITIES	
Entry	500	•	
Pool Small (75' x 32') - 4 lanes of lap swim	1,000		Lap swim; swim lessons; water walking; public swim; family swim; small Masters program; senior exercise  Junior lifeguard camp; community safety classes (WSI, Lifeguarding)
Medium (75' x 45') - 6 lanes of lap swim - King Pool, Willard Pool, West Campus Pool	3,250	12	ACTIVITIES ABOVE + Swim lessons; parent/child swim lessons
Large (75' x 82') - 11 lanes of lap swim - Berkeley High Pool	4,500		ACTIVITIES ABOVE + Water polo
			Scuba diving training
			Introduction to paddleboard; introdcution to kayaking
			Synchronized swim
Pool Deck	5,500 - 10,200		
Splash Pad	500		Water play; mushroom showers; Parent and Me/Tot Water Safety/Intro class (Water Exploration)
Locker Rooms / Showers	1,500		
Utilities	1,500		Equipment room; storage
Lifeguard/Pool Office	100		Administrative and break area for lifeguards

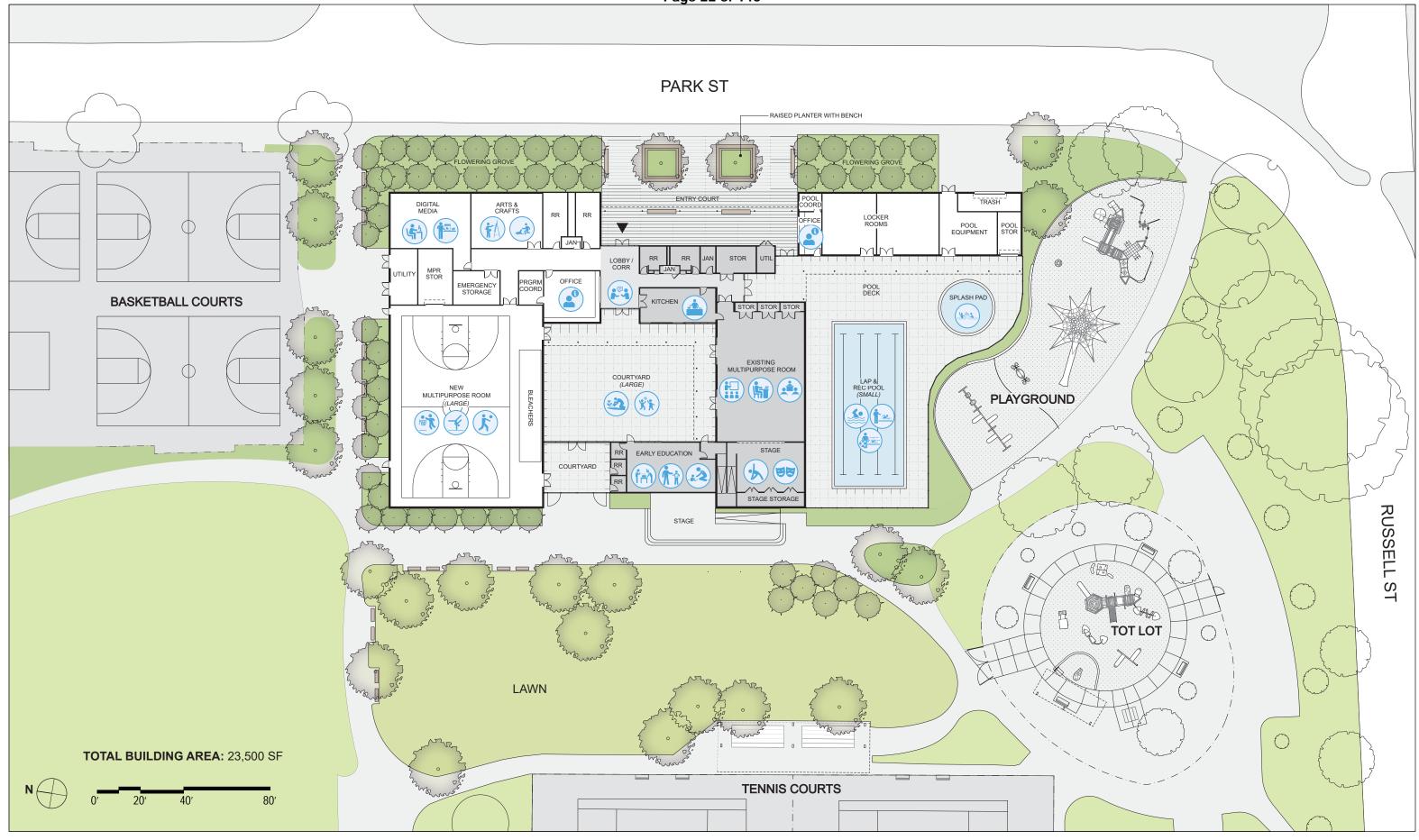
## **ATTACHMENT 4**

4a - Design Option A

4b - Design Option B

4c - Design Option C

4d - Design Option D



## **OPTION A**





## **OPTION B**



## **OPTION C**



## **OPTION D**



## **ATTACHMENT 5**

Preferred Conceptual Design





## **ATTACHMENT 6**

Community Outreach Summary

Page 30 of 140

# Community Outreach Summary

Frances Albrier Community **Center Planning & Design** 





### **Project Overview**

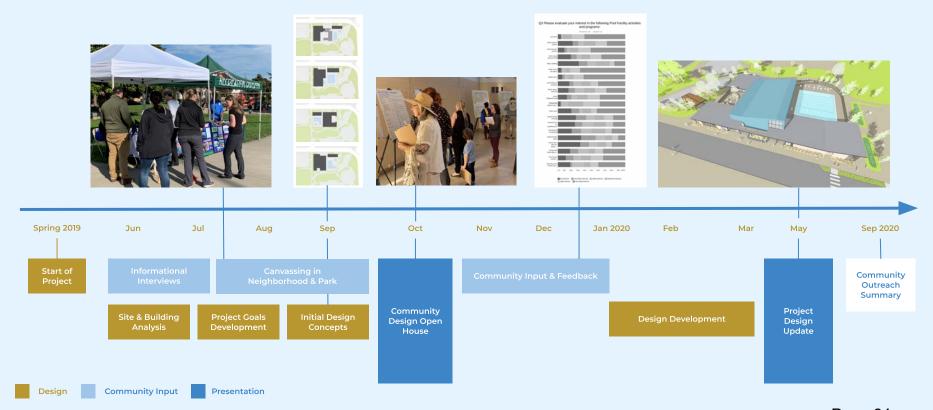
The Frances M. Albrier Community Center is a well-used public facility that offers spaces for classes and events, open to the public and private.

Measure T1 funding has enabled the necessary planning and design for the future of the Community Center as a Care and Shelter Facility with expanded space for popular programs.

The planning and design phase began in June 2019. Community input and feedback has been central to the design process. Public outreach efforts have included neighborhood canvassing, attendance at park events, in-person sessions and online surveys.



### **Project Timeline**



Frances Albrier Community Center Page 64

### **Outreach Overview**

n-Perso

Informational Interviews - July/August 2019

#### **Canvassing in Neighborhood and Park**

- Neighborhood Canvassing August 3, 2019
- National Night Out in San Pablo Park August 6, 2019
- Movies in the Park August 23, 2019

Community Design Open House - October 23, 2019

Online

Survey #1 - November/December 2019

Project Update - May 2020

**Survey #2** - June 2020

130+

Community members on mailing list

310

Survey responses



National Night Out Aug 6, 2019



### Informational Interviews

#### **OUTREACH OBJECTIVES**

- Gather general information and history about the building and site
- Seek input on activities and uses at San Pablo Park

#### **PARTICIPANTS**

- District 2 Councilmember
- City of Berkeley Office of Energy & Sustainable Development
- Department of Parks, Recreation & Waterfront Staff, including program providers, recreation staff, and maintenance staff
- Long-term Residents
- Independent Daycare Providers

### **RESULTS**

- Building & Site Analysis Diagram
- Project Goals





Site Analysis Diagram

Project Goals









Integrated in Park









Page 66

### Page 35 of 140

## Canvassing in Neighborhood & Park

#### OUTREACH OBJECTIVES

- Promote project awareness
- Seek input on activities and uses at Frances Albrier Community Center and in San Pablo Park

#### **PARTICIPANTS**

- Canvassing in Park 15 people
- National Night Out 39 people
- Movies in the Park 9 people

### **RESULTS**

Desired Activities & Spaces



Desired Activities & Spaces

Frances Albrier Community Center Page 67

### Community Design Open House

#### OUTREACH OBJECTIVES

- Review four plan options
- Seek input on community preferences regarding types, configuration, and location of spaces including: Multipurpose Room, Swimming Pool, and Courtyard

#### **PARTICIPANTS**

• 35 attendees (open to general public)

### **RESULTS**

• Four Plan Options



Community Design Open House



Option A (adding to existing building)



Option C (all new building)



Option B (all new building)



Option D (all new building)

### Survey #1

#### **OUTREACH OBJECTIVES**

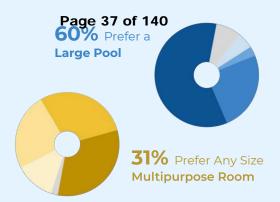
- Gauge interest in programs and activities
- Evaluate preference for potential size of multipurpose room and swimming pool
- Solicit feedback on project benefits and concerns

#### **PARTICIPANTS**

 164 responses to questionnaire (both online SurveyMonkey and in-person at Open House)

#### **RESULTS**

 Preferred Plan Option with large pool to the north, medium multipurpose room, and courtyard to the south next to playground



#### Ideas that drew most excitement:

Public pool

**Building upgrades** 

Community Investment

#### Areas of greatest concern:

Parking

Cost

Project length / feasibility



Frances Albrier Community Center Preferred Plan Option Page 69

## Project Update & Survey #2

#### **OUTREACH OBJECTIVES**

- Provide summary of community outreach effort to-date
- Report results of Survey #1
- Confirm preferred plan option
- Articulate benefits and concerns
- Evaluate preference for building massing/roof design

#### **PARTICIPANTS**

- Project Update published on City of Berkeley website
- 146 responses to online SurveyMonkey questionnaire

#### **RESULTS**

- Preferred shed roof option
- Enthusiasm for large pool and community center building upgrades
- Concern for parking impact and project cost/feasibility

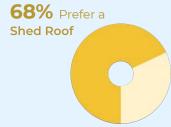
### Page 38 of 140



Option A - Shed Roof



Option B - Gable Roof







View from playground



View of courtyard

"Great opportunity for multi-activity, multi-generational community use in family-oriented residential area."

Sample survey responses

"It would be wonderful to have a large, modern public pool in the heart of Berkeley."

Frances Albrier Community Center Page 70



### What is the cost of the project?

The construction cost estimate is \$24 million. Measure TI has funded the conceptual design and planning to-date. The City of Berkley is currently seeking support and funding for design completion and construction.

### How will the project impact parking?

The next phase of the planning process will involve a detailed traffic study. The City is exploring multiple solutions to mitigate vehicular traffic including public transportation and bike share programs.

### Why does this project include a swimming pool?

San Pablo Park is an ideal opportunity site for a large pool due to the size of the park. The addition of a pool to the community center would provide the community with the only City-owned public swimming pool in Berkeley.

### How will security concerns be addressed?

The new community center is designed and sited to foster positive social interaction. Access points are visible from Park Street, Russell Street and San Pablo Park. They are positioned for natural surveillance from the outside and to be monitored by staff from the inside. The plan incorporates transitional zones between the public streets and the park and the more protected interior spaces such as the gymnasium and program rooms.

### What is a Berkeley Care and Shelter Facility?

The 2016 Berkeley Resilience Strategy designated Frances Albrier Community Center as one of the seven mass Care and Shelter facilities for community use in the event of an emergency, such as an earthquake or fire. The Center is designed to meet enhanced design criteria for seismic activity and other natural disasters so that it can serve as an information hub, emergency supply dispensary and an overnight public shelter after a major earthquake or during a fire storm.



# **ATTACHMENT 7**

Cost Estimate



### **Budget Estimate Report** Conceptual Design Alternates

### **Frances Albrier Community Center**

Berkeley, CA

**Report Date:** 3/24/20

Prepared for:

Siegel & Strain Architects

Prepared by:

Robert Borinstein R. Borinstein Company



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#### **CONCEPT PHASE ESTIMATE**

**EXECUTIVE SUMMARY REPORT** 

3/24/20 Submission

Project Frances Albrier Community Center
Comparative Scheme Option Estimates - Conceptual Design

	OPTI	ON A	OPT	ION B		
SCHEME DESCRIPTION	NET	net unit cost	NET	net unit cost	VARIANCE = B - A	
	AMOUNT	incl mark-ups	AMOUNT	incl mark-ups		
ASE SCOPE		21,300 gsf		21,040 gsf		
MOBILIZATION, PROJECT PREP, & DEMOLITION	\$ 367,000	\$17.23 /gsf	\$ 444,000	\$21.10 /gsf	\$ 77,000	
BUILDING STRUCTURE	\$ 3,245,000	\$152.35 /gsf	\$ 4,991,000	\$237.21 /gsf	\$ 1,746,000	
BUILDING ENVELOPE	\$ 3,391,000	\$159.20 /gsf	\$ 3,384,000	\$160.84 /gsf	\$ (7,000)	
INTERIOR BUILDOUT & MEP	\$ 6,680,000	\$313.62 /gsf	\$ 7,043,000	\$334.74 /gsf	\$ 363,000	
KITCHEN EQUIPMENT	\$ 396,000	\$18.59 /gsf	\$ 396,000	\$18.82 /gsf	\$ -	
BUILDING SUBTOTAL	\$ 14,079,000	\$660.99 /gsf	\$ 16,258,000	\$772.72 /gsf	\$ 2,179,000	
SITE DEMOLITION, GRADING, & SITE DRAINAGE	\$ 408,000	\$19.15 /gsf	\$ 438,000	\$20.82 /gsf	\$ 30,000	
FINISH SITEWORK	\$ 2,435,000	\$114.32 /gsf	\$ 2,112,000	\$100.38 /gsf	\$ (323,000)	
SITE SUBTOTAL	\$ 2,843,000	\$133.47 /gsf	\$ 2,550,000	<u>\$121.20</u> /gsf	\$ (293,000)	
SERVICE UTILITIES	\$ 372,000	\$17.46 /gsf	\$ 391,000	\$18.58 /gsf	\$ 19,000	
PHOTOVOLTAIC SYSTEM	\$ 900,000	<u>\$42.25</u> /gsf	\$ 1,045,000	\$49.67 /gsf	\$ 145,000	
UTILITIES SUBTOTAL	\$ 1,272,000	\$59.72 /gsf	\$ 1,436,000	\$68.25 /gsf	\$ 164,000	
POOL, DECK, EQUIPMENT, & POOL FENCING	\$ -	\$0.00 /gsf	\$ 3,393,000	\$161.26 /gsf	\$ 3,393,000	
TOTAL BUDGET ESTIMATE - BASE SCOPE	\$ 18,194,000	\$854.18 /gsf	\$ 23,637,000	\$1,123.43 /gsf	\$ 5,443,000	
TERNATE SCOPE						
1. ALL ELECTRIC POOL HEAT PUMP	\$ -	\$0.00 /gsf	\$ 890,000	\$42.30 /gsf	\$ 890,000	
2. EXTEND SIDEWALK AT SOUTH END	\$ 49,000	\$2.30 /gsf	\$ 49,000	\$2.33 /gsf	\$ -	
3. HAZARDOUS MATERIAL ABATEMENT ALLOWANCE	\$ 74,000	\$3.47 /gsf	\$ 74,000	\$3.52 /gsf	\$ -	
TOTAL BUDGET ESTIMATE - ALTERNATE SCOPE	\$ 123,000	\$5.77 /gsf	\$ 1,013,000	\$48.15 /gsf	\$ 890,000	
TOTAL BUDGET ESTIMATE - BASE + ALT SCOPE	\$ 18,317,000	\$859.95 /gsf	\$ 24,650,000	\$1,171.58 /gsf	\$ 6,333,000	

### **ESTIMATE SUMMARY EXCLUSIONS**

- 1 A/V cabling or equipment assumed to be provided in an owner vendor budget. The estimate will provide a budget for conduit infrastructure
- 2 FF&E (Furnishings, Fixtures, & Equipment Non Built-in)
- 3 Theater seating, equipment, sound or lighting systems
- 4 Ornamental signage or donor recognition program. The estimate will inloude a budget for code required and room ID signage
- 5 Data & telephone equipment assumed to be provided in an owner vendor budget. The estimate will provide a budget for cabling infrastructure
- 6 Security alarm equipment & devices assumed to be provided in an owner vendor budget. The estimate will provide a minor budget for conduit infrastructure
- 7 Planning or permit fees.
- 8 The cost to remove hazardous materials as well as the cost to work in the presence of hazardous materials See Alternates
- 9 Project soft costs (A&E Fees, Owner's Management Expenses, Builder's Risk Insurance, Capital Campaign Costs, etc)
- 10 Inflation escalation Estimates based on present day cost of construction)

Refer to attached estimate detail



### INTERMEDIATE SUMMARY REPORT

	Totals			Totals	·	
Summary Assembly Description	Raw Cost			w/Mark-		
SCOPE						
OPTION A - RENOVATE BUILDING		21,300 gsf bldg			<u>21,300</u> gsf bldg	
I. MOBILIZATION & PROJECT PREPARATION	\$ 78,000	\$3.66 /gsf bldg		\$ 116,127	\$5.45 /gsf bldg	
II. BUILDING DEMOLITION	\$ 168,186	\$7.90 /gsf bldg		\$ 250,397	\$11.76 /gsf bldg	
III. BUILDING STRUCTURE - FOUNDATION & SOG	\$ 317,550	\$14.91 /gsf bldg		\$ 472,773	\$22.20 /gsf bldg	
IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE	\$ 1,862,225	\$87.43 /gsf bldg		\$ 2,772,506	\$130.16 /gsf bldg	
V. BUILDING EXTERIOR ENVELOPE - WALLS	\$ 1,313,975 \$ 963,460	\$61.69 /gsf bldg		\$ 1,956,264	\$91.84 /gsf bldg	
VI. BUILDING EXTERIOR ENVELOPE - ROOF		\$45.23 /gsf bldg		\$ 1,434,412	\$67.34 /gsf bldg	
VII. INTERIOR BUILDOUT - CONSTRUCTIONS & FINISHES	\$ 1,909,960	\$89.67 /gsf bldg		\$ 2,843,575	\$133.50 /gsf bldg	
VIII. INTERIOR BUILDOUT - MEPF	\$ 2,576,710 \$ 265,814	\$120.97 /gsf bldg		\$ 3,836,241 \$ 395,748	\$180.11 /gsf bldg	
IX. KITCHEN EQUIPMENT BUILDING SUBTOTAL	\$ 9,455,880	\$12.48 /gsf bldg			\$18.58 /gsf bldg	
BUILDING SUBTUTAL	\$ 9,400,000	\$443.94 /gsf bldg	F/ 700 of oits	\$ 14,078,043	\$660.94 /gsf bldg	F/ 700 of oits
X. SITE ELEMENTS DEMOLITION	\$ 150,528	¢7.07 /acf blda	56,700 sf site	\$ 224.107	¢10 E2 /acf blda	56,700 sf site
XI. EARTHWORK & GRADING	\$ 130,326	\$7.07 /gsf bldg	\$2.65 /sf site	\$ 224,107 \$ 116,455	\$10.52 /gsf bldg	\$3.95 /sf site
XII. SITE DRAINAGE	\$ 45,000	\$3.67 /gsf bldg	\$1.38 /sf site	\$ 116,455 \$ 66,997	\$5.47 /gsf bldg	\$2.05 /sf site
XIII. FINISH SITEWORK	\$ 1,635,525	\$2.11 /gsf bldg <u>\$76.79</u> /gsf bldg	\$0.79 /sf site \$28.85 /sf site	•	\$3.15 /gsf bldg <u>\$114.32</u> /gsf bldg	\$1.18 /sf site \$42.95 /sf site
SITEWORK SUBTOTAL	\$ 1,909,273	\$76.79 /gsi bidg \$89.64 /gsf bldg	\$33.67 /sf site	\$ 2,434,992 <b>\$ 2,842,551</b>	\$114.32 /gsi bldg \$133.45 /gsf bldg	\$42.95 /SI SILE \$50.13 /sf site
SHEWORK SUDIOTAL	φ 1,7U7,∠/3	₽07.04 /YSI DIAG	\$33.07 /SI SILE	\$ 2,042,001	#133.43 /ysi vidg	400.13 ISI SILE
XIV. WATER UTILITIES	\$ 42,000	\$1.97 /gsf bldg		\$ 62,530	\$2.94 /gsf bldg	
XV. SANITARY UTILITIES	\$ 5,000	\$0.23 /gsf bldg		\$ 7,444	\$0.35 /gsf bldg	
XVI. GAS SERVICE UTILITIES	\$ -	\$0.00 /gsf bldg		\$ -	\$0.00 /gsf bldg	
XVII. ELECTRICAL UTILITIES	\$ 203,000	\$9.53 /gsf bldg		\$ 302,229	\$14.19 /gsf bldg	
XVII. PHOTVOLTAIC SYSTEM	\$ 604,500	\$28.38 /gsf bldg		\$ 899,988	\$42.25 /gsf bldg	
SITEWORK SUBTOTAL	\$ 854,500	\$40.12 /gsf bldg		\$ 1,272,191	\$59.73 /gsf bldg	
Subtotal Raw Cost of Construction	\$ 12,219,652	\$573.69 /gsf bldg				
Mark-ups including contingency	\$ 5,973,133	\$280.43 /gsf bldg				
Subtotal Cost of Hard Construction	\$ 18,192,785	\$854.12 /gsf bldg		\$ 18,192,785		
OPTION B - NEW BUILDING		21,040 gsf bldg			21,040 gsf bldg	
I. MOBILIZATION & PROJECT PREPARATION	\$ 78,000	\$3.71 /gsf bldg		\$ 116,127	\$5.52 /gsf bldg	
II. BUILDING DEMOLITION	\$ 219,991	\$10.46 /gsf bldg		\$ 327,525	\$15.57 /gsf bldg	
III. BUILDING STRUCTURE - FOUNDATION & SOG	\$ 1,243,705	\$59.11 /gsf bldg		\$ 1,851,645	\$88.01 /gsf bldg	
IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE	\$ 2,108,775	\$100.23 /gsf bldg		\$ 3,139,573	\$149.22 /gsf bldg	
V. BUILDING EXTERIOR ENVELOPE - WALLS	\$ 1,530,654	\$72.75 /gsf bldg		\$ 2,278,858	\$108.31 /gsf bldg	
VI. BUILDING EXTERIOR ENVELOPE - ROOF	\$ 742,009	\$35.27 /gsf bldg		\$ 1,104,713	\$52.51 /gsf bldg	
VII. INTERIOR BUILDOUT - CONSTRUCTIONS & FINISHES	\$ 2,033,199	\$96.63 /gsf bldg		\$ 3,027,054	\$143.87 /gsf bldg	
VIII. INTERIOR BUILDOUT - MEPF	\$ 2,697,720	\$128.22 /gsf bldg		\$ 4,016,402	\$190.89 /gsf bldg	
IX. KITCHEN EQUIPMENT	\$ 265,814	\$12.63 /gsf bldg		\$ 395,748	\$18.81 /gsf bldg	
BUILDING SUBTOTAL	\$ 10,919,866	\$519.01 /gsf bldg		\$ 16,257,646	\$772.70 /gsf bldg	
		,go. 21ug	48,830 sf site			48,830 sf site
X. SITE ELEMENTS DEMOLITION	\$ 150,528	\$7.15 /gsf bldg	\$3.08 /sf site	\$ 224,107	\$10.65 /gsf bldg	\$4.59 /sf site
XI. EARTHWORK & GRADING	\$ 98,438	\$4.68 /gsf bldg	\$2.02 /sf site	\$ 146,555	\$6.97 /gsf bldg	\$3.00 /sf site
XII. SITE DRAINAGE	\$ 45,000	\$2.14 /gsf bldg	\$0.92 /sf site	\$ 66,997	\$3.18 /gsf bldg	\$1.37 /sf site
XIII. FINISH SITEWORK	\$ 1,418,855	\$67.44 /gsf bldg	\$29.06 /sf site	\$ 2,112,411	\$100.40 /gsf bldg	\$43.26 /sf site
SITEWORK SUBTOTAL	\$ 1,712,820	\$81.41 /gsf bldg	\$35.08 /sf site	\$ 2,550,070	\$121.20 /gsf bldg	\$52.22 /sf site
					- •	
XIV. WATER UTILITIES	\$ 42,000	\$2.00 /gsf bldg		\$ 62,530	\$2.97 /gsf bldg	
XV. SANITARY UTILITIES	\$ 5,000	\$0.24 /gsf bldg		\$ 7,444	\$0.35 /gsf bldg	
XVI. GAS SERVICE UTILITIES	\$ 12,500	\$0.59 /gsf bldg		\$ 18,610	\$0.88 /gsf bldg	
XVI. ELECTRICAL UTILITIES	\$ 203,000	\$9.65 /gsf bldg		\$ 302,229	\$14.36 /gsf bldg	
XVII. PHOTVOLTAIC SYSTEM	\$ 702,000	\$33.37 /gsf bldg		\$ 1,045,147	<u>\$49.67</u> /gsf bldg	
SITEWORK SUBTOTAL	\$ 964,500	\$45.84 /gsf bldg		\$ 1,435,961	\$68.25 /gsf bldg	
VIV DOOL DEAK FOUIDMENT A DOOL SENGE	¢ 2270750			é 2.202./24		
XIX. POOL, DECK, EQUIPMENT, & POOL FENCE POOL SUBTOTAL	\$ 2,278,750 \$ 2,278,750	\$108.31 /gsf bldg \$108.31 /gsf bldg		\$ 3,392,634 \$ 3,392,634	\$161.25 /gsf bldg \$161.25 /gsf bldg	
. 302 005101712	Ψ <u>-</u> 1210,130	2100.01 Igai blug		¥ 0,072,004	T.O.L.D Igai bidg	
Subtotal Raw Cost of Construction	\$ 15,875,936	\$754.56 /gsf bldg				
Mark-ups including contingency	\$ 7,760,375	<u>\$368.84</u> /gsf bldg				

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### INTERMEDIATE SUMMARY REPORT

Summary Assembly Description	Totals Raw Cost	Totals w/Mark-up
		•
<u>ALTERNATES</u>		
1. ALL ELECTRIC POOL HEAT PUMP	\$ 597,500	\$ 889,566
2. EXTEND SIDEWALK AT SOUTH END	\$ 33,180	\$ 49,399
3. HAZARDOUS MATERIAL ABATEMENT ALLOWANCE	\$ 50,000	<u>\$ 74,441</u>
Total Cost of Hard Construction - Alternate Scope	\$ 680,680	\$ 1,013,406

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#### **ESTIMATE NOTES, QUALIFICATIONS, AND ASSUMPTIONS**

**Project:** Frances Albrier Community Center

Conceptual Plan Design Alternatives

**Location:** Berkeley, CA

**Report Date:** 3/24/20

The following is meant to clarify select assumptions used in this conceptual budget estimate and serves as a supplement to the conceptual design documents upon which this estimate is based. It does not constitute a complete narrative of all assumptions included in the estimate.

#### **PROJECT DOCUMENTS**

This estimate report is based on a combination of design documents including the following:

- Drawings: Frances Albrier Community Center Option A, Concept Design Pricing Set dated 3/3/20 as prepared by Siegel & Strain Architects
- Drawings: Frances Albrier Community Center Option B, Concept Design Pricing Set dated
   3/3/20 as prepared by Siegel & Strain Architects
- Conceptual Project Manual: Frances Albrier Community Center Concept Design dated 3/5/20 as prepared by Siegel & Strain Architects
- Misc email correspondence between members of the project team clarifying scope

#### **PROJECT NOTES & QUALIFICATIONS**

- 1. This budget estimate report represents the probable cost of "hard construction" as understood at the conceptual phase and is assembled using empirical market data. Though correspondence with the design team helped clarify a number of issues, the nature of a conceptual estimate involves making a significant quantity of assumptions which may or may not represent the final design or as-built conditions. It is not a guarantee of final project cost, which is dependent upon the development of details for the final design as well as upon the methodology of bid solicitation and the bidding climate at the time of award.
- 2. Escalation. An escalation factor has been provided assuming construction performed in 2022. The estimate includes an annual escalation factor of 5%, which is compounded annually, applied to the number of years between now and the anticipated mid-point of construction.
- 3. The attached estimate detail and quantification graphics provide additional information as to the scope assumed in this estimate.

#### **EXCLUSIONS**

1. Data and telephone equipment in buildings assumed to be provided by the owner's vendor. The estimate includes a budget for conduit and cabling.

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- 2. Audio-visual cabling or equipment. The estimate includes a budget for conduit infrastructure in the Education Center only.
- 3. Theater seating, equipment, sound, or lighting systems
- 4. Security alarm system. The estimate includes a budget for conduit infrastructure.
- 5. Furniture, fixtures, and equipment (FF&E) other than the budget for the kitchen equipment.
- 6. Permit or planning fees except for permit fees required by mechanical, electrical, and plumbing contractors.
- 7. The cost to remove hazardous materials as well as the cost to work in the presence of hazardous materials. See Alternate for, which provides an allowance of \$75,000 for abatements. A hazardous materials report has not been provided for use in this estimate.
- 8. Owner soft and direct costs. The estimate excludes owner soft and direct costs, such as design and engineering, except for design-build trades, construction management and other consultants, special inspections, capital campaign expenditures, financing, builder's risk insurance, etc.
- 9. Owner's course of construction contingency. The owner's course of construction contingency is assumed to be carried in a separate owner's budget. This contingency is different than the design and contractor's contingencies provided for in the estimate to better anticipate the cost of construction at the time of contract award. The owner's course of construction contingency should be carried to anticipate change orders during the construction phase generated by unknown conditions or by discretionary changes to the design.

#### **MARK-UP STRUCTURE**

The following mark-up structure is applied progressively to the direct trade costs. The result is a compounding of the factors note below.

- 1. <u>Contractor's General Expenses</u>. A budget has been applied for the general contractor's field expenses and temporary construction required to manage and supervise a public funded project and on-site construction activities. This budget is presently factored as a percentage (15%) of the direct or raw cost of construction.
- 2. <u>General Contractor's Fee</u>. General contractor's overhead and profit has been included as a combined fee factored as a percentage (7.5%) of the direct or raw cost of construction including contractor's general condition expenses.
- 3. <u>General Contractor's Insurance</u>. A budget for contractor's insurance is applied as a percentage (1%) of the direct or raw cost of construction including contractor's general expenses, and general contractor's fee.
- 4. <u>Building Permit Fee</u>. Excluded as noted in Project Notes and Qualifications above.
- 5. <u>Contingency.</u> A contingency has been factored as a percentage (15%) of the direct or raw cost of construction including contractor's general expenses, general contractor's fee and insurance. It has been applied to anticipate the following:
  - Design & estimating contingency to account for the preliminary nature of the design documents.

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- General contractor's contingency built into the contractor's price at the time of award.
- 6. <u>Performance & Payment Bonds.</u> A factor of 1.25% has been included to account for the cost of performance and payment bonds assumed to be required by the public agency.



Est by: RMB

**ESTIMATE DETAIL REPORT CONCEPT PHASE ESTIMATE** 

**Frances Albrier Community Center Project** 

> **Comparative Scheme Option Estimates - Conceptual Design** Est Date: 3/24/20

Submission

Design Docs: Frances Albrier Community Center Concept Design Pricing Set

> **Document Date: Various Transmitted 3/3/20** Bldg Footprint 21,300 gsf

Total Site Footprint 56,700 sf

OPTION	Δ- Ε	RENOV	ΔTF	RHIII	DING

stimate Detail	1					trade	assembly	
code	item description	quantity		unit cost	ext	subtotals	totals	quals & assumptions
. MOBILIZATIC	ON & PROJECT PREPARATION							
	Mobilization & Proj Preparation							
Mobiliz	ation/demobilize & temporary facilities	1.00	bgt	20,000.00	20,000			
Constru	uction Fencing	1,400.00	lf	7.50	10,500			
Temp $\epsilon$	erosion control & BMP measures	1.00	bgt	2,500.00	2,500			
Prepare	e SWPPP	1.00	bgt	7,500.00	7,500			
Layout	& stake	1.00	bgt	5,000.00	5,000			
Misc ed	quip budget - forklift/gradall, etc	1.00	bgt	25,000.00	25,000			
Tempo	rary utilties	1.00	bgt	7,500.00	7,500			
	Subtotal					78,000		
TOTAL	L: I. MOBILIZATION & PROJECT PREPARAT	ION					78,000	\$3.66 /gsf bldg
	Net Total Incl Ma	ark-up						116,127

II. BUILDING DEMOLI
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F2010 Building Elements Demolition					
Strip finishes - building to be removed	1,400.00	sf	2.50	3,500	
Strip finishes - building to remain back to CMU & conc slab	7,100.00	sf	4.00	28,400	
Strip clerestory & siding from sawtooth roofs	2,600.00	sf	7.50	19,500	
Remove flat roofs - roofing and framing	4,900.00	sf	0.75	3,675	
Remove roof at sawtooth - roofing and joist framing	4,365.00	sf	1.50	6,548	
Remove sawtooth trusses - multipurpose room	6.00	ea	1,500.00	9,000	
Remove sawtooth truss framing - low roofs	2,153.00	sf	3.50	7,536	
Remove pop-up framing - stage	575.00	sf	3.50	2,013	
Remove courtyard canopy roofs & posts	190.00	lf	7.50	1,425	
Remove storefront and windows	1,450.00	sf	5.00	7,250	
Demo courtyard fireplace	1.00	bgt	2,500.00	2,500	
Sawcut CMU for new opeinings in CMU to stay	140.00	lf	35.00	4,900	
Selective demo CMU wall section at building to remain	890.00	sf	10.00	8,900	
Demo CMU walls at building section to be removed	1,690.00	sf	6.00	10,140	
Demo conc slab at building to be removed	1,400.00	sf	3.50	4,900	
Demo conc footings at building to be removed	195.00	lf	30.00	5,850	
Budget to cut & demo slab for new utilities at bldg to remain	1.00	bgt	7,500.00	7,500	
Haul and dispose	315.00	tons	110.00	34,650	
Subtotal					168,186
F2020 Hazardous Components Abatement					

See Alternates

Subtotal TOTAL: II. BUILDING DEMOLITION

168,186 \$7.90 /gsf bldg

Net Total Incl Mark-up 250,397

**V. BUILDING STRUCTURE - FOUNDATION & SOG** 

A1010 **Standard Foundations** 

Building foundations complete - grade beam 2'0x2'0 845.00 If 70.00 59,150 Building foundations complete - roof col grade beams 2'0x2'0 420.00 If 70.00 29,400

project management services construction management & estimating

PTION A - RENOVATE BUILDING						Constit	iction management & estima
stimate Detail					trade	assembly	
code item description	quantit	y	unit cost	ext	subtotals	totals	quals & assumptions
Column footing complete - Gym 6x6x3 (assume depth)	8.00	ea	2,000.00	16,000			
Column footing complete - MP Room (assume 3x3x2)	6.00	ea	1,500.00	9,000			
Column footing complete - roof beam support (assume 3x3x	2 5.00	ea	1,500.00	7,500			
Column footing complete - eaves beam support (assume 3x	3: 13.00	ea	1,500.00	19,500			
Budget to dowel new footings to existing	1.00	bgt	7,500.00	7,500			
Subtotal		_			148,050		
A1030 Slab on Grade							
SOG - complete 5" over 6" w100#/cy - & vapor barrier	13,500.00	sf	9.50	128,250			
Budget to dowel new slab to existing	1.00	bgt	2,500.00	2,500			
Budget to patch slab at utility cuts	1.00	bgt	10,000.00	10,000			
Perimeter curb at new framed walls	500.00	lf	50.00	25,000			
Perimeter curb at new storefront at existing openings	50.00	lf	75.00	3,750			
Subtotal					169,500		
TOTAL: V. BUILDING STRUCTURE - FOUNDATION & S	OG					317,550	\$14.91 /gsf bldg
Net Total Incl Mark-u	p						472,773

### IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE

B1020 Roof Construction				
Crane	1.00	bgt	20,000.00	20,000
Scaffolding (pro-rate with façade)	17,600.00	_	5.00	88,000
Gym Framing				
WF columns - avg 28' high - 100#/lf	8.00	ea	12,500.00	100,000
Truss - 7'0 deep steel custom (72'0 ea)	4.00	ea	25,000.00	100,000
Steel frame around clerestory window (50#/lf)	250.00	lf	500.00	125,000
Load bearing exterior wall framing - high walls avg 28'0	8,500.00	sfwl	20.00	170,000
Shearwall premium	3,575.00	sfwl	10.00	35,750
Interior partition framing in gym - assume full height	4,065.00	sfwl	15.00	60,975
Roof framing - TJI, blocking, & ply sheathing complete	8,525.00	sf	25.00	213,125
Rim joist	360.00	lf	15.00	5,400
Low Structure Framing				
Columns in multi-purpose room (avg 18'0 high)	6.00	ea	7,500.00	45,000
Truss - Multi-purpose Room custom wood/steel (42' ea)	3.00	ea	15,000.00	45,000
Columns - misc ridge beam support (avg 18'0 high)	5.00	ea	5,000.00	25,000
Ridge beams	410.00	lf	85.00	34,850
Columns - roof canopy beam support (12'0 to 14' high)	13.00	ea	3,500.00	45,500
Roof canopy/eave beams	300.00	lf	85.00	25,500
New reinforced & grouted CMU walls	1,785.00	sfwl	30.00	53,550
Sill bolted into top of existing 8'0 CMU	245.00	lf	10.00	2,450
Sill bolted into top of existing 12'0 CMU	75.00	lf	10.00	750
Framing to extend bearing to existing CMU	1,075.00	sfwl	25.00	26,875
Exterior wall framing	2,450.00	sfwl	15.00	36,750
Load bearing & non-load bearing interior wall framing	5,000.00	sfwl	15.00	75,000
Shearwall premium	3,410.00	sfwl	10.00	34,100
Budget for minimal reconfiguration of existing framed walls	1,100.00	sfwl	7.50	8,250
Storefront headers	150.00	lf	30.00	4,500
Roof framing - slope - TJI, blocking, & ply sheathing complete	15,400.00	sf	25.00	385,000
Roof framing - flat mechanical platform - TJI, blocking, & ply	835.00	sf	20.00	16,700
sheathing complete				
Roof framing - courtyard canopies - TJI, blocking, & ply sheathing complete	1,900.00	sf	18.00	34,200
Rim joist	1,000.00	lf	15.00	15,000
Mechanical Platform				
Steel platform/structure for AHU 1 - low roof	1.00	ea	25,000.00	25,000
Steel platform for remote kitchen equip - low roof	1.00	ea	5,000.00	5,000

project management services construction management & estimating

### **OPTION A - RENOVATE BUILDING**

Estimate Detail					trade	assembly	
code	item description	quantity	unit cost	ext	subtotals	totals	quals & assumptions

Subtotal 1,862,225

TOTAL: IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE

1,862,225 \$87.43 /gsf bldg

1,956,264

		Net Total Incl Mark-	ир						2,772,506	
V BIIII DIN	G EXTERIOR ENVELOPE - WAI	ıs								
B20	Exterior Enclosure	Ext Walls	17,600	sfwl						
	affolding (pro-rate with structure)		17,600.00		5.00	88.000				
	ring strips anchored to CMU		4,000.00	sfwl	4.00	16,000				
	ermal board insulation on CMU		4,000.00	sfwl	5.50	22,000				
The	ermal batt insulation at wood fram	ed walls	9,600.00	sfwl	2.75	26,400				
The	ermal board insulation at wood fra	med walls	9,660.00	sfwl	4.00	38,640				
Der	nsglass sheathing		9,660.00	sfwl	4.00	38,640				
Vap	oor barrier, peel & stick, & flashing	9	13,660.00	sfwl	4.25	58,055				
Lat	h & stucco complete		13,660.00	sfwl	22.00	300,520				
Trin	n/articulation at windows and doo	rs	1,425.00	lf	25.00	35,625				
Sto	refront glazing		2,120.00	sf	100.00	212,000				
Cle	restory windows at Gym - mecha	nized	1,410.00	sf	150.00	211,500				
Wir	ndows - operable		200.00	sf	70.00	14,000				
Mis	c caulking		17,600.00	sfwl	0.75	13,200				
Sto	refront - entry doors - pairs (6'0x8	3'0)	8.00	pair	7,500.00	60,000				
Sto	refront - entry doors - singles (3'0	(0'8x	2.00	ea	3,500.00	7,000				
Doo	ors - HM pair 6'0x7'0		1.00	pair	4,000.00	4,000				
Doo	ors - HM single 3'0x7'0		4.00	ea	2,400.00	9,600				
Doo	ors - barn doors at trash (8'0x8'0)		1.00	pair	3,000.00	3,000				
Pai	nt HM doors		6.00	leaf	400.00	2,400				
Pai	nt barn doors		2.00	leaf	500.00	1,000				
Mis	c painting budget		1.00	bgt	7,500.00	7,500				
	Subtotal						1,169,080		\$66.43	/sf total ext wall
B20	Exterior Enclosure	Eaves Soffit	8,435							
	ming & wood slat finish - high gyr		880.00		15.00	13,200				
	ming & wood slat finish - low roof		5,685.00	sf	15.00	85,275				
Fra	ming & wood slat finish - courtyar	d canopies	1,870.00	sf	15.00	28,050				
	dget for eave vents		1.00	3	1,500.00	1,500				
Fini	ish eaves wood		8,435.00	ea	2.00	16,870				
	Subtotal						144,895	4 0 4 0 0 5 -	,	/sf total soffit
10	TAL: V. BUILDING EXTERIOR	ENVELOPE - WALLS						1,313,975	\$61.69	/gsf bldg

#### **VI. BUILDING EXTERIOR ENVELOPE - ROOF**

DUILDING EXTERIOR ENVELOPE - ROOF				
B30 Roofing	29,960	sf roo	of	
Rigid insulation - high standing seam roof over Gym	8,480.00	sf	4.25	36,040
Rigid insulation - low standing seam roofs	18,750.00	sf	4.25	79,688
Rigid insulation - flat mechanical roof	830.00	sf	4.25	3,528
Batt insulation in rafters - high standing seam roof over Gym	7,600.00	sf	3.75	28,500
Batt insulation in rafters - low standing seam roofs	13,070.00	sf	3.75	49,013
Batt insulation in rafters - flat mechanical roof	830.00	sf	3.75	3,113
Densglass overlay - high standing seam roof over Gym	8,480.00	sf	3.00	25,440
Densglass overlay - low standing seam roofs	18,750.00	sf	3.00	56,250
Densglass overlay - flat mechanical roof	830.00	sf	3.00	2,490
Standing seam roof - high roof over Gym	8,480.00	sf	20.00	169,600
Standing seam roof - low roofs	18,750.00	sf	20.00	375,000
Standing seam roof - courtyard canopies	1,900.00	sf	20.00	38,000
TPO - flat mechanical roof	830.00	sf	15.00	12,450
Gutter - high roof over gym - pre-finished	280.00	lf	50.00	14,000

Net Total Incl Mark-up

	BUILDING

Estimate Detail						trade	assembly		
code	item description	quantit	y	unit cost	ext	subtotals	totals	quals &	assumptions
Gutter - low roofs	- pre-finished	720.00	lf	50.00	36,000				
	- high roof - pre-finished	75.00		35.00	2,625				
Downspouts - pre		680.00		25.00	17,000				
	- high roof - pre-finished	135.00		35.00	4,725				
Misc flashing	ang.	1.00		10,000.00	10,000				
Subtot	al		- 9-	,		963,460		\$32.16	/sf roof
	LDING EXTERIOR ENVELOPE - ROOF Net Total Incl Mark-u	ip					963,460		/gsf bldg
	T - CONSTRUCTIONS & FINISHES								
	construction	1 000 00	cf	70.00	70.000				
Rebuild stage pla		1,000.00 1.00		70.00 15,000.00	70,000				
Rebuild prosceniu	raming - see Building Superstructure	1.00	byt	13,000.00	15,000				
•	· · · · · · · · · · · · · · · · · · ·	1 00	hat	2 500 00	2 500				
·	artition header & end enclosures hored to interior face of CMU	1.00 5,800.00		2,500.00 4.00	2,500				
Acoustic wall insu		9,000.00		1.25	23,200 11,250				
	on walls (NIC framing) low spaces	22,000.00		5.00	110,000				
-	on walls (NIC framing) high Gym walls	13,200.00		6.50	85,800				
Drop drywall ceili		1,255.00		15.00	18,825				
Int doors solid co	=	4.00		3,500.00	14,000				
Int doors solid co	•	14.00	•	2,000.00	28,000				
	re wood - double closet	13.00		3,000.00	39,000				
	re wood - in office AHU closets	3.00		1,500.00	4,500				
Access hatch bud		1.00		2,500.00	2,500				
Subtot	•	1.00	by	2,000.00	2,000	424,575		\$19.93	/gsf bldg
C30 Interior F									
Flooring									
Floor leveling and	I repairs - existing slab	7,100.00	sf	2.50	17,750				
_	or float - new slab (NIC Gym & Trash)	6,300.00	sf	1.00	6,300				
_	oring - Gym (includes striping - NIC logo)	6,100.00	sf	18.00	109,800				
Wood flooring - G	Sym & Emerg Storage	550.00	sf	20.00	11,000				
Athletic wood floo	oring - Multipurpose Rm	2,465.00	sf	17.00	41,905				
Wood flooring - N	IPR Storage	100.00	sf	20.00	2,000				
Premium for finish	n wood at stage platform,ramp & stairs	1,000.00	sf	10.00	10,000				
Linoleum - Lobby	/Corridors	2,410.00	sf	7.50	18,075				
Linoleum - Digital	Media/Arts & Crafts/Early Ed	2,750.00	sf	7.50	20,625				
Carpet - Office/Of	ffice Coord	78.00	sy	60.00	4,680				
Linoleum - Copier	r/Store	139.00	sf	7.50	1,043				
Epoxy flooring w/	cove base - RRs	1,270.00	sf	16.00	20,320				
Epoxy flooring w/	cove base - Kitchen	545.00	sf	16.00	8,720				
	cove base - Dry Goods & Storage	220.00	sf	16.00	3,520				
Epoxy flooring w/	cove base - Janitor's closets	150.00	sf	16.00	2,400				
Epoxy flooring w/	cove base - Main Utility	200.00	sf	16.00	3,200				
Trash room - no t	reatment to slab				-				
Walls & Base									
Wood base at roo	oms with linoleum & carpet	1,100.00	lf	7.50	8,250				
Wood base at ath	nletic floors - in flooring price				-				
Int window & doo	r casings	1,425.00	lf	25.00	35,625				
Ceramic tile wain:	scot - RRs 7'0 high	2,660.00		20.00	53,200				
FRP panels - Kito	hen	800.00	sf	6.00	4,800				
FRP panels - Dry	Goods & Storage	800.00	sf	6.00	4,800				
FRP panels - Jan	itor's closets	700.00	sf	6.00	4,200				
Daint finished dry	wall on walls at low spaces	22,000.00	sfwl	2.00	44,000				

mate De	etail					trade	assembly	
de	item description	quantit	y	unit cost	ext	subtotals	totals	quals & assump
Pair	nt finished drywall on walls at high Gym walls	13,200.00	sfwl	3.00	39,600			
	nt base & running trim	2,525.00		5.00	12,625			
	nt doors	51.00		400.00	20,400			
Ceil					20,.00			
	od slat ceiling on suspended grid - Gym	6,100.00	sf	45.00	274,500			
	od slat ceiling on suspended grid - Multipurpose Rm	2,465.00		45.00	110,925			
	spended acoustic ceiling - Lobby/Corridors	2,410.00		8.50	20,485			
	spended acoustic ceiling - Digital Media/Arts & Crafts/Early			8.50	23,375			
	spended acoustic ceiling - Office/Office Coord/Copier	855.00		8.50	7,268			
	spended acoustic ceiling - Gym & Emerg Storage	550.00		8.50	4,675			
	spended acoustic ceiling - MPR Storage	100.00		8.50	850			
	spended acoustic ceiling washable - Kitchen/DG/Storage	850.00		7.00	5,950			
	nt finished drywall ceilings in RRS	1,255.00		2.00	2,510			
	Subtotal	1,200.00				959,375		\$45.04 /gsf bldg
C3050	Interior Fabrications					,		,
Offi	ce desk counters	80.00	lf	250.00	20,000			
	ce underdesk station cabinets (assume)	11.00		500.00	5,500			
	ssroom cabinet - lower/counter/upper - Arts & Crafts	10.00		1,000.00	10,000			
	ssroom cabinet - lower/counter/upper - Early Ed	14.00		1,000.00	14,000			
	vatory counters	20.00		300.00	6,000			
	c storage shelving budget	1.00		1,000.00	1,000			
Aco	oustic Ultra Plus high impact fabric panels - Gym (assume high)	2,400.00	U	30.00	72,000			
Aco	oustic Ultra Plus high impact fabric panels - Multipurpose sume 8'0 high)	300.00	sf	30.00	9,000			
Aco	oustic high impact tackable fabric panels - Digital dia/Arts & Crafts/Early Ed (assume 6'0 high)	1,560.00	sf	26.00	40,560			
Мад	gnetic white boards - Digital Media/Arts & Crafts/Early Ed sume 6'0 high)	3.00	locs	300.00	900			
	letin board display case - Lobby	1.00	hat	500.00	500			
	oustic operable partition w/pocket doors - Multipurpose Rm		J	60.00	28,800			
	ndow coverings - Gymnasium clerestory - shade motorized			65.00	91,000			
	ndow coverings - Gymnasiam clerestory - shade intotalized andow coverings - Multi-purpose - shade & blackout screen:			30.00	18,600			
	ndow coverings - Main-purpose - shade & blackout screens	145.00		30.00	4,350			
	ndow coverings - Office - shade & blackout screens			30.00	7,650			
	ndow coverings - Arts & Crafts - shade & blackout screens			30.00				
	ndow coverings - Arts & Grafts - shade & blackout screens	400.00		30.00	4,650			
	let partitions - phenolic - ADA stall	4.00		2,200.00	12,000			
	let partitions - phenolic - ADA stall let partitions - phenolic - standard stall	5.00		1,500.00	8,800 7,500			
	nal screens	1.00		750.00	7,500			
	let accessories - per stall	9.00		400.00				
	ib bars at HC stalls	7.00		200.00	3,600			
		4.00			1,400			
	stroom accessories - per room - multi - stall RR			1,800.00	7,200			
	stroom accessories - per room - single occupancy RR	3.00		2,000.00	6,000			
	ower accessories - renovated RRs	2.00		200.00	400			
	stroom mirrors - large multi-stall RRs	80.00		25.00	2,000			
	stroom mirrors - at wall hung sinks	5.00		150.00	750			
	e extinguisher cabinets (extinguishers by owner)	6.00		350.00	2,100			
	nishings - NIC (assume to be FF&E)		excl		4 505			
	de & room ID signage (NIC ornamental signage) <b>Subtotal</b>	1.00	bgt	1,500.00	1,500	388,510		\$18.24 /gsf bldg
E1070	• • •	Stage						
	erhead rigging	1.00	bgt	7,500.00	7,500			
The	eater lights, audio, equip NIC		excl		-			

	BUILDING

Estimate Detail	<u> </u>					trade	assembly		
code	item description	quantit	y	unit cost	ext	subtotals	totals	quals &	assumptions
Subtot	al					7,500		\$0.35	/gsf bldg
E1070 Entertaini	ment and Recreational Equipment	Gym Equi	р						
Floor striping - see	• •		•		-				
Bleachers - low ris	se stationary or tip & roll - 4 rows	42.00	lf	250.00	10,500				
Basketball backbo	pards - overhead retractable - motoraized	2.00	ea	8,000.00	16,000				
Basketball backbo	pards - wall braced side fold - motoraized	4.00	ea	6,500.00	26,000				
Digital scoreboard	l (1), shotclocks (2), controller	1.00	set	11,000.00	11,000				
Volleyball set		1.00	ea	5,000.00	5,000				
Dividing curtain (2	6'0 high)	70.00	lf	450.00	31,500				
Wall padding - 7'0		1.00	bgt	30,000.00	30,000	420.000		4/ 40	
Subtot		• FINICUE				130,000	1 000 0/0		/gsf bldg
IOIAL: VII. INI	ERIOR BUILDOUT - CONSTRUCTIONS & Net Total Incl Mark-uj						1,909,960	\$89.67 2,843,575	/gsf bldg
VIII. INTERIOR BUILDOU	T MEDE								
D20 Plumbing									
All fixtures inclusive of									
	ı - heavy duty carrier	12.00	63	5,500.00	66,000				
Urinals	- neavy duty carner	3.00		4,000.00	12,000				
Lavatory sinks - w	vall hung	5.00		4,000.00					
Lavatory counter	•	6.00			20,000				
,	PILIK2			3,500.00	21,000				
Shower unit		2.00		5,000.00	10,000				
Counter sinks - Cl		2.00		3,500.00	7,000				
Floor drains - prim		4.00		2,500.00	10,000				
Floor drain - prime	ed - Irash Room	1.00		2,500.00	2,500				
Janitor's sink		3.00		4,000.00	12,000				
=	bottle filling station (interior wall mount)	1.00		8,000.00	8,000				
•	bottle filling station exterior	1.00		12,000.00	12,000				
Hose bibb with loc		4.00	ea	1,500.00	6,000				
Water heater w/ci	rc pump and piping - restrooms - none		excl		-				
Insta-hot tankless	water heaters - Janitor closets	3.00	ea	1,500.00	4,500				
Water heater - hyl	brid heat pump w/exp tank, circ pump and	1.00	bgt	20,000.00	20,000				
piping - kitchen									
Kitchen plumbing	rough-in budget & connections	1.00	bgt	50,000.00	50,000				
Floor sink - primed	d - Dry Goods	1.00	ea	3,000.00	3,000				
Grease intercepto	r	1.00	ea	3,500.00	3,500				
Water pipe - runs	to program sinks	150.00	lf	40.00	6,000				
Sanitary pipe - rur	ns to program sinks	150.00	lf	70.00	10,500				
Condensate drain		1.00	bgt	7,500.00	7,500				
Budget: backflow,	hammer arrestor, reducer valve	1.00	bgt	10,000.00	10,000				
Gas piping - none			excl		-				
Connect to new w	ater line at 5' from building	1.00	bgt	1,500.00	1,500				
Connect to SS line	e at 5' from building	1.00	bgt	1,500.00	1,500				
Gen regs and per	_	1.00	bgt	15,000.00	15,000				
Commissioning		1.00	-	5,000.00	5,000				
Subtota	al		Ū			324,500		\$15.23	/gsf bldg
D30 HVAC									
	oof mount 16 ton packaged unit w/heat pel DPS016AHH, MERV 13, powered exh	1.00	bgt	64,000.00	64,000				
heatpump Daikin	ose Rm: Split system 6 ton outdoor DZ11TA090 w/indoor air handler Daikin ti mixing box wth Belimo actuators, MERV	1.00	ea	24,000.00	24,000				
HP-1 Digital Media VRP36, MERV 13	a: 3 ton indoor packaged unit - Friedrich	1.00	ea	12,000.00	12,000				



timate	N A - RENOVATE BUILDING  e Detail					trade	assembly		
ode	item description	quantit	у	unit cost	ext	subtotals	totals	quals &	assumpti
	HP-2 Arts & Crafts: 3 ton indoor packaged unit - Friedrich	1.00	ea	12,000.00	12,000				
	VRP36, MERV 13		00	.2,000.00	.2,000				
	HP-4 Early Education: 3 ton indoor packaged unit - Friedrich VRP36, MERV 13	1.00	ea	12,000.00	12,000				
	HP-3 Office: 3 ton indoor packaged unit - Friedrich VRP36, MERV 13	1.00	ea	12,000.00	12,000				
	HP-5 Stage: 2 ton indoor packaged unit - Friedrich VRP24, MERV 13	1.00	ea	8,000.00	8,000				
	EF 1, 2, 3 - 600 CFM inline Cook mode SQN-D	3.00	ea	2,000.00	6,000				
	Roof gravity relief - Greenheck FGR 24x28 w/backdraft	1.00		2,500.00	2,500				
	Kitchen grease duct & exhaust	1.00		20,000.00	20,000				
	=	21,300.00	U	10.00	213,000				
	Controls - local t-stats only	1.00		10,000.00	10,000				
	House keeping pads - condensers	4.00		1,500.00	6,000				
	Gen reqs and permitting	1.00		15,000.00	15,000				
	Commissioning	1.00	-	10,000.00	10,000				
	Subtotal	1.00	byt	10,000.00	10,000	426,500		\$20.02	/acf blda
D40						420,500		\$20.02	/gsf bldg
	ASR, distribution piping, & heads complete	21,300	act	8.00	170 400				
	Premium for running exposed in Gym & MPR	8,600	U	3.00	170,400				
	Distribution piping, & heads complete - under stage	710		12.00	25,800				
	Add distribution piping, & heads complete - Low roof eaves			8.00	8,520				
	and courtyard canopies	755			6,040				
	Connect to new water line at 5' from building	1.00		1,500.00	1,500				
	Gen reqs and permitting	1.00	-	7,500.00	7,500				
	Commissioning	1.00	bgt	2,500.00	2,500				
	DDCV - see Utilities				-				
	FDC & PIV - see Utilities								
D.F.0	Subtotal					222,260		\$10.43	/gsf bldg
D50									
	connect to stand-by power Main panel - 1,000A 480V, 3 Ph, 4 wire - indoor	1 00	00	16,500.00	1/ 500				
	Mechanical branch panel - 400A, 277/480V	1.00 1.00		7,400.00	16,500				
	Lighting branch panels -100A, 27/1480V	2.00	-	3,500.00	7,400				
	Kitchen branch feeder 225A 277/480V to kitch transformer	150.00	lf	100.00	7,000				
	Kitchen step-down transformer - 150kVA	1.00		14,500.00	15,000 14,500				
		1.00	ca	14,500.00	14,300				
	•	1 00	62	8 250 00	0.250				
	Kitchen branch panel - 600A 120/208V double section	1.00		8,250.00	8,250				
**	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power)	250.00	lf	90.00	22,500				
**	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA	250.00 1.00	If ea	90.00 11,700.00	22,500 11,700				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section	250.00 1.00 1.00	If ea ea	90.00 11,700.00 8,200.00	22,500 11,700 8,200				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V	250.00 1.00 1.00 2.00	If ea ea ea	90.00 11,700.00 8,200.00 2,800.00	22,500 11,700 8,200 5,600				
**  **  **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel)	250.00 1.00 1.00 2.00 1.00	If ea ea ea ea	90.00 11,700.00 8,200.00 2,800.00 8,500.00	22,500 11,700 8,200 5,600 8,500				
**  **  **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator)	250.00 1.00 1.00 2.00 1.00 1.00	If ea ea ea ea	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00	22,500 11,700 8,200 5,600 8,500 7,400				
** ** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment	250.00 1.00 1.00 2.00 1.00 1.00	If ea ea ea ea ea bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000				
**  **  **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution	250.00 1.00 1.00 2.00 1.00 1.00 1.00 21,300	If ea ea ea ea bgt gsf	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel), Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00	If ea ea ea ea bgt gsf bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel), Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 1,000				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel, Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 1,000 15,000				
** ** **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 1,000	766 050		\$35 96	/gsf hlda
**  **  **  **	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning Subtotal Elect Distribution	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 1,000 15,000	766,050		\$35.96	/gsf bldg
** ** ** D50	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning Subtotal Elect Distribution Electrical Lighting	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt bgt bgt	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00 5,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 1,000 5,000	766,050		\$35.96	/gsf bldg
** ** ** D50	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning  Subtotal Elect Distribution  Electrical Lighting General lighting	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00 1.00	If ea ea ea ea bgt gsf bgt bgt bgt bgt gsf	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00 5,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 15,000 5,000	766,050		\$35.96	/gsf bldg
** ** ** D50	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning  Subtotal Elect Distribution  Electrical General lighting Premium lighting - Gym	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00 1.00 21,300 6,100	If ea ea ea ea bgt gsf bgt bgt bgt sf	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 15,000.00 5,000.00 20.00 15.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 15,000 5,000 426,000 91,500	766,050		\$35.96	/gsf bldg
**  **  **  D50	Kitchen branch panel - 600A 120/208V double section Misc building power feeder 175A 277/480V (standby power) Misc building step-down transformer - 112.5kVA Misc building branch panel - 400A 120/208V double section Misc building branch panels - 100A 120/208V Manual transfer switch - 400A, 480V 3-Pole (main bldg panel) Standby power panel 400A 277/480V (for portable generator) Power to mechanical equipment Power device distribution Power distribution premium & hook-ups - Kitchen Connect to electrical service within 5' from building Gen reqs and permitting Commissioning  Subtotal Elect Distribution  Electrical Lighting General lighting	250.00 1.00 1.00 2.00 1.00 1.00 21,300 1.00 1.00 1.00 21,300 6,100 2,460	If ea ea ea ea bgt gsf bgt bgt bgt sf	90.00 11,700.00 8,200.00 2,800.00 8,500.00 7,400.00 30,000.00 25.00 50,000.00 1,000.00 5,000.00	22,500 11,700 8,200 5,600 8,500 7,400 30,000 532,500 50,000 15,000 5,000	766,050		\$35.96	/gsf bldg

	BUILDING

Estimate Detail						trade	assembly		
code	item description	quantity	,	unit cost	ext	subtotals	totals	quals & assump	otions
Control hottom:	worker FUMA	1.00	la aut	15 000 00	15.000				
Central battery in		1.00		15,000.00	15,000				
	ng controls - local only	1.00	bgt	25,000.00	25,000	424 400		¢20.21 /acf blda	
D50 Electrica	tal Elect Lighting Il Low Voltage	Svetame				624,400		\$29.31 /gsf bldg	
	2 monitoring system complete	21,300	asf	5.00	106,500				
	on - NIC equipment	21,300		3.00	63,900				
Security system		21,300		2.00	42,600				
	ess, Clock System - NIC		excl		-				
	tal Low Voltage Systems			•		213,000		\$10.00 /gsf bldg	!
TOTAL: VIII. II	ITERIOR BUILDOUT - MEPF						2,576,710	\$120.97 /gsf bldg	1
	Net Total Incl Mar	k-up						3,836,241	
IV KITCHEN FOLIDMEN	IT.								
IX. KITCHEN EQUIPMEN E1020 Institution	<u>ıı</u> ınal Equipment								
1. Reach-in fridg		1	ea	3,042.00	3,042				
Reach-in free:		1	ea	2,858.00	2,858				
3. SS work table		1	ea	2,315.00	2,315				
4. Ice maker		1	ea	2,643.00	2,643				
5. SS wall shelve	<u>.</u>	2	ea	323.00	646				
6. Water filter for		1	ea	279.00	279				
	ver - free standing	1	ea	1,756.00	1,756				
10. Pass-thru sh	· ·	1	ea	285.00	285				
11. SS wall shelf		2	ea	402.00	804				
12. Hot water dis		1	ea	817.00	817				
13. Coffee Brew	•	1	ea	2,415.00	2,415				
14. Iced Tea Bre		1	ea	684.00	684				
15. Undercounte		1	ea	2,055.00	2,055				
	- remote chiller - dispenser	1	ea	5,437.00	5,437				
17. Pass-thru sh		1	ea	285.00	285				
	wer - free standing	1	ea	1,756.00	1,756				
21. Wire shelving		1	ea	263.00	263				
22. Three compa		1	ea	3,101.00	3,101				
22.1 Pre-rinse fa		1	ea	671.00	671				
22.2 Drain lever		3	ea	237.00	711				
23. SS wire shelt		2	ea	120.00	240				
24. SS wire shelt			ea	181.00	362				
25. Dishwasher		1	ea	7,554.00	7,554				
26. Exhaust hoo	d - dishwasher	1	ea	1,010.00	1,010				
26.3 SS hood er		1	ea	435.00	435				
	ulator - soiled dishtable (32 - incl w/27)	1	ea	1,590.00	1,590				
30. Wire shelf	and or some distribution (of and the 27)		ea	120.00	240				
31. Trash recept	acle - poly		ea	80.00	320				
32.1 Pre rinse fa	' '		ea	548.00	548				
33. Wire shelving			ea	617.00	617				
34 & 38. Hand si			ea	195.00	390				
	cet - splash mount	2	ea	252.00	504				
34.2 & 28.2Soap			ea	44.00	88				
·	towel dispenser	2	ea	58.00	116				
	le 14'x2'9 w/2 18"x18" tubs		ea	2,790.00	2,790				
· · · · · · · · · · · · · · · · · · ·	cet - deck mounted		ea	245.00	490				
	n, lever/twist waste		ea	237.00	474				
36. Undercounte			ea	4,105.00	4,105				
37. Table mount	=	1	ea	593.00	593				
39. Wire shelving			ea	575.00	575				
	ng cabinet		ea	3,729.00	7,458				

project management services construction management & estimating

### **OPTION A - RENOVATE BUILDING**

All Codd & hold oven	Estimate Detail		-				trade	assembly		
4.2, 8.46. Filler table 4.3, Griddle, electric countertop 4.4. Equip stand whundershelves 4.1 ea 2,714.00 4.7. Exhaust grease hood 4.1 ea 3,716.00 4.7. Exhaust grease hood 4.1 ea 3,716.00 4.7. Exhaust grease hood 5.0. 50. 1. Map sink & faucet 5.0. 2. Utility sheft 5.0. 2. Exhaust grease hood installation 5.0. 2. Utility sheft 5.0. 2. Exhaust grease hood installation 6. 2. 4. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	code	item description	quantit	y	unit cost	ext	subtotals	-	quals & assum	ptions
4.2. & 4.6. Filler table 4.3. Griddlie, electric counterlop 4.4. Equip stand whandershelves 4.1. Equip stand whandershelves 4.2. Filler table 4.4. Equip stand whandershelves 4.6. Filler table 4.7. Exhant grease hood 4.1. ea. 4.315.00 4.7.4 Electric control panel 4.7. Exhant grease hood 4.1. ea. 3.424.00 4.7. Shout grease hood 5.0. Sol. Maloy sink & faucet 5.0. Sol. Maloy sink & fa	41 Cold	% hold over	1	00	7 240 00	7 240				
43. Griddle, electric countertop 44. Equip stand wifundershelves 45. HD Range 36° holiplate burners 45. HD Range 36° holiplate burners 47. File suppression system 47. Exhaust grease hood 47. A Electric control panel 47. File suppression system 47. A Signific counter panel 47. Signific count										
44. Equip stand winderschelves			_							
47. Exhaust grease hood		•	1							
A7. Enhanst grease hood A7.4 Electric control panel A7.4 Electric control panel A7.4 Electric control panel A7.5 Fire suppression system A7.5 St Widders A7.7 SS ModernoSure B			) 2							
1		•								
47.5 Fire suppression system 47.6 SS dividers 47.7 SS hood enclosure 50.5 0.1 Mop sink & Taucet 51. Storage room wire shelving 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator for walk-in cook 52.1 & 15.2 Remote condenser & Everyporator & Every		•								
47.6 SS dividers 1 ea 523.00 523 47.7 SS hood enclosure 1 ea 893.00 893 50. 50.1 Mop sink & faucet 1 ea 1.186.00 1.186 50.2 Utility shelf - Jamitor's doset 1 ea 1.186.00 412 51. Storage room wire shelwing 1 ea 2.120.00 2.120 52. Walk-in cooler 1 ea 1.186.00 11.869 52.1 & 52.2 Remote condenser & evaporator for walk-in cooler 1 ea 1.989.00 11.869 52.1 & 52.2 Remote condenser & evaporator for walk-in cooler 1 ea 1.989.00 11.869 53. Walk-in cooler shelwing 1 ea 2.000.00 6,000 WOI Freight 1 ea 6.000.00 6,000 WOI Freight 1 ea 6.000.00 7,203 WOI Installation - Exaust/grease hood installation 1 ea 1.989.00 1,200 WOI shellation - Exaust/grease hood installation 1 ea 1.4625.00 11.655 WOI MOI Shellation - Walk-in cooler shelwing 1 ea 1.580.00 15.188 WOI shellation - Warler dower 1 ea 15.188.00 15.188 WOI shellation - Warler dower 2 ea 1.800.00 1,800 WITH Installation - Warler dower 2 ea 1.800.00 1,800 WITH Installation - Warler dower 3 ea 1.800.00 1,800 WITH Installation - Warler dower 4 ea 1.800.00 1,800 WITH Installation - Warler dower 5 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH Installation - Warler dower 8 ea 1.800.00 1,800 WITH INSTALLATION 1,		•								
47,7 SS hood enclosure			_							
50, 50.1. Mop sink & faucet										
So 2 Utility shelf - Janticr's closet										
51. Storage room wire shelving   1 ea			_							
S2. Walk-in cooler   1 ea   11,869,00   11,869			1							
S2.1 & S2.2   Remote condenser & evaporator for walk-in cook		-								
S3. Walk - in cooler shelving			le 1							
W01 Freight   1 ea 6,000.00   6,000   W02 Irstaging and delivery   1 ea 1,200.00   1,200   1,200   W02 Irstallation - Exaust/grease hood installation   1 ea 1,200.00   1,200   1,605   W03 Installation - Walk-in   1 ea 1,625.00   14,625   W03 Installation - Walk-in   1 ea 8,424.00   84,240   W03 Installation - Bemote evaporator & condenser   1 ea 8,424.00   84,240   W03 Installation - Balance of equipment and shelving   1 ea 8,59.00   859   W03 Installation - Walter tower   1 ea 8,59.00   859   W11 Installation - Walter tower   1 ea 1,800.00   1,500.00										
W01 Staging and delivery   1 ea 7,200,00   7,200   7		5	1	ea						
W02 Installation - Exaust/grease hood installation		-	1							
W03 Installation - Walk-in   1   ea   14,625 00   14,625			1							
W03 Installation - Remote evaporator & condenser   1 ea 15,188.00   15,188			1							
W03 Installation - Balance of equipment and shelving   1   ea   84,240.00   84,240   W11 Installation- Water tower   1   ea   859,00   859   859   W13 Start-up   1   ea   1,800.00   1,800   1,800   W14 Training   1   ea   1,500.00   1,500   1,	W03 Insta	allation - Remote evaporator & condenser	1	ea						
W11 Installation		·	1	ea						
W13 Start-up   1 ea 1,800.00   1,800     1,800     1,800     1,500   1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500   1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500     1,500   1,500     1,500			1	ea	859.00					
W14 Training	W13 Star	rt-up	1	ea	1,800.00					
Tax   Subtotal   Subtotal   ToTAL:   IX. KITCHEN EQUIPMENT   Net Total Incl Mark-up   Net Total Incl Mark-up   Subtotal   Subt		·	1	ea						
Net Total Inclination   Net		·	1	ea	12,024.00					
Net Total Incl Mark-up   Section		Subtotal					265,814			
	TOTAL:	IX. KITCHEN EQUIPMENT						265,814	\$12.48 /gsf blo	lg
Remove trees (10" to 20") - incl stump removal & offhaul   17.00   ea   1,500.00   25,500   Remove trees (less than 20") - incl stump removal & offhaul   5.00   ea   750.00   3,750   6,750   Haul and dispose organics (NIC trees)   285.00   cy   100.00   28,500   28,500   64,500		Net Total Incl Mark-up	)						395,748	
Remove trees (10" to 20") - incl stump removal & offhaul   17.00   ea   1,500.00   25,500   Remove trees (less than 20") - incl stump removal & offhaul   5.00   ea   750.00   3,750   6,750   Haul and dispose organics (NIC trees)   285.00   cy   100.00   28,500   28,500   64,500	Y SITE EI EMEN'	TS DEMOLITION								
Remove trees (10" to 20") - incl stump removal & offhaul Remove trees (less than 20") - incl stump removal & offhaul Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stump removal & offhau Stone (less than 20") - incl stum										
Remove trees (less than 20") - incl stump removal & offhaul   5.00   ea   750.00   3,750   Clear & grubb landscaping   45,000.00   sf   0.15   6,750   Haul and dispose organics (NIC trees)   285.00   cy   100.00   28,500		<u> </u>	17 00	ea	1 500 00	25 500				
Clear & grubb landscaping		· · · · · · · · · · · · · · · · · · ·								
Haul and dispose organics (NIC trees)		· · · · · · · · · · · · · · · · · · ·								
Subtotal   Site Elements Demolition and Relocations   Finish Elements	-	·								
G1020         Site Elements Demolition and Relocations         Finish Elements           Remove and salvage park welcome sign         1.00 ea         200.00         200           Remove and salvage code & traffic signs         4.00 ea         100.00         400           Remove and salvage bollards at ball court         4.00 ea         75.00         300           Remove low chain link fence at ball court         135.00 lf         4.00         540           Remove wood benches         100.00 lf         7.50         750           Remove concrete pedestals at wood benches         11.00 ea         250.00         2,750           Misc site elements demo         1.00 bgt         750.00         750           Saw cut concrete         40.00 lf         15.00         600           Saw cut asphalt         150.00 lf         10.00         1,500           Saw cut road asphalt         110.00 lf         10.00         1,100           Demo site concrete         9,595.00 sf         2.50         23,988         151 lcy           Demo courtyard concrete         3,790.00 sf         2.50         9,475         30 lcy           Demo sidewalk concrete         1,880.00 sf         2.50         4,700         15 lcy	ridai dila		200.00	o <sub>y</sub>	100.00	20,000	64.500			
Remove and salvage park welcome sign       1.00 ea       200.00       200         Remove and salvage code & traffic signs       4.00 ea       100.00       400         Remove and salvage bollards at ball court       4.00 ea       75.00       300         Remove low chain link fence at ball court       135.00 lf       4.00       540         Remove wood benches       100.00 lf       7.50       750         Remove concrete pedestals at wood benches       11.00 ea       250.00       2,750         Misc site elements demo       1.00 bgt       750.00       750         Saw cut concrete       40.00 lf       15.00       600         Saw cut asphalt       150.00 lf       10.00       1,500         Saw cut road asphalt       110.00 lf       10.00       1,100         Demo site concrete       9,595.00 sf       2.50       23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50       9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50       4,700       15 lcy	G1020 Si		Finish Ele	ment	s		- 1,			
Remove and salvage code & traffic signs       4.00 ea       100.00 400         Remove and salvage bollards at ball court       4.00 ea       75.00 300         Remove low chain link fence at ball court       135.00 lf 4.00 540         Remove wood benches       100.00 lf 7.50 750         Remove concrete pedestals at wood benches       11.00 ea       250.00 2,750         Misc site elements demo       1.00 bgt 750.00 750         Saw cut concrete       40.00 lf 15.00 600         Saw cut asphalt       150.00 lf 10.00 1,500         Saw cut road asphalt       110.00 lf 10.00 1,100         Demo site concrete       9,595.00 sf 2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf 2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf 2.50 4,700       4,700       15 lcy			1.00	ea	200.00	200				
Remove and salvage bollards at ball court       4.00 ea       75.00 300         Remove low chain link fence at ball court       135.00 lf 4.00 540         Remove wood benches       100.00 lf 7.50 750         Remove concrete pedestals at wood benches       11.00 ea       250.00 2,750         Misc site elements demo       1.00 bgt 750.00 750         Saw cut concrete       40.00 lf 15.00 600         Saw cut asphalt       150.00 lf 10.00 1,500         Saw cut road asphalt       110.00 lf 10.00 1,100         Demo site concrete       9,595.00 sf 2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf 2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf 2.50 4,700       4,700       15 lcy			4.00	ea	100.00					
Remove low chain link fence at ball court       135.00 lf       4.00 540         Remove wood benches       100.00 lf       7.50 750         Remove concrete pedestals at wood benches       11.00 ea       250.00 2,750         Misc site elements demo       1.00 bgt       750.00 750         Saw cut concrete       40.00 lf       15.00 600         Saw cut asphalt       150.00 lf       10.00 1,500         Saw cut road asphalt       110.00 lf       10.00 1,100         Demo site concrete       9,595.00 sf       2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50 4,700       4,700       15 lcy		9								
Remove wood benches       100.00 lf       7.50       750         Remove concrete pedestals at wood benches       11.00 ea       250.00 2,750         Misc site elements demo       1.00 bgt       750.00 750         Saw cut concrete       40.00 lf       15.00 600         Saw cut asphalt       150.00 lf       10.00 1,500         Saw cut road asphalt       110.00 lf       10.00 1,100         Demo site concrete       9,595.00 sf       2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50 4,700       15 lcy					4.00					
Remove concrete pedestals at wood benches       11.00 ea       250.00 2,750         Misc site elements demo       1.00 bgt 750.00 750         Saw cut concrete       40.00 lf 15.00 600         Saw cut asphalt       150.00 lf 10.00 1,500         Saw cut road asphalt       110.00 lf 10.00 1,100         Demo site concrete       9,595.00 sf 2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf 2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf 2.50 4,700       4,700	Remove	wood benches								
Misc site elements demo       1.00 bgt       750.00       750         Saw cut concrete       40.00 lf       15.00 600         Saw cut asphalt       150.00 lf       10.00 1,500         Saw cut road asphalt       110.00 lf       10.00 1,100         Demo site concrete       9,595.00 sf       2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50 4,700       15 lcy	Remove of	concrete pedestals at wood benches	11.00	ea						
Saw cut concrete       40.00 lf       15.00 600         Saw cut asphalt       150.00 lf       10.00 1,500         Saw cut road asphalt       110.00 lf       10.00 1,100         Demo site concrete       9,595.00 sf       2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50 4,700       15 lcy			1.00	bgt	750.00					
Saw cut asphalt       150.00 lf       10.00       1,500         Saw cut road asphalt       110.00 lf       10.00       1,100         Demo site concrete       9,595.00 sf       2.50       23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50       9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50       4,700       15 lcy	Saw cut of	concrete		-	15.00					
Saw cut road asphalt         110.00         If         10.00         1,100           Demo site concrete         9,595.00         sf         2.50         23,988         151         lcy           Demo courtyard concrete         3,790.00         sf         2.50         9,475         30         lcy           Demo sidewalk concrete         1,880.00         sf         2.50         4,700         15         lcy										
Demo site concrete       9,595.00 sf       2.50 23,988       151 lcy         Demo courtyard concrete       3,790.00 sf       2.50 9,475       30 lcy         Demo sidewalk concrete       1,880.00 sf       2.50 4,700       15 lcy										
Demo courtyard concrete         3,790.00 sf         2.50 9,475         30 lcy           Demo sidewalk concrete         1,880.00 sf         2.50 4,700         15 lcy									151 lcy	
Demo sidewalk concrete 1,880.00 sf 2.50 4,700 15 lcy										
, , , , , , , , , , , , , , , , , , , ,		=								
Politic data at quator 10000 II 1000 1.000 1.000 II IV			100.00		10.00	1,000			1 lcy	
Demo site asphalt 7,100.00 sf 1.75 12,425		_							,	
Demo road asphalt 540.00 sf 2.50 1,350		•								
,		•				.,000				

	VATE BUILDING

Estimate Detail							trade	assembly	
code	item desc	ription	quantity	,	unit cost	ext	subtotals	totals	quals & assumption
Haul and disr	.000		220.00.4	tone	110.00	24 200			
Haul and disp	ose btotal		220.00 1	lons	110.00	24,200	86,028		
		hatamont					00,020		
None anticipa	dous Components A	maternerit				_			
	btotal					<del></del>	-		
TOTAL: X	SITE ELEMENTS DEI	MOLITION						150,528	\$7.07 /gsf bldg
		Net Total Incl Ma	rk-up					100,020	224,107
(I. EARTHWORK & (	SPADING								
	lements Demolition	and Relocations							
Cut & cap site		and Relocations	1.00	63	1,500.00	1,500			
•	lvage light standard		1.00		1,000.00	1,000			
Remove drain			6.00		500.00				
					2,500.00	3,000			
•	nove SD piping		1.00	-		2,500			
_	ation back flow	and nining	1.00	0	500.00	500			
	nove irrigation boxes a	ina piping	45,000.00		0.05	2,250			
Haul and disp			1.00	bgt	1,000.00	1,000	44 750		
	btotal						11,750		
	arthwork		(7,000,00	,	0.50				
Rough & fine	•		67,000.00		0.50	33,500			
Budget for im			1.00	-	7,500.00	7,500			
•	pact new building pad		14,200.00	sf	0.75	10,650			
	avation - foundations					-			
Subgrade pre	p - sitework concrete	paving	22,200.00	sf	0.50	11,100			
Subgrade pre	p - courtyard concrete	paving	3,840.00	sf	0.50	1,920			
- :	p - city sidewalk conci	rete paving	3,600.00	sf	0.50	1,800			
Su	btotal						66,470		
F2020 Hazaı	dous Components A	batement							
None anticipa Su	ted btotal								
TOTAL: XI.	EARTHWORK & GRA	ADING						78,220	\$3.67 /gsf bldg
		Net Total Incl Ma	rk-up						116,455
(II. SITE DRAINAGE									
G3030 Storn	Sewer								
Storm sewer	budget - new DIs and	SD lines	1.00	bgt	20,000.00	20,000			
Bioswales co	mplete		1,000.00	sf	25.00	25,000			
Su	btotal						45,000		
TOTAL: XII	SITE DRAINAGE							45,000	\$2.11 /gsf bldg
		Net Total Incl Ma	rk-up						66,997
(III. FINISH SITEWO	RK		56,700	sf					
	strian Paving	Site Paving							
Courtyard co			3,955.00	sf	15.00	59,325			
Site concrete			22,000.00		15.00	330,000			
	oncrete treads & risers	: (16'0 wide)	4.00		750.00	3,000			
	btotal	s (100 wide)	4.00	ca	730.00	3,000	392,325		\$6.92 /sf total site
		Sidewalk & I	Pulh out				372,323		\$0.92 /SI WAI SILE
	strian Paving	SIUCWAIK & I	3,700.00	cf	12.00	44.400			
Sidewalk pav	-				12.00	44,400			
Bulb-out curb	-	ad damas	110.00		65.00	7,150			
	os complete w/truncate	eu domes	2.00		2,500.00	5,000			
Asphalt patch			1.00	pgt	750.00	750			
Su	btotal	<u> </u>					57,300		\$1.01 /sf total site
		Cono Chuich	IFAC						
	<b>Jevelopment</b> nmunal seat wall w/mo	Conc Structi			80,000.00	80,000			

timate Det	RENOVATE BUILDING						trade	assembly		
ode	item desc	cription	quantit	y	unit cost	ext	subtotals	totals	quals 8	assumpt
Cond	crete seat walls w/mosaic tile -	linear 2'9wide by 18" h	106.00	lf	650.00	68,900				
	crete seat walls w/mosaic tile - n - courtyard	radius planter 2'9wide by	90.00	lf	800.00	72,000				
	crete seat walls w/mosaic tile - n - by Park St	radius planter 2'9wide by	80.00	lf	800.00	64,000				
	Subtotal						284,900		\$5.02	/sf total si
G2040	Site Development									
	is structure - steel with wood ra		1,670.00		175.00	292,250				
	tyard fence - 7'0 High - powde	r coated alum panels	60.00		150.00	9,000				
	rtyard fence - double gates		2.00	•	2,000.00	4,000				
	parking fence/sliding gate		11.00		350.00	3,850				
	court low chain link fence		100.00		35.00	3,500				
	get - modify/repair playground f		1.00	U	2,500.00	2,500				
	nstall salvaged bollards at ballo		4.00		200.00	800				
	crete chess tables - bury post -	-	3.00		3,500.00	10,500				
	crete ping pong table - cantelev	/er - buy-out/install	1.00		7,500.00	7,500				
	ar park bench - 8'0 long		19.00		2,000.00	38,000				
	h/recycle stations		2.00		3,000.00	6,000				
	racks		8.00 6.00		350.00 350.00	2,800				
	k tank planters rails		12.00		150.00	2,100 1,800				
	stall salvaged street/code sign:	e	3.00		150.00	450				
	park welcome sign	3	1.00		5,000.00	5,000				
New	Subtotal		1.00	byt	3,000.00	3,000	390,050		\$6.88	/sf total si
G2050	Landscaping	Planting								
Soil i	in raised concrete planters		37.00	су	120.00	4,440				
Soil i	in stock tank planters		3.00	су	120.00	360				
Ame	nd soil		25,000.00	sf	1.00	25,000				
Tree	s - 36" box		47.00	ea	1,500.00	70,500				
Shru	b planting - 15 gal (10,200 at 3	0 oc)	1,310	ea	150.00	196,500				
	dow planting		2,400	sf	10.00	24,000				
	dow planting in raised planters		675		10.00	6,750				
	wale planting		1,000		8.00	8,000				
	ınd cover		1,800		6.00	10,800				
	lawn		8,500		2.00	17,000				
Mulc	th shrub & meadow planting Subtotal		17,400.00	sf	1.50	26,100	389,450		\$6.87	/sf total si
G2050	Landscaping	Irrigation								
	nto water & backflow device		1.00		3,000.00	3,000				
Irriga	ation distribution, heads, & conf	trols complete	25,000.00	sf	2.50	62,500				
0.4000	Subtotal						65,500		\$1.16	/sf total si
G4020	Site Lighting	-tdd-	1.00	lt	25 000 00	05.000				
	er feeds and pull boxes to light	standards	1.00	5	35,000.00	35,000				
ivew	lights standards		7.00	ea	3,000.00	21,000	E4 000			
тот	Subtotal FAL: XIII. FINISH SITEWORK						56,000	1,635,525	\$76.79	/gsf bldg
		Net Total Incl Mark-up							\$28.85 2,434,992	/sf total si
/. WATFR	UTILITIES								\$42.95	/sf total si
G3010	Water Supply	Domestic Water								
	water lateral to main (assume		80.00	lf	75.00	6,000				
	& patch street for lateral (30 lf)	, 1	1.00		2,500.00	2,500				
	into main		1.00		5,000.00	5,000				



OPTION		

Estimate Detail	TE BUILDING					trade	assembly		
code	item description	quantit	У	unit cost	ext	subtotals	totals	quals 8	assumptio
Water meter inst	all - excluded - fees in owner budget		excl		-				
Subto			0,10.			13,500			
G3010 Water Si	ipply Fire Water								
	Il to main (assume 4") complete w/trench	80.00	lf	75.00	6,000				
	et for lateral - joint trench with domestic				· <u>-</u>				
Tap into main	•	1.00	bgt	5,000.00	5,000				
DDCV (assume	4")	1.00		10,000.00	10,000				
FDC & PIV		1.00	bgt	7,500.00	7,500				
Water meter inst	all - excluded - fees in owner budget		excl						
Subto	tal					28,500			
TOTAL: XIV. V	VATER UTILITIES						42,000	\$1.97	/gsf bldg
	Net Total Incl Mark-up							62,530	
V. SANITARY UTILITIE	S								
G3020 Sanitary									
-	ne at rear elevation - misc budget for pipe	1.00	bat	5,000.00	5,000				
adjustment	3 F F		. 3	.,					
Subto	tal					5,000			
TOTAL: XV. S	ANITARY UTILITIES						5,000	\$0.23	/gsf bldg
	Net Total Incl Mark-up							7,444	
VI. GAS SERVICE UTII	ITIES								
G3060 Fuel Dis									
Gas service - no					_				
Subto						_			
	AS SERVICE UTILITIES							\$0.00	/gsf bldg
TOTAL: ATT	Net Total Incl Mark-up							0.00	rgsi biag
	·								
(VII. ELECTRICAL UTIL									
	I Site Utilities								
	erground conduit for PG&E feeder to new	500.00	lf	75.00	37,500				
service panel. A									
	rd 1,600A 277/480V, 3Ph 4 wire in outdoor	1.00	ea	30,000.00	30,000				
enclosure. 2 me									
	for PG&E transformer (NIC transformer)	1.00		3,000.00	3,000				
_	transformer after cut-over	1.00		5,000.00	5,000				
	g 600A off new meter - remove old meter	25.00		300.00	7,500				
	building - 1,000A 277/480v	300.00	lf	400.00	120,000				
Subto						203,000			
TOTAL: XVII. I	ELECTRICAL UTILITIES						203,000		/gsf bldg
	Net Total Incl Mark-up							302,229	
VIII. PHOTVOLTAIC SY	<u>(STEM</u>								
D50 Electrica									
PV mounted to r	oof - 186kW (575 325 watt modules) system	186.00	kW	3,250	604,500				
complete	, , , , , , , , , , , , , , , , , , , ,								
Subto	tal					604,500		\$28.38	/gsf bldg
TOTAL: XVIII.	PHOTVOLTAIC SYSTEM						604,500	\$28.38	/gsf bldg
	Net Total Incl Mark-up							899,988	
Raw Cost of Work							12,219,652		
	Incl 2.5% for Public Reqs)			15.00%	1,832,948				
Contractor's Fee (O				7.50%	1,053,945				
Contractor Insuranc				1.00%	172,215				

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R.Borinstein Company

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### **OPTION A - RENOVATE BUILDING**

<u> </u>							
Estimate Detail					trade	assembly	
code	item description	quantity	unit cost	ext	subtotals	totals	quals & assumptions
Building Permit			0.00%	_			Budget by owner
Contingency				2,291,814			bauget by owner
0 ,	(2 years at 5%/yr)		10.25%	548,469			to middle of 2022
Bonds			1.25%	73,742			
						,	-
Total Budget Estim	nate - Hard Construction			5,973,133		18,192,785	

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Est by: RMB

<u>CONCEPT PHASE ESTIMATE</u> ESTIMATE DETAIL REPORT

**Project Frances Albrier Community Center** 

**Comparative Scheme Option Estimates - Conceptual Design** 

Est Date: 3/24/20
Submission

Design Docs: Frances Albrier Community Center Concept Design Pricing Set

Document Date: Various Transmitted 3/3/20

21,040 gsf (Pool Bldg Breakout = 4,250)

Total Site Footprint

**Bldg Footprint** 

48,830 sf (NIC Pool & Pool Deck)

stimate Detail					trade	assembly	
code	item description	quantity	unit cost	ext	subtotals	totals	quals & assumption
MORII IZATION	N & PROJECT PREPARATION						
	Mobilization & Proj Preparation						
Mobilizat	ion/demobilize & temporary facilities	1.00 bgt	20,000.00	20,000			
Construc	ction Fencing	1,400.00 If	7.50	10,500			
Temp er	osion control & BMP measures	1.00 bgt	2,500.00	2,500			
Prepare	SWPPP	1.00 bgt	7,500.00	7,500			
Layout &	stake	1.00 bgt	5,000.00	5,000			
Misc equ	iip budget - forklift/gradall, etc	1.00 bgt	25,000.00	25,000			
Tempora	ry utilties	1.00 bgt	7,500.00	7,500			
	Subtotal				78,000		
TOTAL:	I. MOBILIZATION & PROJECT PREPARAT	ION				78,000	\$3.71 /gsf bldg
	Net Total Incl Ma	ark-up					116,127
I. BUILDING DEI	MOLITION						
	Building Elements Demolition						
Strip finic	3	0 E00 00 of	2.50	21 250			

F2010 Building Elements Demolition				
Strip finishes	8,500.00	sf	2.50	21,250
Strip clerestory & siding from sawtooth roofs	2,600.00	sf	3.00	7,800
Remove flat roofs - roofing and framing	4,900.00	sf	0.75	3,675
Remove roof at sawtooth - roofing and joist framing	4,365.00	sf	1.50	6,548
Remove sawtooth trusses - multipurpose room	6.00	ea	500.00	3,000
Remove sawtooth truss framing - low roofs	2,153.00	sf	3.50	7,536
Remove pop-up framing - stage	575.00	sf	1.50	863
Remove courtyard canopy roofs & posts	190.00	lf	3.00	570
Remove storefront and windows	1,450.00	sf	2.00	2,900
Demo courtyard fireplace	1.00	bgt	1,000.00	1,000
Demo CMU walls	7,200.00	sf	4.00	28,800
Demo conc slab	8,500.00	sf	3.50	29,750
Demo conc footings	720.00	lf	30.00	21,600
Haul and dispose	770.00	tons	110.00	84,700
Subtotal				

219,991

F2020 Hazardous Components Abatement

See Alternates Subtotal

TOTAL: II. BUILDING DEMOLITION

**219,991** \$10.46 /gsf bldg

327,525

**V. BUILDING STRUCTURE - FOUNDATION & SOG** 

A1010 Standard Foundations

CC Bldg

Foundations complete - grade beam 2'0x2'0 1,095.00 If 70.00 76,650 Foundations complete - roof col grade beams 2'0x2'0 175.00 If 70.00 12,250 Column footing complete - MP 6x6x3 (assume depth) 10.00 ea 2,000.00 20,000 Column footing complete - MP 5x5x3 (assume depth) 4.00 ea 2,000.00 8,000

Net Total Incl Mark-up

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stimate Detai	il					trade	assembly	
code	item description	quantit	У	unit cost	ext	subtotals	totals	quals & assumption
Colum 3x3x2)	in footing complete - header beam support (assume	12.00	ea	1,500.00	18,000			
Colum 3x3x2)	n footing complete - eaves beam support (assume )	5.00	ea	1,500.00	7,500			
Colum 3x3x2)	in footing complete - eaves beam support (assume )	4.00	ea	1,500.00	6,000			
Pool B	Bldg							
Found	ations complete - grade beam 2'0x2'0	600.00	lf	70.00	42,000			
Found	lations complete - roof col grade beams 2'0x2'0	135.00	lf	70.00	9,450			
Colum 3x3x2)	in footing complete - header beam support (assume	2.00	ea	1,500.00	3,000			
	Subtotal					202,850		
A1030	Slab on Grade							
CC Blo	<u>dg</u>							
SOG o	complete 5" over 6" w100#/cy - & vapor barrier	16,790.00	sf	9.50	159,505			
1'6 hig	th conc stem wall at intersection with stage	135.00	lf	115.00	15,525			
Perime	eter curb at new framed walls	16,509.00	lf	50.00	825,450			
Pool B	Bldg							
SOG o	complete 5" over 6" w100#/cy - & vap barrier Subtotal	4,250.00	sf	9.50	40,375	1,040,855		
TOTA	AL: V. BUILDING STRUCTURE - FOUNDATION & S Net Total Incl Mark-u						1,243,705	\$59.11 /gsf bldg 1,851,645

### IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE

B1020 Roof Construction				
Crane	1.00	bgt	20,000.00	20,000
CC bldg - scaffolding (pro-rate with façade)	11,125.00	csf	5.00	55,625
Pool bldg - scaffolding (pro-rate with façade)	4,385.00	csf	5.00	21,925
MP/Gym Framing				
CMU walls shearwalls 12" - ext wall 16' high	1,715.00	sfwl	35.00	60,025
CMU walls shearwalls 12" - int walls at proscenium to roof	850.00	sfwl	35.00	29,750
CMU walls 12" 10'0 high - north elevation at pool deck to MP	1,430.00	sfwl	35.00	50,050
WF columns - avg 32' high - 100#/lf	5.00	ea	14,000.00	70,000
WF columns - avg 23' high - 100#/lf	5.00	ea	12,000.00	60,000
Columns - header support proscenium (avg 28'0 high)	2.00	ea	7,500.00	15,000
Columns - header beam support (avg 18'0 high)	2.00	ea	5,000.00	10,000
Main beams - GLM 8.75 x 48" (60' If ea)	5.00	ea	15,000.00	75,000
Header beams - GLM 5 1/8" x 27" (28' If ea)	2.00	ea	3,500.00	7,000
Header beams - GLM 5 1/8" x 15" (20' If ea)	5.00	ea	2,000.00	10,000
Steel frame around clerestory window (50#/lf)	310.00	lf	500.00	155,000
Exterior wall framing - high walls	6,500.00	sfwl	20.00	130,000
Shearwall premium	4,400.00	sfwl	10.00	44,000
Interior partition framing in MP & stage	3,500.00	sfwl	15.00	52,500
High roof framing - TJI, blocking, & ply sheathing complete	8,000.00	sf	25.00	200,000
Stage roof framing - TJI, blocking, & ply sheathing complete	2,050.00	sf	25.00	51,250
Rim joist	500.00	lf	15.00	7,500
CC Flat Roof Structure				
Columns - header beam support (12'0 high)	2.00	ea	3,500.00	7,000
Columns - roof eave beam support (12'0 high)	5.00	ea	3,500.00	17,500
Header beams - GLM 5 1/8" x 18"	340.00	lf	100.00	34,000
Header beams - GLM 5 1/8" x 15"	165.00	lf	85.00	14,025
Ridge beams	25.00	lf	85.00	2,125
Exterior wall framing	2,890.00	sfwl	15.00	43,350
Load bearing & non-load bearing interior wall framing	5,400.00	sfwl	15.00	81,000

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de item description					trade	assembly	
ie item description	quantity		unit cost	ext	subtotals	totals	quals & assumptions
Shearwall premium	3,030.00 sf	fwl	10.00	30,300			
Misc headers	•	ogt	3,500.00	3,500			
Roof framing - TJI, blocking, & ply sheathing complete	12,880.00	sf	25.00	322,000			
Rim joist	575.00 I	lf	15.00	8,625			
Pool Bldg Roof Structure							
CMU walls 8" perimeter walls - vary in height	3,075.00 sf	fwl	30.00	92,250			
CMU walls 8" interior walls - vary in height	4,275.00 sf	fwl	30.00	128,250			
Columns - roof eave beam support (12'0 high)	4.00 e	ea	3,500.00	14,000			
Header beams - GLM 5 1/8" x 18"	140.00 l	lf	100.00	14,000			
Ridge beams	20.00 I	lf	85.00	1,700			
Load bearing & non-load bearing interior wall framing	120.00 sf	fwl	15.00	1,800			
Roof framing - slope - TJI, blocking, & ply sheathing complet	€ 2,615.00 \$	sf	25.00	65,375			
Roof framing - flat - TJI, blocking, & ply sheathing complete	2,070.00	sf	25.00	51,750			
Rim joist	1,440.00 I	lf	15.00	21,600			
Mechanical Platform							
Steel platform/structure for AHU 1 - low roof	1.00 e	ea	25,000.00	25,000			
Steel platform for remote kitchen equip - low roof	1.00 e	ea	5,000.00	5,000			
Subtotal					2,108,775		

TOTAL: IV. BUILDING SUPERSTRUCTURE - ABOVE GRADE

Net Total Incl Mark-up

**2,108,775** \$100.23 /gsf bldg 3,139,573

V. BUILDING EXTERIOR ENVELOPE - WALLS

B20 Exterior Enclosure	Ext Walls	15,510	sfwl		
CC Bldg	2.1	.5,5.0			
CC bldg - scaffolding (pro-rate v	vith structure)	11,125.00	csf	5.00	55,625
Furring strips anchored to CMU	•	1,690.00	sfwl	4.00	6,760
Thermal board insulation on CM	U	1,690.00	sfwl	5.50	9,295
Thermal batt insulation at wood	framed walls	7,880.00	sfwl	2.75	21,670
Thermal board insulation at woo	d framed walls	7,880.00	sfwl	4.00	31,520
Densglass sheathing		9,570.00	sfwl	4.00	38,280
Vapor barrier, peel & stick, & fla	shing	9,570.00	sfwl	4.25	40,673
Lath & stucco complete		9,570.00	sfwl	22.00	210,540
Trim/articulation at windows and	doors	1,300.00	lf	25.00	32,500
Storefront glazing		2,260.00	sf	100.00	226,000
Clerestory windows at MP/Gym	- mechanized	1,815.00	sf	150.00	272,250
Windows - operable		700.00	sf	70.00	49,000
Misc caulking		11,125.00	sfwl	0.75	8,344
Storefront - entry doors - pairs (	6'0x8'0)	4.00	pair	7,500.00	30,000
Doors - HM pair 6'0x7'0		1.00	pair	4,000.00	4,000
Doors - HM single 3'0x7'0		5.00		2,400.00	12,000
Doors - barn doors at trash (8'0)	(8'0)	1.00	pair	3,000.00	3,000
Paint HM doors		6.00	leaf	400.00	2,400
Paint barn doors		2.00		500.00	1,000
Misc painting budget		1.00	bgt	7,500.00	7,500
Mechanical screen at roof - alun	ninum 10'0 high	160.00	lf	400.00	64,000
Pool Bldg					
Pool bldg - scaffolding (pro-rate	with structure)	4,385.00		5.00	21,925
Furring strips anchored to CMU		3,035.00		4.00	12,140
Thermal board insulation on CM	U	3,035.00		5.50	16,693
Densglass sheathing		3,035.00		4.00	12,140
Vapor barrier, peel & stick, & fla	shing	3,035.00		4.25	12,899
Lath & stucco complete		3,035.00		22.00	66,770
Trim/articulation at windows and	doors	300.00	lf	25.00	7,500
Storefront glazing		480.00	sf	100.00	48,000

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stimate De	etail					trade	assembly	
code	item descr	iption	quantity	unit cost	ext	subtotals	totals	quals & assumption
Mis	c caulking		3,035.00 sfw	I 0.75	2,276			
Doo	ors - HM pair 6'0x7'0		1.00 pai	4,000.00	4,000			
Doo	ors - HM single 3'0x7'0		10.00 ea	2,400.00	24,000			
Lou	iver wall at pool equip room		710.00 sf	50.00	35,500			
Paii	nt HM doors		12.00 lea	400.00	4,800			
Mis	c painting budget		1.00 bg	1,500.00	1,500			
	Subtotal					1,396,499		\$90.04 /sf total ext
B20	Exterior Enclosure	Eaves Soffit	8,435 sf					
<u>CC</u>	Bldg							
Fra	ming & wood slat finish - high slo	pe roof	915.00 sf	15.00	13,725			
Fra	ming & wood slat finish - interme	diate slope roof	520.00 sf	15.00	7,800			
Fra	ming & wood slat finish - Flat roo	f	4,770.00 sf	15.00	71,550			
Buc	lget for eave vents		1.00 bg	2,500.00	2,500			
Fini	ish eaves wood		6,205.00 ea	2.00	12,410			
Pod	ol Bldg							
Fra	ming & wood slat finish - slope ro	of	830.00 sf	15.00	12,450			
Fra	ming & wood slat finish - Flat roo	f	680.00 sf	15.00	10,200			
Buc	lget for eave vents		1.00 bg	500.00	500			
Fini	ish eaves wood		1,510.00 ea	2.00	3,020			
	Subtotal					134,155		\$15.90 /sf total sof
TO	TAL: V. BUILDING EXTERIOR	ENVELOPE - WALLS					1,530,654	\$72.75 /gsf bldg
		Net Total Incl Mark-up	)					2,278,858

### VI. BUILDING EXTERIOR ENVELOPE - ROOF

DUII	LDING EXTERIOR ENVELOPE - ROOF				
B30	O Roofing	29,960	sf ro	of	
	CC Bldg				
	Rigid insulation - high standing seam roof over MP/Gym	8,000.00	sf	4.25	34,000
	Rigid insulation - Intermediate standing seam roof over stage	2,050.00	sf	4.25	8,713
	Rigid insulation - flat roof	12,880.00	sf	4.25	54,740
	Batt insulation in rafters - high standing seam roof over Gym	7,985.00	sf	3.75	29,944
	Batt insulation in rafters - interm standing seam roof over staç	1,530.00	sf	3.75	5,738
	Batt insulation in rafters - flat roof	8,170.00	sf	3.75	30,638
	Densglass overlay - high standing seam roof over MP/Gym	8,000.00	sf	3.00	24,000
	Densglass overlay - interm standing seam roof over stage	2,050.00	sf	3.00	6,150
	Densglass overlay - flat roof	12,880.00	sf	3.00	38,640
	Standing seam roof - high roof over MP/Gym	8,000.00	sf	20.00	160,000
	Standing seam roof - interm roof over stage	2,050.00	sf	20.00	41,000
	TPO - flat mechanical roof	12,880.00	sf	8.00	103,040
	Gutter - assume at flat roof	575.00	lf	50.00	28,750
	Roof edge fascia - slope roof - pre-finished	410.00	lf	35.00	14,350
	Downspouts - pre-finished	345.00	lf	25.00	8,625
	Misc flashing	1.00	bgt	10,000.00	10,000
	Pool Bldg				
	Rigid insulation - standing seam	2,615.00	sf	4.25	11,114
	Rigid insulation - flat roof	3,070.00	sf	4.25	13,048
	Batt insulation in rafters - standing seam	1,785.00	sf	3.75	6,694
	Batt insulation in rafters - flat roof	1,390.00	sf	3.75	5,213
	Densglass overlay - standing seam	2,615.00	sf	3.00	7,845
	Densglass overlay - flat roof	3,070.00	sf	3.00	9,210
	Standing seam roof	2,615.00	sf	20.00	52,300
	TPO - flat roof	3,070.00	sf	8.00	24,560
	Gutter - assume at flat roof	110.00	lf	50.00	5,500
	Roof edge fascia - slope roof - pre-finished	145.00	lf	35.00	5,075
	Downspouts - pre-finished	65.00	lf	25.00	1,625

					В			

Estimate Detail code	item description	quantit	'v	unit cost	ext	trade subtotals	assembly totals	alein	& assumption
couc	пент исэсприон	quantit	<i>y</i>	unit cost	CAL	Subtotals	totals	quais	x assumption
Misc flashing		1.00	bgt	1,500.00	1,500				
Subto	tal					742,009		\$24.77	/sf roof
TOTAL: VI. BI	JILDING EXTERIOR ENVELOPE - ROOF						742,009	\$35.27	/gsf bldg
	Net Total Incl Mark-up							1,104,713	
/II. INTERIOR BUILDOI	JT - CONSTRUCTIONS & FINISHES								
	Construction								
CC Bldg									
Build stage platf	•	1,400.00		70.00	98,000				
•	n arch (furr around main structure)	1.00	bgt	5,000.00	5,000				
-	framing - see Building Superstructure				-				
Frame acoustic	partition header & end enclosures	1.00	bgt	2,500.00	2,500				
Furring strips ar	chored to interior face of CMU	4,835.00	sfwl	4.00	19,340				
Acoustic wall ins	ulation	8,900.00	sfwl	1.25	11,125				
Finished drywall	on walls (NIC framing) low spaces	13,690.00	sfwl	5.00	68,450				
Finished drywall	on walls (NIC framing) high Gym walls	13,500.00	sfwl	6.50	87,750				
Drop drywall cei	lings - RRs	755.00	sf	15.00	11,325				
Int window & do	or casings	1,580.00	lf	25.00	39,500				
Int doors solid c	ore wood - pair	6.00	pr	3,500.00	21,000				
Int doors solid c	ore wood - single	11.00	ea	2,000.00	22,000				
Int doors solid c	ore wood - double closet	8.00	pr	3,000.00	24,000				
Int doors solid c	ore wood - in office AHU closets	4.00	ea	1,500.00	6,000				
Access hatch bu	dget	1.00	bgt	2,500.00	2,500				
Pool Bldq			Ū		·				
-	framing - see Building Superstructure				-				
-	chored to interior face of CMU	1,020.00	sfwl	4.00	4,080				
	on walls (NIC Stor & Equp Rms)	4,730.00	sfwl	5.00	23,650				
·-	lings - throughout	3,580.00		15.00	53,700				
Int window & do	-	335.00		25.00	8,375				
	pre wood - single	1.00	ea	2,000.00	2,000				
	ore wood - in office AHU closets	1.00		1,500.00	1,500				
Access hatch bu		1.00		2,500.00	2,500				
Subto	9		~g·	2,000.00		514,295		\$24.44	/gsf bldg
C30 Interior	Finishes					·			3 3
CC Bldg Floorin	1								
Floor leveling m	nor float - new slab	16,784.00	sf	1.00	16,784				
Athletic wood flo	oring - MP/Gym (includes striping - NIC logo)	5,960.00	sf	18.00	107,280				
Wood flooring -	Gym & Emerg Storage	745.00	sf	20.00	14,900				
Premium for fini	sh wood at stage platform,ramp & stairs	1,000.00	sf	10.00	10,000				
Linoleum - Lobb	y/Corridors	1,150.00	sf	7.50	8,625				
Linoleum - Digita	al Media/Arts & Crafts/Early Ed	2,600.00	sf	7.50	19,500				
Carpet - Office/0	Office Coord	76.00	sy	60.00	4,560				
Linoleum - Copi	er/Store	80.00	sf	7.50	600				
Linoleum - Flex	meeting	940.00	sf	7.50	7,050				
	//cove base - RRs	755.00	sf	16.00	12,080				
	//cove base - Kitchen	640.00		16.00	10,240				
	/cove base - Dry Goods & Storage	140.00		16.00	2,240				
	//cove base - Janitor's closets	35.00		16.00	560				
	/cove base - Main Utility	140.00		16.00	2,240				
	treatment to slab	5.00		100	<i>-,</i> ∠¬0				
Pool Bldg Floori									
Carpet - Pool Of	_	51.00	SV	60.00	3,060				
·	/cove base - locker Rm/RRs	1,475.00	-	16.00	23,600				
	//cove base - Janitor's closets	35.00		16.00	23,600 560				
LPOXY HOUTING V	TOOLO MOSE - TOURIOU S CIOSEIS	35.00	ા	10.00	200				

mate Detail le	item description	quantity	,	unit cost	ext	trade subtotals	assembly totals	quals & assumptio
Epoxy flooring w	/cove base - Pool store & equip	1,650.00	sf	16.00	26,400			
CC Bldg - Walls	<u>&amp; Base</u>							
Wood base at ro	oms with linoleum & carpet	910.00	lf	7.50	6,825			
Wood base at at	hletic floors - in flooring price				-			
Int window & doo	or casings	1,580.00	lf	25.00	39,500			
Ceramic tile wair	nscot - RRs 7'0 high	1,870.00	sf	20.00	37,400			
FRP panels - Kit	chen	800.00	sf	6.00	4,800			
FRP panels - Dr	y Goods & Storage	535.00	sf	6.00	3,210			
FRP panels - Ja	nitor's closets	250.00	sf	6.00	1,500			
Paint finished dr	ywall on walls at low spaces	13,690.00	sfwl	2.00	27,380			
		13,500.00	sfwl	3.00	40,500			
Paint base & run	nning trim	2,780.00	lf	5.00	13,900			
Paint doors		43.00	leaf	400.00	17,200			
Pool Bldg - Walls	s & Base				,			
Wood base at ro	<del></del>	130.00	lf	7.50	975			
Int window & do	•	300.00		25.00	7,500			
	nscot - Locker Rms full height	4,300.00		20.00	86,000			
	nscot - RRs 7'0 high	600.00		20.00	12,000			
	ywall on walls at offices	940.00		2.00	1,880			
Paint base & rur		430.00		5.00	2,150			
Paint doors	ming um	1.00		400.00	400			
CC Bldg - Ceiling		1.00	icai	400.00	400			
	រ្ម g on suspended grid - Gym	5,960.00	cf	45.00	240 200			
					268,200			
	ustic ceiling - Lobby/Corridors	1,150.00		8.50	9,775			
•	ustic ceiling - Digital Media/Arts & Crafts/Early			8.50	22,100			
•	ustic ceiling - Office/Office Coord/Copier	760.00		8.50	6,460			
•	ustic ceiling - Flex Mtg Rm	940.00		8.50	7,990			
•	ustic ceiling - Gym & Emerg Storage	750.00		8.50	6,375			
	ustic ceiling - Stage Ramp/Corridor	200.00		8.50	1,700			
	ustic ceiling - Stage Storage	190.00		8.50	1,615			
	ustic ceiling washable - Kitchen/DG/Storage	780.00		7.00	5,460			
	ywall ceilings in RRS	755.00	st	2.00	1,510			
Pool Bldg - Ceilii	<del></del>				7.440			
Paint finished dr	=	3,580.00	sf	2.00	7,160			
Subto						911,744		\$43.33 /gsf bldg
	Fabrications							
CC Bldg								
Office desk cour		80.00		250.00	20,000			
	k station cabinets (assume)	11.00		500.00	5,500			
	net - lower/counter/upper - Arts & Crafts	16.00	lf	1,000.00	16,000			
	net - lower/counter/upper - Early Ed		lf	1,000.00	8,000			
Lavatory counter	rs	20.00	lf	300.00	6,000			
Misc storage she		1.00	U	1,000.00	1,000			
Acoustic Ultra Pl 8'0 high)	lus high impact fabric panels - Gym (assume	2,400.00	sf	30.00	72,000			
•	pact tackable fabric panels - Digital afts/Early Ed (assume 6'0 high)	1,560.00	sf	26.00	40,560			
(assume 6'0 high		3.00	locs	300.00	900			
	splay case - Lobby	1.00	bgt	500.00	500			
Acoustic operab	le partition w/pocket doors - Multipurpose Rm	480.00	sf	60.00	28,800			
Window covering	gs - Gymnasium clerestory - shade motorized	1,820.00	sf	65.00	118,300			
window covering								
	gs - Office - shade & blackout screens	480.00	sf	30.00	14,400			

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			3 -							

ate Detail						trade	assembly		
)	item description	quantit	y	unit cost	ext	subtotals	totals	quals &	assump
Window covo	rings Arts 9 Crafts Early Ed Eloy Mtg	770.00	cf	20.00	22 100				
shade & black	rings - Arts & Crafts, Early Ed, Flex Mtg -	770.00	SI	30.00	23,100				
		n: 280.00	cf	30.00	0 400				
	rings - Back of stage - shade & blackout screer	2.00		2,200.00	8,400				
	ns - phenolic - ADA stall				4,400				
	ns - phenolic - standard stall	4.00		1,500.00	6,000				
Urinal screen:		1.00		750.00	750				
	ories - per stall	6.00		400.00	2,400				
Grab bars at		2.00		200.00	400				
	essories - per room - multi - stall RR	2.00		1,800.00	3,600				
	cessories - per room - single occupancy RR	3.00		2,000.00	6,000				
	rors - large multi-stall RRs	80.00		25.00	2,000				
	rors - at wall hung sinks	3.00		150.00	450				
_	her cabinets (extinguishers by owner)	6.00		350.00	2,100				
_	NIC (assume to be FF&E)	4.00	excl	4 500 00	4 500				
	ID signage (NIC ornamental signage)	1.00	bgt	1,500.00	1,500				
Pool Bldg									
Lavatory cour		40.00		300.00	12,000				
•	shelving budget	1.00	0	2,500.00	2,500				
	rings - Office - shade & blackout screens	480.00		30.00	14,400				
-	ns - phenolic - ADA stall	2.00	ea	2,200.00	4,400				
-	ns - phenolic - standard stall	4.00		1,500.00	6,000				
Urinal screen:	S	1.00	ea	750.00	750				
Toilet accesso	ories - per stall	6.00	ea	400.00	2,400				
Grab bars at	HC stalls	2.00	ea	200.00	400				
Restroom acc	essories - per room - multi - stall RR	2.00	ea	1,800.00	3,600				
Restroom acc	cessories - per room - single occupancy RR	2.00	ea	2,000.00	4,000				
Shower acces	ssories	10.00	ea	200.00	2,000				
Restroom mir	rors - large multi-stall RRs	160.00	sf	25.00	4,000				
Restroom mir	rors - at wall hung sinks	2.00	ea	150.00	300				
Lockers		48.00	ea	400.00	19,200				
Locker bench	es	8.00	ea	200.00	1,600				
Fire extinguis	her cabinets (extinguishers by owner)	5.00	ea	350.00	1,750				
Furnishings -	NIC (assume to be FF&E)		excl		-				
Code & room	ID signage (NIC ornamental signage)	1.00	bgt	750.00	750				
Sul	btotal					480,160		\$22.82	/gsf bldg
1070 Enter	tainment and Recreational Equipment	Stage							
Overhead rigo	=	1.00	bgt	7,500.00	7,500				
_	, audio, equip NIC		excl	•					
	btotal					7,500		\$0.36	/gsf bldg
	tainment and Recreational Equipment	Gym Equi	p						
	- see wood floor				-				
Bleachers - n					-				
	ckboards - overhead retractable - motoraized	2.00		8,000.00	16,000				
	ckboards - wall braced side fold - motoraized	4.00		6,500.00	26,000				
•	oard (1), shotclocks (2), controller	1.00		11,000.00	11,000				
Volleyball set		1.00		5,000.00	5,000				
Dividing curta		70.00		450.00	31,500				
Wall padding		1.00	bgt	30,000.00	30,000	110 500		¢E /0	lacf bld-
	btotal					119,500	0.000.10-		/gsf bldg
IUIAL: VII.	INTERIOR BUILDOUT - CONSTRUCTIONS 8	& FINISHES					2,033,199	\$96.63	/gsf bldg

### VIII. INTERIOR BUILDOUT - MEPF

D20 Plumbing

All fixtures inclusive of rough-in

nate Detail					trade	assembly	
le item description	quantity		unit cost	ext	subtotals	totals	quals & assump
CC Bldg							
Toilets - wall hung - heavy duty carrier	9.00	ea	5,500.00	49,500			
Urinals	2.00		4,000.00	8,000			
Lavatory sinks - wall hung	3.00	ea	4,000.00	12,000			
Lavatory counter sinks	6.00	ea	3,500.00	21,000			
Counter sinks - Classrooms	2.00	ea	3,500.00	7,000			
Floor drains - primed - Restrooms	2.00	ea	2,500.00	5,000			
Floor drain - primed - Trash Room	1.00	ea	2,500.00	2,500			
Janitor's sink	1.00	ea	4,000.00	4,000			
Drinking fountain/bottle filling station (interior wall mount)	1.00	ea	8,000.00	8,000			
Drinking fountain/bottle filling station exterior	1.00	ea	12,000.00	12,000			
Hose bibb with lock	4.00	ea	1,500.00	6,000			
Water heater w/circ pump and piping - restrooms - none	е	excl		-			
Insta-hot tankless water heaters - Janitor closets	1.00	ea	1,500.00	1,500			
Water heater - hybrid heat pump w/exp tank, circ pump and piping - kitchen	1.00 b	bgt	20,000.00	20,000			
Kitchen plumbing rough-in budget & connections	1.00 b	hat	50,000.00	50,000			
Floor sink - primed - Dry Goods	1.00 £	-	3,000.00	3,000			
Grease interceptor	1.00		3,500.00	3,500			
Water pipe - runs to program sinks	150.00		40.00	6,000			
Sanitary pipe - runs to program sinks	150.00		70.00	10,500			
Condensate drains	1.00 b		7,500.00	7,500			
Budget: backflow, hammer arrestor, reducer valve	1.00 b	-	10,000.00	10,000			
Gas piping - none		excl	10,000.00	10,000			
Connect to new water line at 5' from building	1.00 b		1,500.00	1,500			
Connect to SS line at 5' from building	1.00 b	•	1,500.00	1,500			
Gen regs and permitting	1.00 b	U	15,000.00	15,000			
Commissioning	1.00 b	•	5,000.00	5,000			
Pool Bldq	1.00 L	ogi	3,000.00	3,000			
Toilets - wall hung - heavy duty carrier	8.00	ea	5,500.00	44,000			
Urinals	2.00		4,000.00	8,000			
Lavatory sinks - wall hung	2.00		4,000.00	8,000			
Lavatory counter sinks	6.00		3,500.00	21,000			
Shower unit	8.00		5,000.00	40,000			
Floor drains - primed - Restrooms	2.00		2,500.00	5,000			
Floor drain - primed - Chem Store & Pool Mech	3.00		2,500.00	7,500			
Janitor's sink	1.00		4,000.00	4,000			
Drinking fountain/bottle filling station exterior	1.00		12,000.00	12,000			
Hose bibb with lock	5.00		1,500.00	7,500			
Water heater w/circ pump and piping - shower room	1.00		2,000.00	2,000			
Sand trap / inceptor	1.00		3,500.00	3,500			
Condensate drains	1.00 k		1,500.00	1,500			
Connect to main building water	1.00 b	U	1,500.00	1,500			
Connect to SS line at main building	1.00 b	•	1,500.00	1,500			
Gen regs and permitting - see CC Bldg	1.00 L	ogi	1,000.00	1,500			
Commissioning - See CC Bldg				<u> </u>	427.000		#20.77 /p.f.b.l.p.
Subtotal D30 HVAC					437,000		\$20.77 /gsf bldg
CC Bldg							
AHU -1 - Gym: Roof mount 16 ton packaged unit w/heat	1.00 b	hat	64 000 00	64.000			
pump - Daikin Rebel DPS016AHH, MERV 13, powered exh			64,000.00	64,000			
HP-3 Digital Media: 3 ton indoor packaged unit - Friedrich	1.00	ea	12,000.00	12,000			

imate D						trade	assembly	must o "
de	item description	quantity	/	unit cost	ext	subtotals	totals	quals & assumption
	P-5 Arts & Crafts: 3 ton indoor packaged unit - Fr	iedrich 1.00	ea	12,000.00	12,000			
	P-4 Early Education: 3 ton indoor packaged unit - PP36, MERV 13	Friedrich 1.00	ea	12,000.00	12,000			
HP	P-2 Office: 3 ton indoor packaged unit - Friedrich ERV 13	VRP36, 1.00	ea	12,000.00	12,000			
	P-6 Flex Mtg: 3 ton indoor packaged unit - Friedri PP36, MERV 13	ch 1.00	ea	12,000.00	12,000			
	2-7 Stage: 2 ton indoor packaged unit - Friedrich ERV 13	VRP24, 1.00	ea	8,000.00	8,000			
EF	4,5,6,7 - 600 CFM inline Cook mode SQN-D	4.00	ea	2,000.00	8,000			
Ro	of gravity relief - Greenheck FGR 24x28 w/back	draft 1.00	ea	2,500.00	2,500			
	chen grease duct & exhaust	1.00	bgt	20,000.00	20,000			
Du	cting, registers, & louvers	16,790.00	-	10.00	167,900			
Co	ntrols - local t-stats only	1.00	ea	10,000.00	10,000			
Но	use keeping pads - condensers	4.00	ea	1,500.00	6,000			
Ge	n reqs and permitting	1.00	bgt	15,000.00	15,000			
Co	mmissioning	1.00	bgt	10,000.00	10,000			
	<u>CBldq</u> 2-1 Office: 2 ton indoor packaged unit - Friedrich	VRP24, 1.00	ea	8,000.00	8,000			
ME	ERV 13							
	1 - 2000 CFM inline Cook mode SQN-D	1.00		3,000.00	3,000			
EF	2,3 - 600 CFM inline Cook mode SQN-D	2.00		2,000.00	4,000			
	of gravity relief - Greenheck FGR 24x28 w/back			2,500.00	2,500			
	chen grease duct & exhaust	1.00	-	20,000.00	20,000			
	cting, registers, & louvers	4,250.00		8.00	34,000			
	ntrols - local t-stats only	1.00		2,000.00	2,000			
	use keeping pads - condensers	1.00	ea	1,500.00	1,500			
	en reqs and permitting - see CC Bldg				-			
Co	mmissioning - See CC Bldg <b>Subtotal</b>				<u> </u>	446,400		\$21.22 /gsf bldg
D40	Fire Protection							
	C Bldg							
	R, distribution piping, & heads complete	16,790	-	8.00	134,320			
	emium for running exposed in Gym/MPR	5,960		3.00	17,880			
	stribution piping, & heads complete - under stage			12.00	8,520			
	d distribution piping, & heads complete - flat roof			8.00	38,160			
	nnect to new water line at 5' from building	1.00		1,500.00	1,500			
	n reqs and permitting mmissioning	1.00 1.00	-	7,500.00 2,500.00	7,500			
	OCV - see Utilities	1.00	byt	2,300.00	2,500			
	C & PIV - see Utilities							
	ol Bldg							
	R, distribution piping, & heads complete	4,250	gsf	7.00	29,750			
	d distribution piping, & heads complete - flat roof		•	8.00	5,440			
	nnect to new water line at CC Bldg	1.00	-	1,500.00	1,500			
	en regs and permitting - see CC Bldg	50	J.	,	-,500			
	mmissioning - See CC Bldg				-			
	DCV - see Utilities				-			
	C & PIV - see Utilities							
	Subtotal					247,070		\$11.74 /gsf bldg
D50	Electrical Distribut	tion						
** = CO	nnect to stand-by power							
	C Bldq							

project management services construction management & estimating

OPTION E	3 - NEW B	UILDING
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	e Detail						trade	assembly		
de	item descriptio	n	quantit	у	unit cost	ext	subtotals	totals	quals &	assumpti
	Mechanical branch panel - 400A, 277/48	0V	1.00	bat	7,400.00	7,400				
	Lighting branch panels -100A, 277/480V		2.00	0	3,500.00	7,000				
	Kitchen branch feeder 225A 277/480V to	kitch transformer	150.00	lf	100.00	15,000				
	Kitchen step-down transformer - 150kVA		1.00		14,500.00	14,500				
	Kitchen branch panel - 600A 120/208V o		1.00		8,250.00	8,250				
	Misc building power feeder 175A 277/48		250.00	If	90.00	22,500				
	Misc building step-down transformer - 11		1.00		11,700.00	11,700				
	Misc building branch panel - 400A 120/2		1.00		8,200.00	8,200				
	Misc building branch panels - 100A 120/		2.00		2,800.00	5,600				
	Manual transfer switch - 400A, 480V 3-P		1.00		8,500.00	8,500				
	Standby power panel 400A 277/480V (fo	, 31 ,	1.00		7,400.00	7,400				
	Power to mechanical equipment	i portable generator)	1.00		30,000.00	30,000				
	Power device distribution		16,790		25.00					
		Vitchon	1.00	-		419,750				
	Power distribution premium & hook-ups			•	50,000.00	50,000				
	Connect to electrical service within 5' fro	m building	1.00	-	1,000.00	1,000				
	Gen reqs and permitting		1.00	0	15,000.00	15,000				
	Commissioning		1.00	bgt	5,000.00	5,000				
	Pool Bldg									
	Misc building branch panels - 100A 120/	208V	2.00		2,800.00	5,600				
	Pool step-down transformer - 30kVA		1.00		6,200.00	6,200				
	Pool branch panel - 100A 120/208V poo		1.00	ea	2,800.00	2,800				
	Power feeder from CC Bldg for pool pow	er	150.00	lf	90.00	13,500				
	Power feed from CC Bldg for misc		150.00	lf	50.00	7,500				
	Power to mechanical equipment		1.00		7,500.00	7,500				
	Power device distribution		4,250		25.00	106,250				
	Power distribution premium & hook-ups	pool equip	1.00	bgt	25,000.00	25,000				
	Gen reqs and permitting - see CC Bldg					-				
	Commissioning - See CC Bldg									
	Subtotal Elect Distribution						827,650		\$39.34	/gsf bldg
D50		Lighting								
	CC Bldg		47.700	,	00.00					
	General lighting		16,790	-	20.00	335,800				
	Premium lighting - MP/Gym		5,960		15.00	89,400				
	Exit lights			bgt	7,500.00	7,500				
	Exterior lighting - on building		1.00	bgt	20,000.00	20,000				
	Central battery inverter - 5kVA		1.00	•	15,000.00	15,000				
	Lighting & dimming controls - local only		1.00 1.00	•	15,000.00 25,000.00	15,000 25,000				
	Lighting & dimming controls - local only Pool Bldg		1.00	bgt	25,000.00					
	Lighting & dimming controls - local only			bgt	25,000.00					
	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building		1.00	bgt gsf	25,000.00	25,000				
	Lighting & dimming controls - local only Pool Bldg General lighting		1.00 4,250	bgt gsf	25,000.00	25,000 42,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Electrical	Low Voltage Syster	1.00 4,250 1.00	bgt gsf	25,000.00	25,000 42,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting	Low Voltage Syster	1.00 4,250 1.00	bgt gsf	25,000.00	25,000 42,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Electrical		1.00 4,250 1.00	bgt gsf bgt	25,000.00	25,000 42,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting CC Bldg		1.00 4,250 1.00	bgt gsf bgt	25,000.00 10.00 2,500.00	25,000 42,500 2,500 83,950	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Electrical CC Bldg Fire alarm & CO2 monitoring system cor		1.00 4,250 1.00 <b>ms</b>	gsf bgt gsf gsf gsf	25,000.00 10.00 2,500.00 5.00	25,000 42,500 2,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting  CC Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment	nplete	1.00 4,250 1.00 ms 16,790 16,790	gsf bgt gsf gsf gsf	25,000.00 10.00 2,500.00 5.00 3.00	25,000 42,500 2,500 83,950 50,370	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting CC Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment Security system - rough-in	nplete	1.00 4,250 1.00 ms 16,790 16,790	gsf bgt gsf gsf gsf	25,000.00 10.00 2,500.00 5.00 3.00	25,000 42,500 2,500 83,950 50,370	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Delectrical CC Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment Security system - rough-in A/V, Public Address, Clock System - NIC Pool Bldg	nplete	1.00 4,250 1.00 <b>ms</b> 16,790 16,790	gsf bgt gsf gsf gsf excl	25,000.00 10.00 2,500.00 5.00 3.00	25,000 42,500 2,500 83,950 50,370 33,580	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting CC Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment Security system - rough-in A/V, Public Address, Clock System - NIC Pool Bldg Fire alarm & CO2 monitoring system cor	nplete	1.00 4,250 1.00 <b>ms</b> 16,790 16,790 4,250	gsf bgt gsf gsf gsf excl	25,000.00 10.00 2,500.00 5.00 3.00 2.00	25,000 42,500 2,500 83,950 50,370 33,580	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Defective CC Bldg Fire alarm & CO2 monitoring system cord Data/tel distribution - NIC equipment Security system - rough-in A/V, Public Address, Clock System - NIC Pool Bldg Fire alarm & CO2 monitoring system cord Data/tel distribution - NIC equipment	nplete	1.00 4,250 1.00 <b>ms</b> 16,790 16,790 4,250 4,250	gsf bgt gsf gsf gsf excl	25,000.00 10.00 2,500.00 5.00 3.00 2.00 5.00 2.00	25,000 42,500 2,500 83,950 50,370 33,580 - 21,250 8,500	537,700		\$25.56	/gsf bldg
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting CC Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment Security system - rough-in A/V, Public Address, Clock System - NIC Pool Bldg Fire alarm & CO2 monitoring system cor Data/tel distribution - NIC equipment Security system - rough-in	nplete	1.00 4,250 1.00 <b>ms</b> 16,790 16,790 4,250	gsf bgt gsf gsf gsf excl	25,000.00 10.00 2,500.00 5.00 3.00 2.00	25,000 42,500 2,500 83,950 50,370 33,580				
D50	Lighting & dimming controls - local only Pool Bldg General lighting Exterior lighting - on building Subtotal Elect Lighting Defective CC Bldg Fire alarm & CO2 monitoring system cord Data/tel distribution - NIC equipment Security system - rough-in A/V, Public Address, Clock System - NIC Pool Bldg Fire alarm & CO2 monitoring system cord Data/tel distribution - NIC equipment	nplete nplete <b>ns</b>	1.00 4,250 1.00 <b>ms</b> 16,790 16,790 4,250 4,250	gsf bgt gsf gsf gsf excl	25,000.00 10.00 2,500.00 5.00 3.00 2.00 5.00 2.00	25,000 42,500 2,500 83,950 50,370 33,580 - 21,250 8,500	537,700 201,900	2,697,720	\$9.60	/gsf bldg /gsf bldg /gsf bldg

### IX. KITCHEN EQUIPMENT

imate Detail				trade	assembly	
de item description	quantity	unit cost	ext	subtotals	totals	quals & assumptio
E1020 Institutional Equipment						
Reach-in fridge	1 ea	3,042.00	3,042			
Reach-in freezer	1 ea	2,858.00	2,858			
3. SS work table	1 ea	2,315.00	2,315			
4. Ice maker	1 ea	2,643.00	2,643			
5. SS wall shelve	2 ea	323.00	646			
Water filter for ice machine	1 ea	279.00	279			
7. Warming drawer - free standing	1 ea	1,756.00	1,756			
10. Pass-thru shelf	1 ea	285.00	285			
11. SS wall shelf	2 ea	402.00	804			
12. Hot water dispenser	1 ea	817.00	817			
13. Coffee Brewer		2,415.00				
			2,415			
14. Iced Tea Brewer	1 ea	684.00	684			
15. Undercounter fridge	1 ea	2,055.00	2,055			
16. Water tower - remote chiller - dispenser	1 ea	5,437.00	5,437			
17. Pass-thru shelf	1 ea	285.00	285			
20. Warming drawer - free standing	1 ea	1,756.00	1,756			
21. Wire shelving	1 ea	263.00	263			
22. Three compartment sink	1 ea	3,101.00	3,101			
22.1 Pre-rinse faucet	1 ea	671.00	671			
22.2 Drain lever / twist waste	3 ea	237.00	711			
23. SS wire shelves	2 ea	120.00	240			
24. SS wire shelves	2 ea	181.00	362			
25. Dishwasher	1 ea	7,554.00	7,554			
26. Exhaust hood - dishwasher	1 ea	1,010.00	1,010			
26.3 SS hood enclosure	1 ea	435.00	435			
27. Food accumulator - soiled dishtable (32 - incl w/27)	1 ea	1,590.00	1,590			
30. Wire shelf	2 ea	120.00	240			
31. Trash receptacle - poly	4 ea	80.00	320			
32.1 Pre rinse faucet	1 ea	548.00	548			
33. Wire shelving	1 ea	617.00	617			
34 & 38. Hand sink	2 ea	195.00	390			
34.1 & 38.1 Faucet - splash mount	2 ea	252.00	504			
34.2 & 28.2Soap dispenser	2 ea	44.00	88			
34.3 &38.3Paper towel dispenser	2 ea	58.00	116			
35. SS Prep table 14'x2'9 w/2 18"x18" tubs	1 ea	2,790.00	2,790			
35.1 & 35.3 Faucet - deck mounted	2 ea	245.00	490			
35.2 & 35.4 Drain, lever/twist waste	2 ea	237.00	474			
36. Undercounter fridge	1 ea	4,105.00	4,105			
37. Table mount overshelf	1 ea	593.00	593			
39. Wire shelving	1 ea	575.00	575			
40. Heated holding cabinet	2 ea	3,729.00	7,458			
41. Cold & hold oven	1 ea	7,240.00	7,430			
42. & 46. Filler table	2 ea	504.00	1,008			
43. Griddle, electric countertop	1 ea	2,714.00	2,714			
•	1 ea	708.00				
44. Equip stand w/undershelves 45.HD Range 36" 6 hotplate burners	2 ea		708			
· ·		6,371.00	12,742			
47. Exhaust grease hood	1 ea	4,315.00	4,315			
47.4 Electric control panel	1 ea	2,143.00	2,143			
47,5 Fire suppression system	1 ea	3,424.00	3,424			
47.6 SS dividers	1 ea	523.00	523			
47.7 SS hood enclosure	1 ea	893.00	893			
50, 50.1. Mop sink & faucet	1 ea	1,186.00	1,186			
50.2 Utility shelf - Janitor's closet	1 ea	412.00	412			

					В			

timate Deta				unit aa-t	a.d	trade	assembly	auala o -	Oliman II.
ode	item description	quantit	У	unit cost	ext	subtotals	totals	quals & ass	sumptioi
51. Sto	orage room wire shelving	1	ea	2,120.00	2,120				
	alk-in cooler	1	ea	11,869.00	11,869				
52.1 &	52.2. Remote condenser &evaporator for walk-in cool	€ 1	ea	4,567.00	4,567				
	alk -in cooler shelving		ea	1,989.00	1,989				
W01 F	5	1	ea	6,000.00	6,000				
	Staging and delivery	1	ea	1,200.00	1,200				
	nstallation - Exaust/grease hood installation	1	ea	7,203.00	7,203				
	nstallation - Walk-in	1	ea	14,625.00	14,625				
W03 Iı	nstallation - Remote evaporator & condenser	1	ea	15,188.00	15,188				
	nstallation - Balance of equipment and shelving	1	ea	84,240.00	84,240				
	nstallation- Water tower		ea	859.00	859				
W13 S	Start-up	1	ea	1,800.00	1,800				
	raining	1	ea	1,500.00	1,500				
Tax	3		ea	12,024.00	12,024				
	Subtotal			,		265,814			
TOTA	AL: IX. KITCHEN EQUIPMENT						265,814	\$12.63 /gs	f bldg
	Net Total Incl Mark-up	)						395,748	Ü
CITE EL EMI	FNITC DEMOLITION								
G1010	ENTS DEMOLITION Site Clearing								
	ve trees (10" to 20") - incl stump removal & offhaul	17.00	ea	1,500.00	25,500				
	ve trees (less than 20") - incl stump removal & offhaul	5.00		750.00	3,750				
	& grubb landscaping	45,000.00		0.15	6,750				
	and dispose organics (NIC trees)	285.00		100.00	28,500				
i idui d	Subtotal	203.00	Су	100.00	20,300	64,500			
G1020	Site Elements Demolition and Relocations	Finish Ele	mante	•		04,500			
	ve and salvage park welcome sign	1.00		200.00	200				
	ve and salvage park welcome signs	4.00		100.00	400				
	ve and salvage code a traine signs ve and salvage bollards at ball court	4.00		75.00	300				
	ve low chain link fence at ball court	135.00		4.00	540				
	ve wood benches	100.00	lf	7.50	750				
		11.00		250.00					
	ve concrete pedestals at wood benches ite elements demo			750.00	2,750				
		1.00 40.00	-	15.00	750				
	ut concrete		lf If		600				
	ut asphalt	150.00	lf If	10.00	1,500				
	ut road asphalt	110.00		10.00	1,100			454 1	
	site concrete	9,595.00		2.50	23,988			151 lcy	
	courtyard concrete	3,790.00		2.50	9,475			30 lcy	
	sidewalk concrete	1,880.00		2.50	4,700			15 lcy	
	curb & gutter	100.00		10.00	1,000			1 lcy	
	site asphalt	7,100.00		1.75	12,425				
	road asphalt	540.00		2.50	1,350				
Haul a	and dispose	220.00	ions	110.00	24,200	0/ 000			
E2020	Subtotal					86,028			
F2020	Hazardous Components Abatement								
ivone a	anticipated Subtotal								
TOTA	AL: X. SITE ELEMENTS DEMOLITION						150,528	¢7 1E /~~	f hlda
IUIA	Net Total Incl Mark-up	)					130,328	\$7.15 /gs. 224,107	i viuy
	RK & GRADING Site Elements Demolition and Relocations								
	cap site utilities	1.00	0.0	1 500 00	1 500				
G1020		1.00	ea	1,500.00	1,500				
Cut &	•			4 000 00					
Cut & Remov	ve & salvage light standard ve drain inlets	1.00 6.00		1,000.00 500.00	1,000 3,000				

	P								

Estimate Detail						trade	assembly	
code	item description	quantit	у	unit cost	ext	subtotals	totals	quals & assumptions
Budget to remo	ve SD nining	1.00	hat	2,500.00	2,500			
Remove irrigati		1.00	-	500.00	500			
Budget to remo	45,000.00	•	0.05	2,250				
Haul and dispos		1.00		1,000.00	1,000			
Subt			•			11,750		
G1030 Site Ea	rthwork							
Rough & fine gr	rade	84,000.00		0.50	42,000			
Budget for impo	-	1.00	bgt	7,500.00	7,500			
, ,	act new building pad	21,000.00	sf	0.75	15,750			
	vation - foundations - see Structure				-			
	- sitework concrete paving	16,700.00		0.50	8,350			
	- courtyard concrete paving	2,680.00		0.50	1,340			
_	e height (assume use spoils from site)	130.00	-	20.00	2,600			
	- pool & deck area	13,675.00		0.50 0.50	6,838			
Subgrade prep Subt	- city sidewalk concrete paving	4,620.00	21	0.30	2,310	04 400		
	ous Components Abatement					86,688		
None anticipate					_			
Subt								
TOTAL: XI. E	ARTHWORK & GRADING						98,438	\$4.68 /gsf bldg
	Net Total Incl Marl	k-up						146,555
(II. SITE DRAINAGE								
G3030 Storm S		4.00						
	dget - new DIs and SD lines	1.00	_	20,000.00	20,000			
Bioswales com		1,000.00	st	25.00	25,000	4E 000		
Subt	otai SITE DRAINAGE					45,000	45,000	\$2.14 /gsf bldg
TOTAL: XII. S	Net Total Incl Mari	k-up					43,000	66,997
		·r						
<u>KIII. FINISH SITEWORI</u>		56,700	sf					
	ian Paving Site Paving							
Courtyard conc		2,680.00		15.00	40,200			
Site concrete p		16,700.00		15.00	250,500			
•	mp concrete paving	2,370.00	st	15.00	35,550			45.75 / 61 / 1
Subt		ulb out				326,250		\$5.75 /sf total site
G2030 Pedesti Sidewalk pavino	ian Paving Sidewalk & B	4,620.00	cf	12.00	EE 440			
Bulb-out curb &	•	110.00		12.00 65.00	55,440 7,150			
	complete w/truncated domes	2.00		2,500.00	5,000			
Asphalt patch a	-	1.00		750.00	750			
Subt		1.00	bgt	750.00	700	68,340		\$1.21 /sf total site
	velopment Conc Structu	res				55,040		, <u>.</u> . , or total ofto
	ls at stage 12" x 2'0	185.00	lf	300.00	55,500			
	valls w/mosaic tile - linear 2'9wide by 18"			650.00	94,900			
	valls w/mosaic tile - curved linear 2'9wide			800.00	60,000			
18" h		•						
	valls w/mosaic tile - curved linear at face o o - 2'9wide by 18" h	of 175.00	lf	850.00	148,750			
=	valls w/mosaic tile - radius planter 2'9wide	by 77.00	lf	800.00	61,600			
18" h - by Park	•	., 11.00		555.00	3.,300			
Subt						420,750		\$7.42 /sf total site
	velopment					,,,,,,		
	-			475.00				
	<ul> <li>steel with wood rafters</li> </ul>	950.00	SŤ	175.00	166,250			

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n	D	П	n	N	IR	-	Ν	П	F١	м	R	П	П	П	n	ш	N١	r:

OPTION B	NEW BUILDING									
Estimate De	tail						trade	assembly		
code	item descriptio	n	quantit	y	unit cost	ext	subtotals	totals	quals &	assumptions
	tyard fence - 7'0 High - powder coa	ted alum panels	70.00		150.00	10,500				
	tyard fence - double gates		2.00		2,000.00	4,000				
	court low chain link fence		100.00		35.00	3,500				
Budo	get - modify/repair playground fence		1.00	bgt	2,500.00	2,500				
Re-ii	nstall salvaged bollards at ballcourt		4.00	ea	200.00	800				
Cond	crete chess tables - bury post - buy-	out/install	2.00	ea	3,500.00	7,000				
Cond	crete ping pong table - cantelever - I	ouy-out/install	2.00	ea	7,500.00	15,000				
Line	ar park bench - 8'0 long		3.00	ea	2,000.00	6,000				
Tras	h/recycle stations		2.00	ea	3,000.00	6,000				
Bike	racks		7.00	ea	350.00	2,450				
Stoc	k tank planters		8.00	ea	350.00	2,800				
Rein	stall salvaged street/code signs		3.00	ea	150.00	450				
New	park welcome sign		1.00	bgt	5,000.00	5,000				
	Subtotal						232,250		\$4.10	/sf total site
G2050	Landscaping	Planting								
Soil	in raised concrete planters		30.00	су	120.00	3,600				
Soil	in stock tank planters		4.00	су	120.00	480				
Ame	nd soil		20,000.00	sf	1.00	20,000				
Tree	s - 36" box		57.00	ea	1,500.00	85,500				
Shru	ıb planting - 15 gal (5,300 sf at 3'0 o	c)	600	ea	150.00	90,000				
Mea	dow planting		1,325	sf	10.00	13,250				
	dow planting in raised planters		210	sf	10.00	2,100				
	wale planting		800	sf	8.00	6,400				
	ind cover		2,000	sf	6.00	12,000				
Sod	lawn		9,870	sf	2.00	19,740				
Mulo	h shrub & meadow planting		10,130.00	sf	1.50	15,195				
	Subtotal						268,265		\$4.73	/sf total site
G2050	Landscaping	Irrigation					•			
Tie-i	nto water & backflow device	Ü	1.00	ea	3,000.00	3,000				
Irriga	ation distribution, heads, & controls	complete	20,000.00	sf	2.50	50,000				
3	Subtotal	•					53,000		\$0.93	/sf total site
G4020	Site Lighting									
Pow	er feeds and pull boxes to light stan	dards	1.00	bgt	35,000.00	35,000				
	lights standards		5.00	-	3,000.00	15,000				
	Subtotal						50,000			
T01	TAL: XIII. FINISH SITEWORK							1,418,855	\$67.44	/gsf bldg
									\$25.02	/sf total site
	N	et Total Incl Mark-u	ıp						2,112,411	
									\$37.26	/sf total site
XIV. WATER	<u>UTILITIES</u>									
G3010	Water Supply	Domestic Water	r							
New	water lateral to main (assume 4") c	omplete w/trench	80.00	lf	75.00	6,000				
Cut	& patch street for lateral (30 lf)		1.00	bgt	2,500.00	2,500				
Tap	into main		1.00	bgt	5,000.00	5,000				
Wate	er meter install - excluded - fees in c	wner budget		excl						
	Subtotal						13,500			
G3010	Water Supply	Fire Water								
New	water lateral to main (assume 4") c	omplete w/trench	80.00	lf	75.00	6,000				
	& patch street for lateral - joint trenc					-				
	into main		1.00	bgt	5,000.00	5,000				
•	V (assume 4")		1.00		10,000.00	10,000				
	& PIV		1.00	-	7,500.00	7,500				
	er meter install - excluded - fees in c	wner budget		excl						
	Subtotal	J					28,500			



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			ILDING

OPTION B - NEW BUILDING								
Estimate Detail					trade	assembly		
code item description	quantit	y	unit cost	ext	subtotals	totals	quals &	assumptions
TOTAL VIV WATER LITHER						40.000	40.00	
TOTAL: XIV. WATER UTILITIES						42,000	\$2.00 62,530	/gsf bldg
Net Total Incl Mark-up							02,330	
XV. SANITARY UTILITIES								
G3020 Sanitary Sewer								
Existing 4" SS line at rear elevation - misc budget for pipe	1.00	hat	5,000.00	5,000				
adjustment	1.00	~gı	0,000.00	0,000				
Subtotal					5,000			
TOTAL: XV. SANITARY UTILITIES						5,000	\$0.24	/gsf bldg
Net Total Incl Mark-up							7,444	
XVI. GAS SERVICE UTILITIES								
G3060 Fuel Distribution								
Misc prep for gas meter room	1.00	bgt	7,500.00	7,500				
Gas service to pool	1.00	bgt	5,000.00	5,000				
Subtotal					12,500			
TOTAL: XVI. GAS SERVICE UTILITIES					<u> </u>	12,500	\$0.59	/gsf bldg
Net Total Incl Mark-up							18,610	
VA.W1								
XVII. ELECTRICAL UTILITIES  C40 Floatrical Site Utilities								
G40 Electrical Site Utilities	F00.00	ı£	75.00	27 500				
Five 3" PVC underground conduit for PG&E feeder to new	500.00	II	75.00	37,500				
service panel. Assume distance	1.00		20,000,00	20.000				
New service board 1,600A 277/480V, 3Ph 4 wire in outdoor enclosure. 2 meters	1.00	ea	30,000.00	30,000				
Pad & grounding for PG&E transformer (NIC transformer)	1.00	03	3,000.00	2 000				
	1.00		5,000.00	3,000				
Remove existing transformer after cut-over	25.00		300.00	5,000				
Backfeed existing 600A off new meter - remove old meter				7,500				
Service feeder to building - 1,000A 277/480v  Subtotal	300.00	II	400.00	120,000	203,000			
TOTAL: XVII. ELECTRICAL UTILITIES					203,000	203,000	¢0.45	/gsf bldg
Net Total Incl Mark-up						203,000	302,229	rysi biuy
Tot Total Holling ap							002,227	
XVIII. PHOTVOLTAIC SYSTEM								
D50 Electrical Photvoltaic System	m							
PV mounted to roof - 216kW (670 325 watt modules) system	216.00	kW	3,250	702,000				
complete								
Subtotal					702,000		\$33.37	/gsf bldg
TOTAL: XVIII. PHOTVOLTAIC SYSTEM						702,000	\$33.37	/gsf bldg
Net Total Incl Mark-up							1,045,147	
VIV BOOL BEAK FOURNIENT & BOOL FENOR								
XIX. POOL, DECK, EQUIPMENT, & POOL FENCE								
F1060 Athletic and Recreational Special Construction	4.00		50.000.00	50.000				
Mobilization and site prep (in addition to GC/earthwork)	1.00		50,000.00	50,000				
Pool construction & pool equipment	6,450.00			1,515,750				
Surge tank	1.00		40,000.00	40,000				
Pool deck	7,600.00		45.00	342,000				
Pool fence	250.00		300.00	75,000				
Pool gates	3.00	-	2,000.00	6,000				
Pool deck lighting	1.00	•	50,000.00	50,000				
Deck equipment	1.00	-	60,000.00	60,000				
Competitive equipment	1.00	bgt	140,000.00	140,000	0.070			
Subtotal					2,278,750	0.070.750		
TOTAL: XIX. POOL, DECK, EQUIPMENT, & POOL FENCE						2,278,750		/gsf bldg
Net Total Incl Mark-up							3,392,634	

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R.Borinstein Company

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## **OPTION B - NEW BUILDING**

Estimate Detail					trade	assembly	
code	item description	quantity	unit cost	ext	subtotals	totals	quals & assumptions

Raw Cost of Work			15,875,936	]
General Expenses (Incl 2.5% for Public Reqs)	15.00%	2,381,390		
Contractor's Fee (OH & Profit)	7.50%	1,369,299		
Contractor Insurance	1.00%	223,744		
Building Permit	0.00%	-		Budget by owne
Contingency	15.00%	2,977,555		
Cost Escalation (2 years at 5%/yr)	10.25%	712,579		to middle of 202
Bonds	1.25%	95,807		
otal Budget Estimate - Hard Construction		7,760,375	23,636,311	]

R.Borinstein Company

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Est by: RMB

**ESTIMATE DETAIL REPORT CONCEPT PHASE ESTIMATE** 

**Frances Albrier Community Center Project** 

**Comparative Scheme Option Estimates - Conceptual Design** 

Est Date: 3/24/20 Submission

**Frances Albrier Community Center Concept Design Pricing Set Design Docs:** 

**Document Date: Various Transmitted 3/3/20** 

**ALTERNATES** 

1. ALL ELECTRIC POOL HEAT PUMP

Estimate Detail					trade	assembly	
code	item description	guantity	unit cost	ext	subtotals	totals	quals & assumptions

**DELETE STANDARD POOL UTILITIES** 

G3060 **Fuel Distribution** 

(7,500)Delete misc prep for gas meter room -1.00 bgt 7,500.00 -1.00 bgt Delete gas service to pool (5,000)5,000.00

Subtotal (12,500)

D50 Photvoltaic System **Electrical** 

Delete PV mounted to roof - 216kW (670 325 watt modules) -216.00 kW 3,250 (702,000)

system complete

Subtotal (702,000)

G40 **Electrical Site Utilities** 

Delete new service board 1,600A 277/480V, 3Ph 4 wire in -1.00 ea 30,000.00 (30,000)outdoor enclosure. 2 meters

Delete service feeder to building - 1,000A 277/480v -300.00 If 400.00 (120,000)Subtotal

TOTAL: DELETE STANDARD POOL UTILITIES

(864,500)

Net Total Incl Mark-up

-1,287,079

(150,000)

260,000

ADD ELECTRIC POOL COMPONENTS AND UTILITIES

**Total Budget Estimate - Hard Construction** 

D50 **Photvoltaic System Electrical** 

New service board 2,500A 277/480V, 3Ph 4 wire in outdoor 35,000 1.00 bgt 35,000 enclosure. 2 meters

New service feeder to building - 1,000A 277/480v 300.00 If 750.00 225,000

Subtotal D50 **Electrical Photvoltaic System** 

SunDrum hybrid PV / solar thermal system - thermal 1.00 bgt 500,000 500,000

component (replaces need for electric heat pump)

SunDrum hybrid PV / solar thermal system - PV components 216.00 kW 3,250 702,000

1,202,000 TOTAL: ADD ELECTRIC POOL COMPONENTS AND UTILITIES

1,462,000 Net Total Incl Mark-up 2,176,646

**Raw Cost of Work** 597,500 General Expenses (Incl 2.5% for Public Reqs) 15.00% 89,625 Contractor's Fee (OH & Profit) 7.50% 51,534 Contractor Insurance 1.00% 8,421 **Building Permit** Budget by owner 0.00% 112,062 15.00% Contingency to middle of 2022 Cost Escalation (2 years at 5%/yr) 10.25% 26,818 Bonds 1.25% 3,606

292,066

889,566

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R.Borinstein Company

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Est by: RMB

**CONCEPT PHASE ESTIMATE ESTIMATE DETAIL REPORT** 

**Project Frances Albrier Community Center** 

**Comparative Scheme Option Estimates - Conceptual Design** 

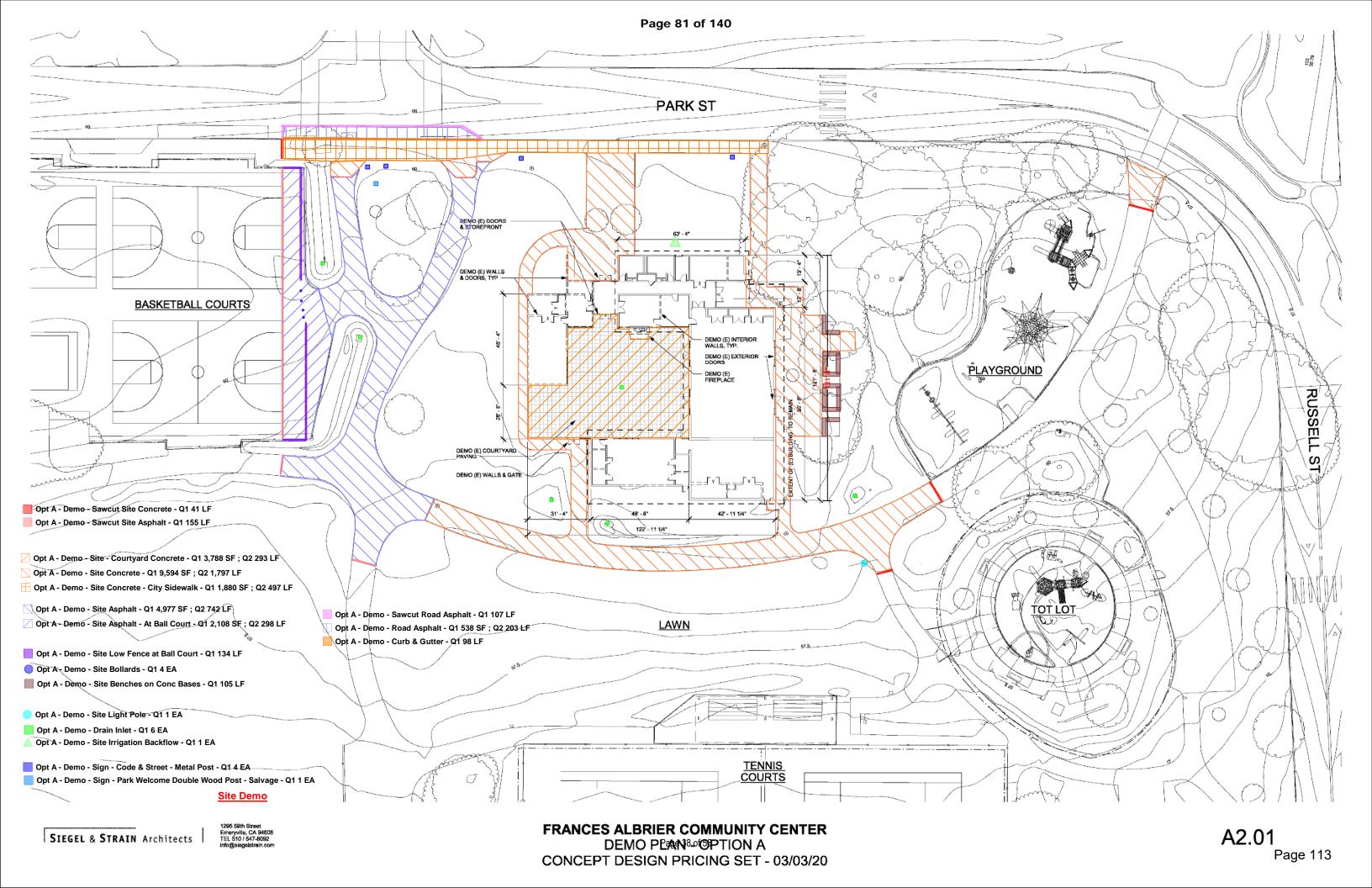
Est Date: 3/24/20 Submission

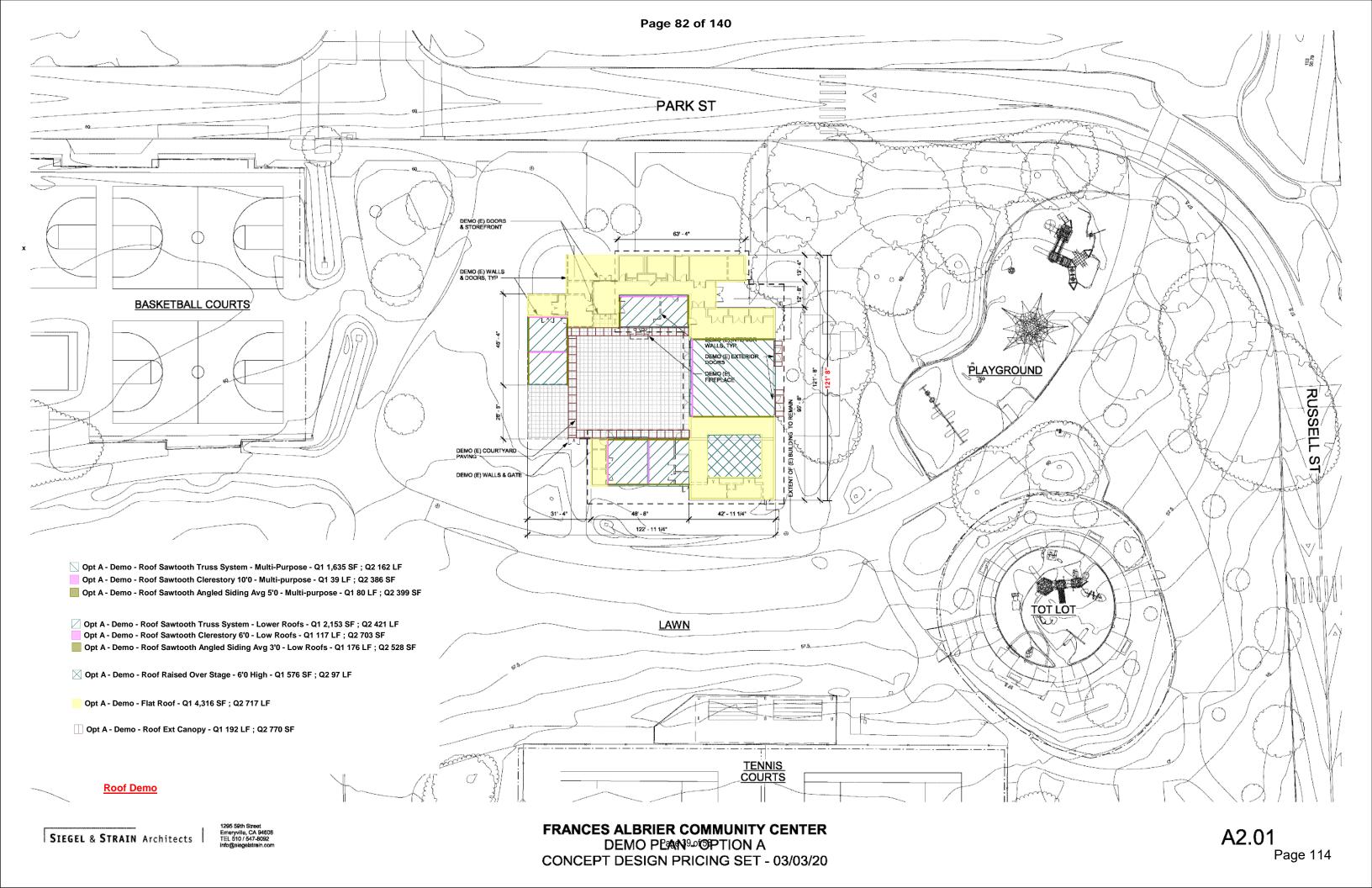
Design Docs: **Frances Albrier Community Center Concept Design Pricing Set** 

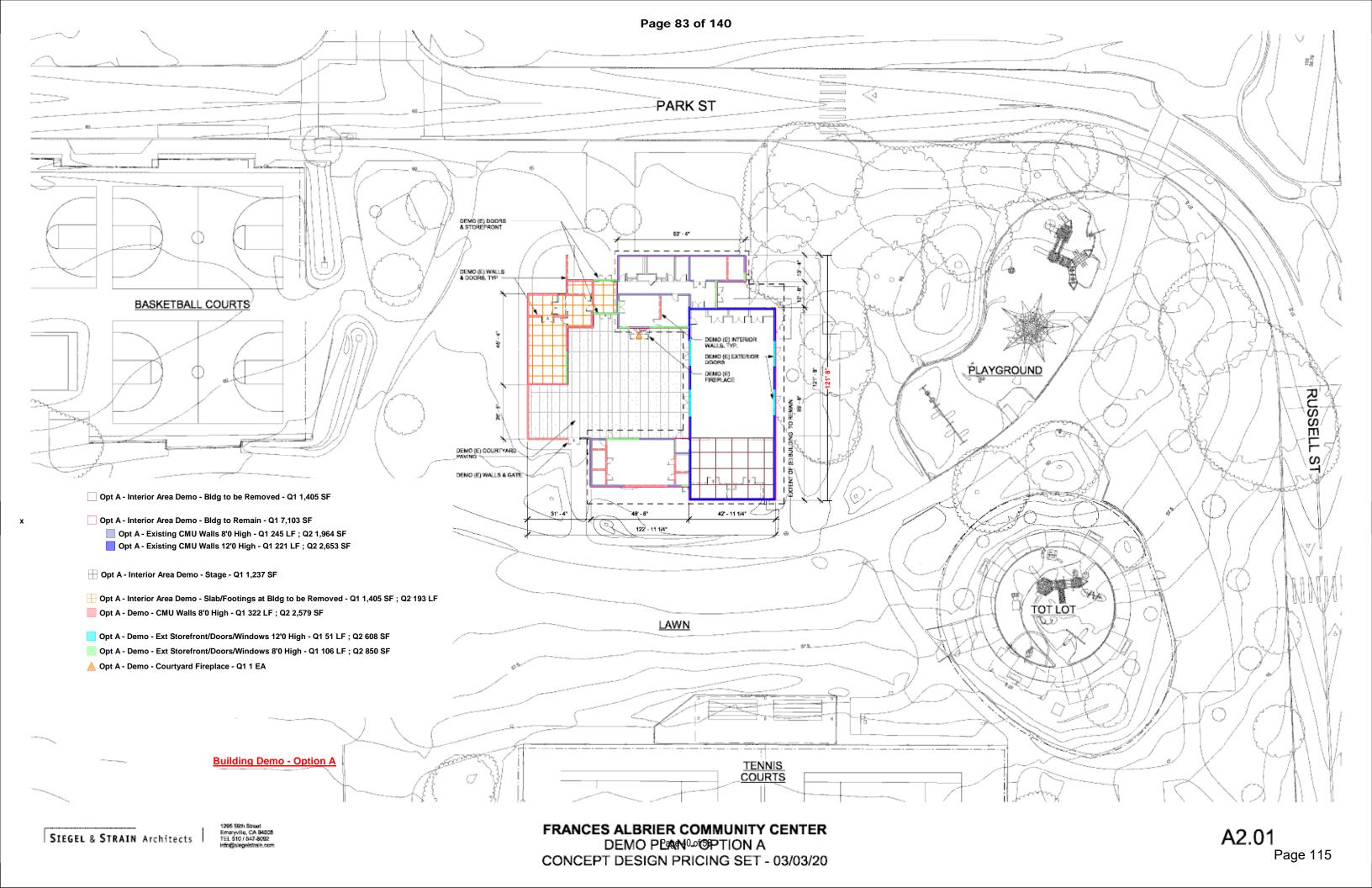
**Document Date: Various Transmitted 3/3/20** 

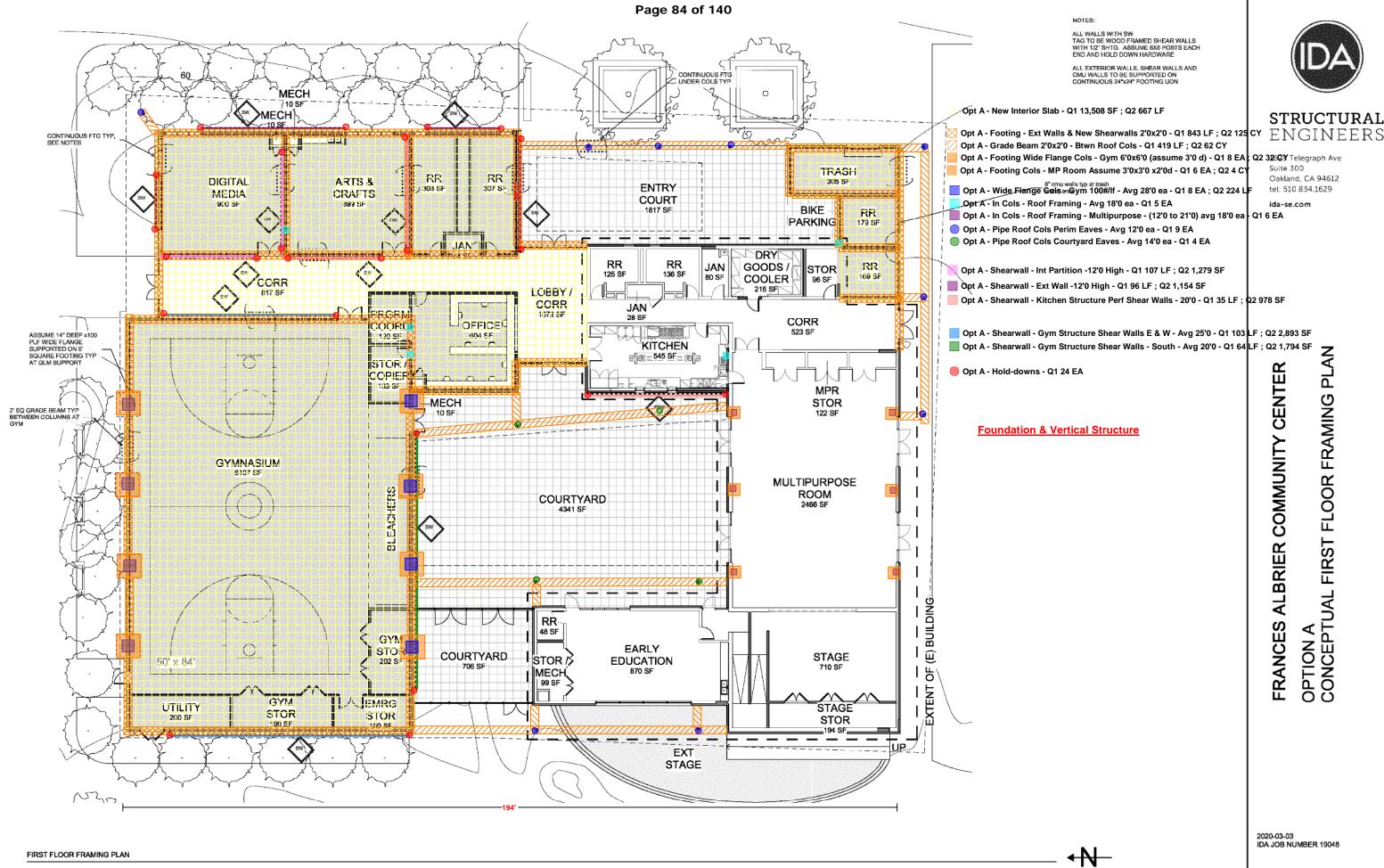
**ALTERNATES** 

2. EXTEND S	IDEWALK AT SOUTH END							
Estimate Deta	il					trade	assembly	
code	item descri	ption	quantity	unit cost	ext	subtotals	totals	quals & assumptions
C1020	Site Earthwork							
G1030								
	ve trees - assume not required		2 270 00 -6	2.00	4 740			
Clear	grubb and subgrade prep		2,370.00 sf	2.00	4,740			
00000	Subtotal	0'1 B '				4,740		
G2030	Pedestrian Paving	Site Paving						
	and gutter - existing				-			
Sidew	alk paving		2,370.00 sf	12.00	28,440			
	Subtotal					28,440		
TOTA	AL:						33,180	
		Net Total Incl Mark-	nb					49,399
Raw Cost o	f Work						33,180	
General E	expenses (Incl 2.5% for Public I	Regs)		15.00%	4,977			
Contracto	r's Fee (OH & Profit)			7.50%	2,862			
Contracto	r Insurance			1.00%	468			
Building P	Permit			0.00%	-			Budget by owner
Continger				15.00%	6,223			
_	alation (2 years at 5%/yr)			10.25%	1,489			to middle of 2022
Bonds	, , , , , , , , , , , , , , , , , , , ,			1.25%	200			
Total Budo	get Estimate - Hard Constr	uction			16,219		49,399	

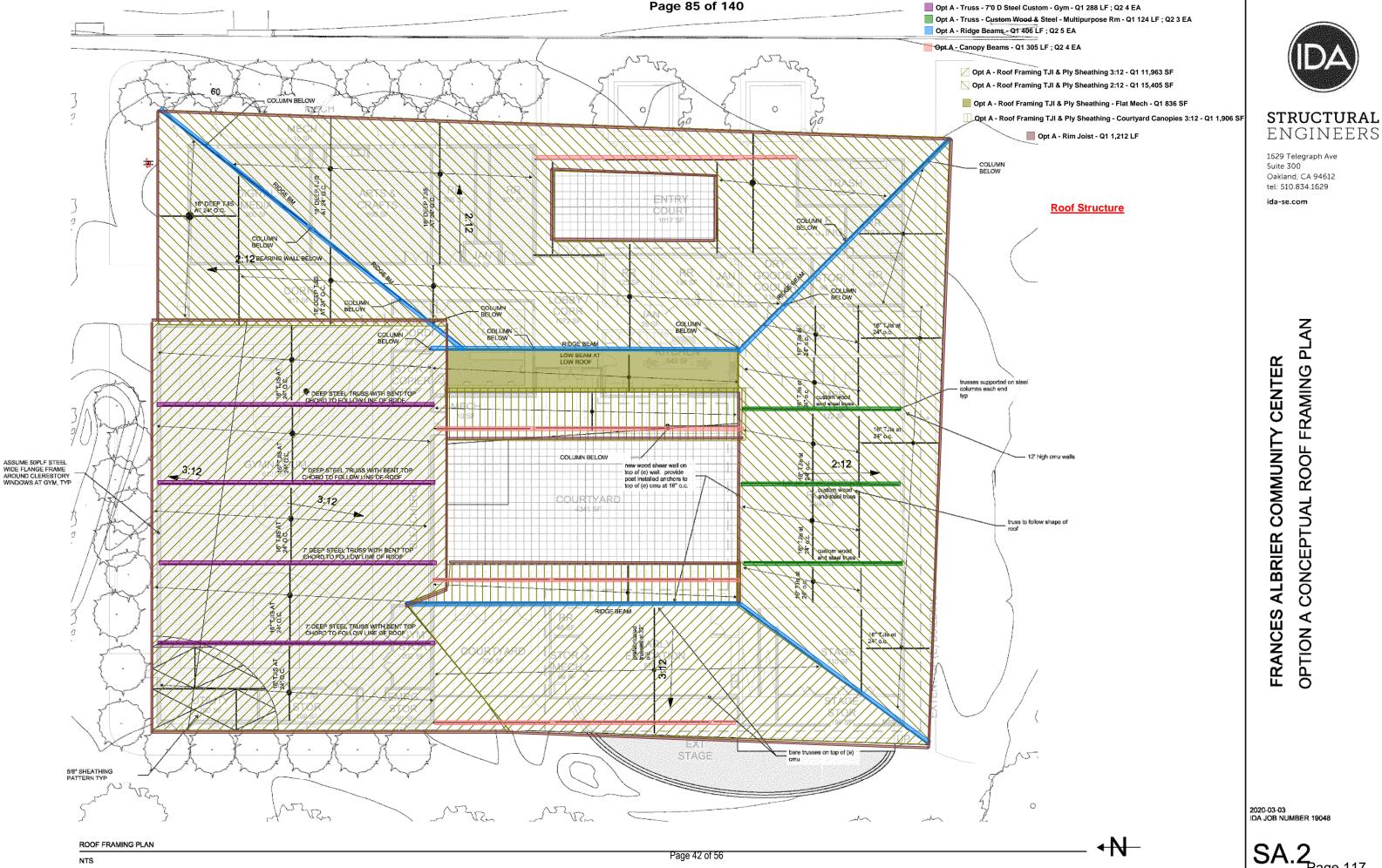




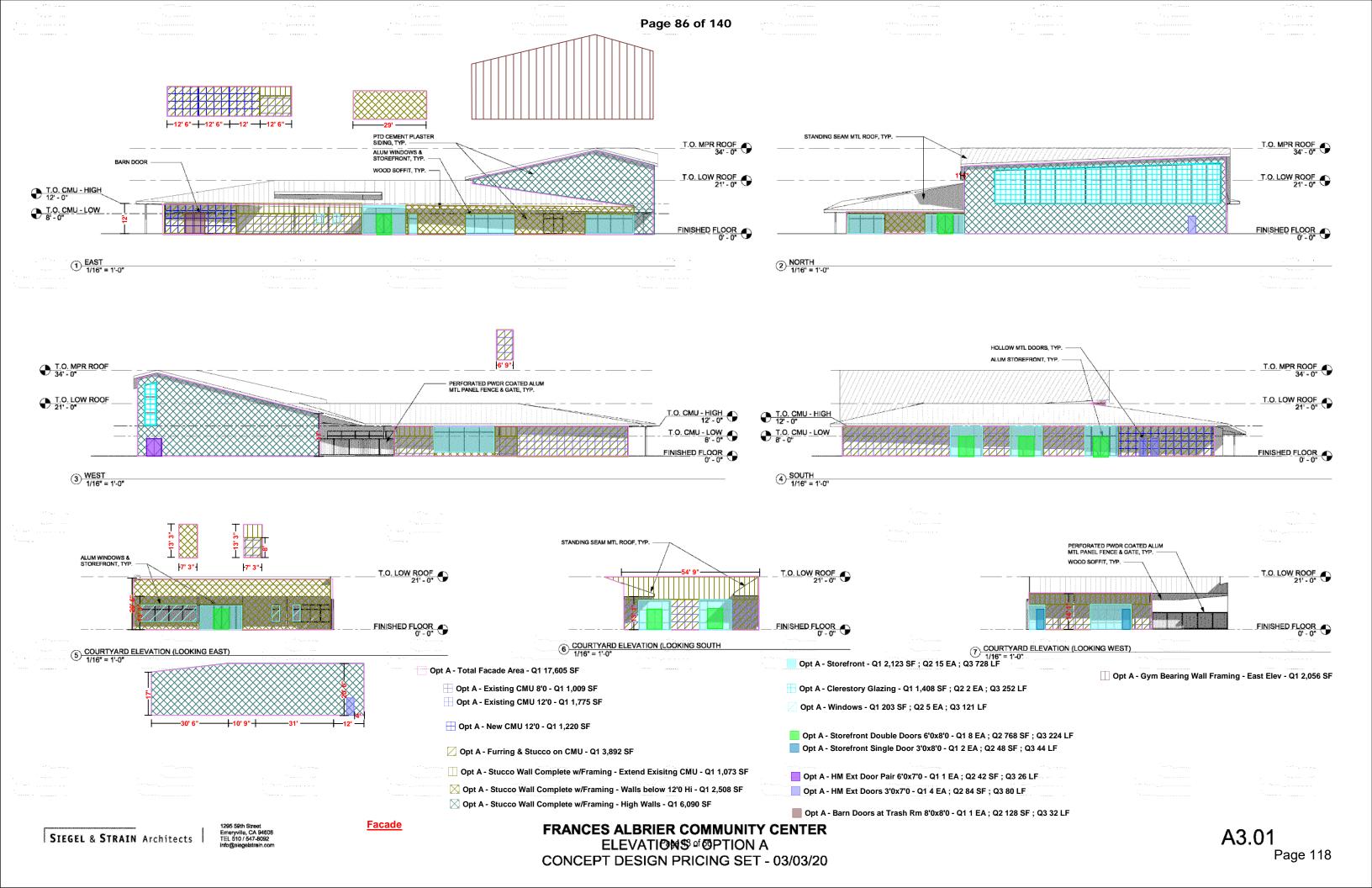


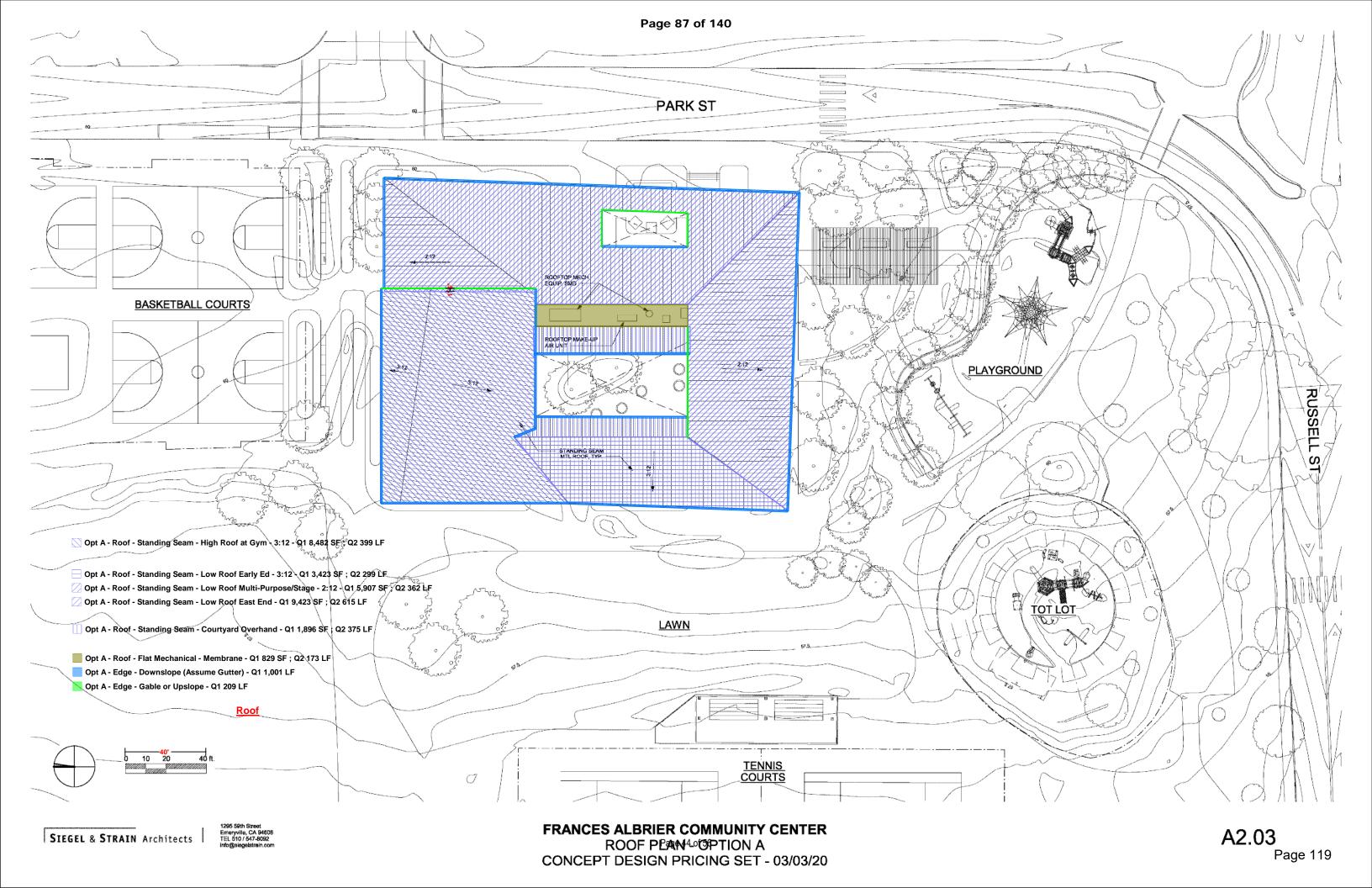


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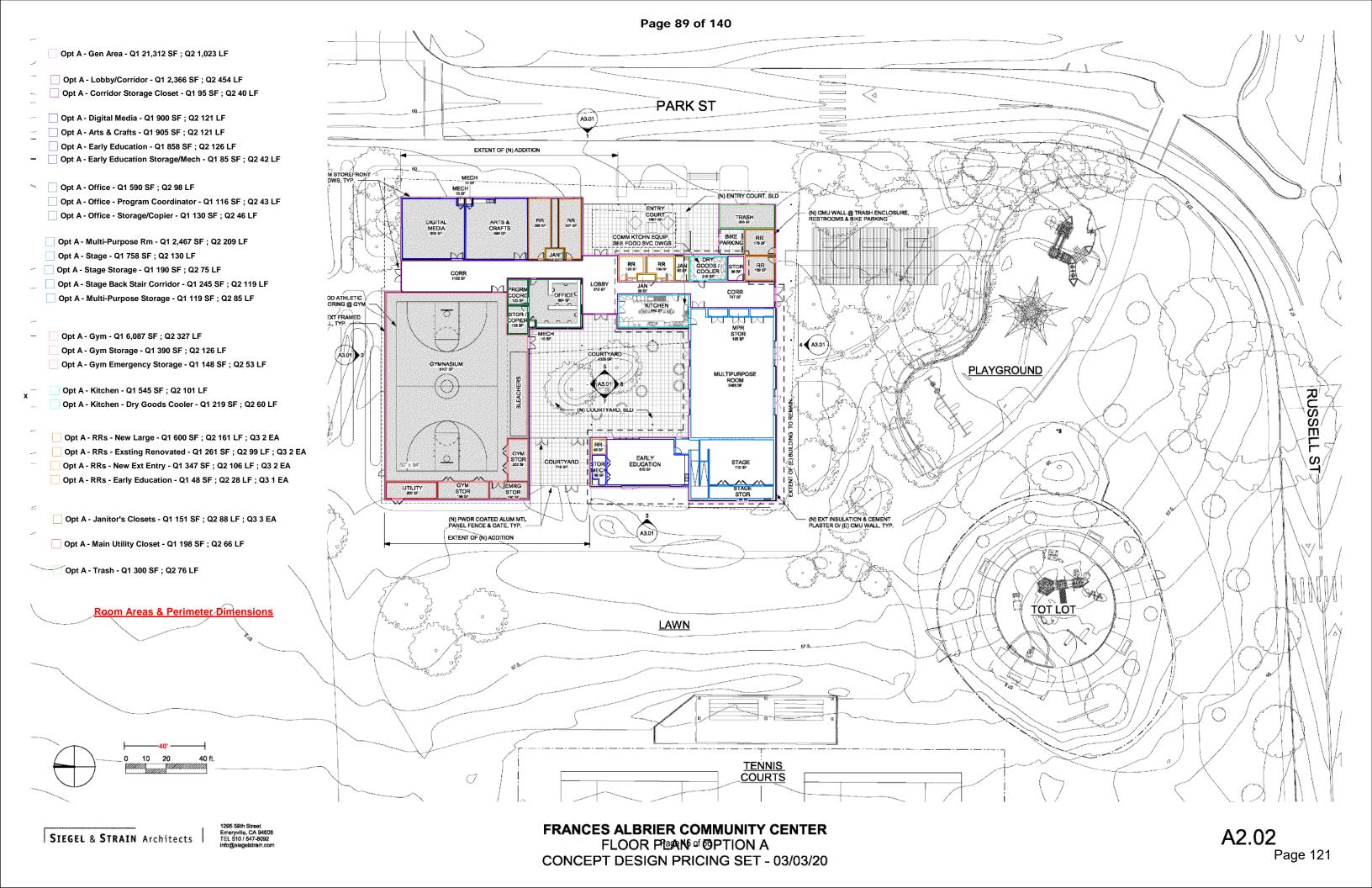


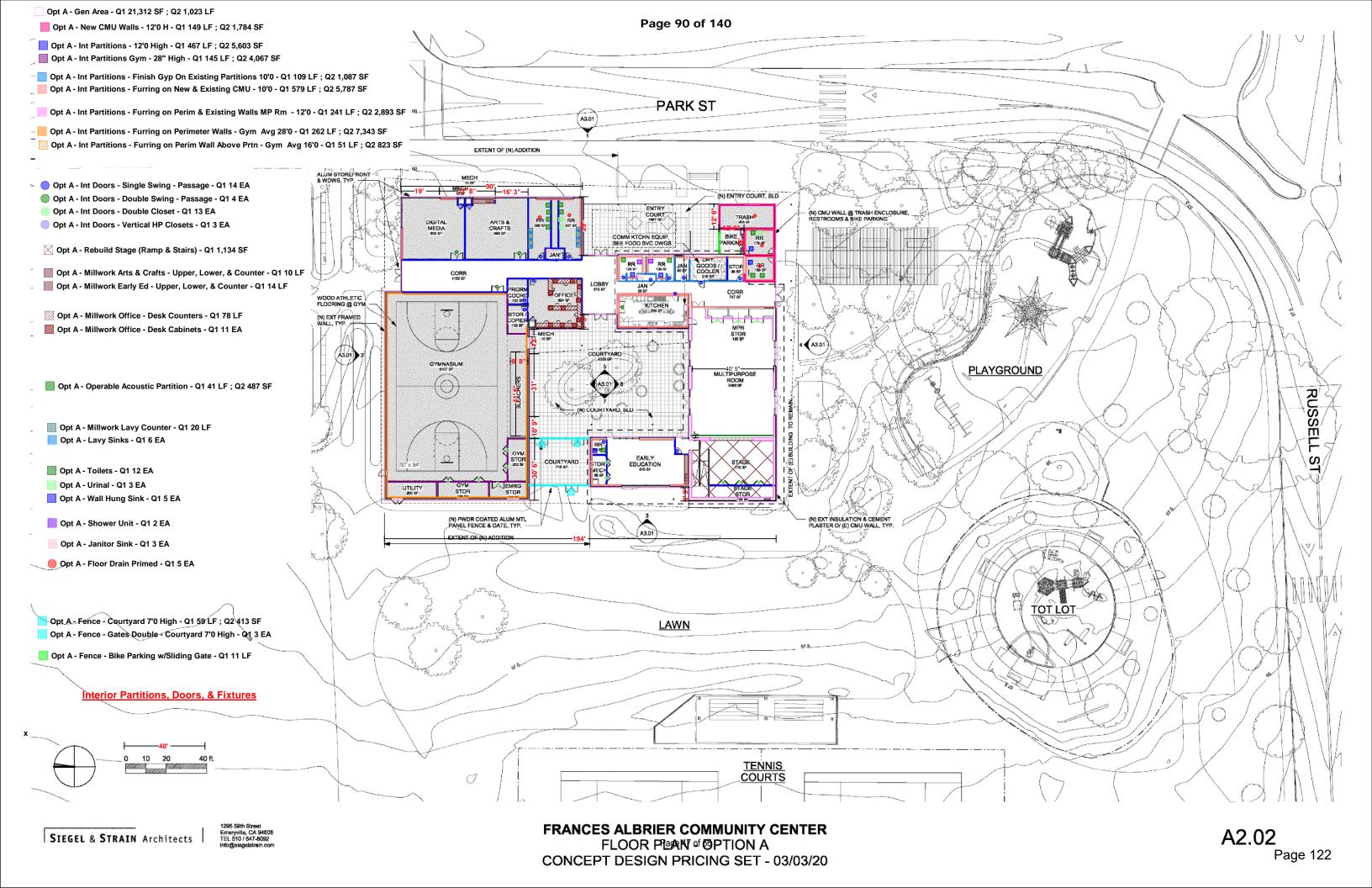
1629 Telegraph Ave Suite 300 Oakland, CA 94612 tel: 510.834.1629

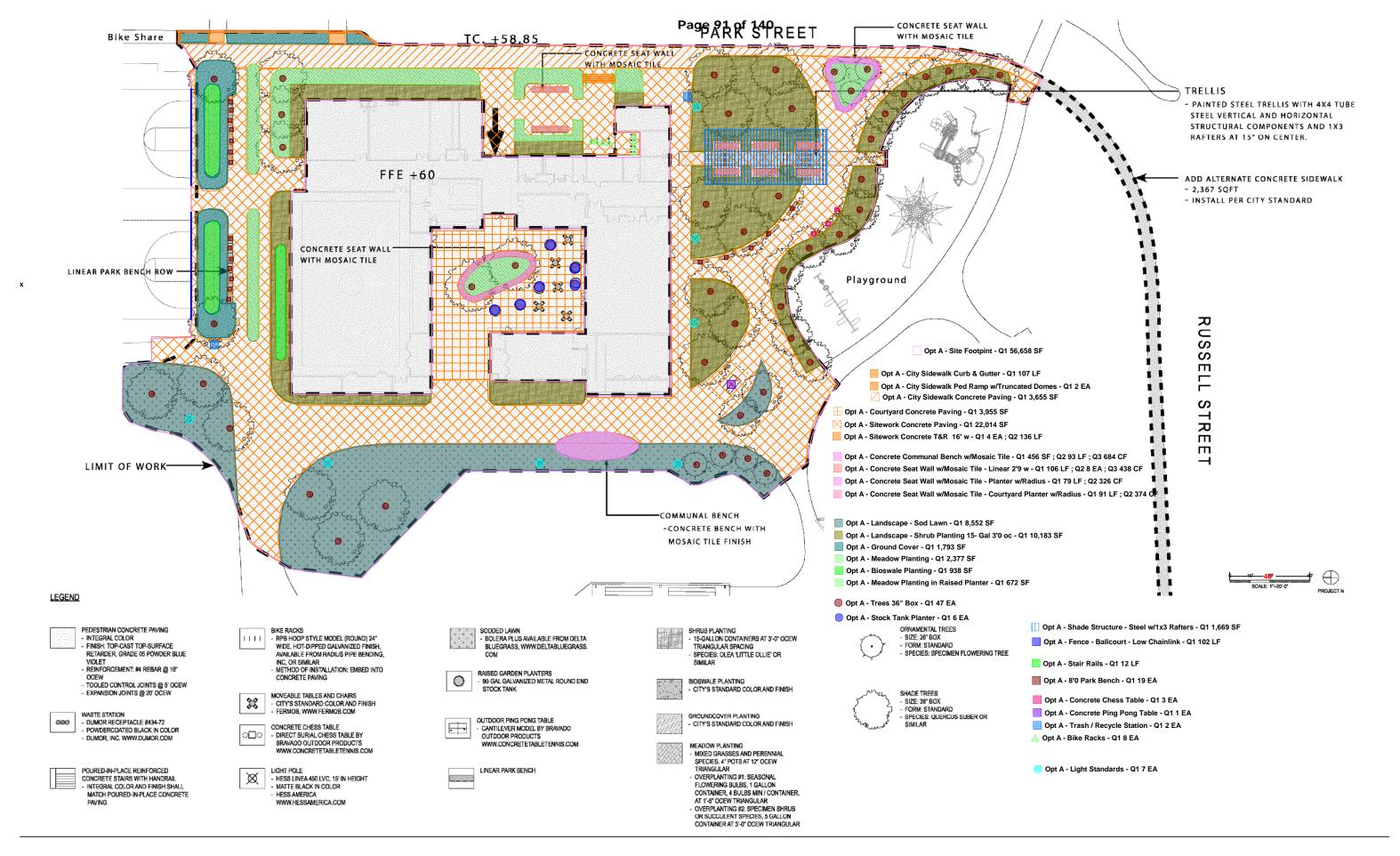
ida-se.com

CONCEPTUAL ROOF FRAMING PLAN ALBRIER COMMUNITY CENTER FRANCES OPTION A

2020-03-03 IDA JOB NUMBER 19048







Francis Albrier Community Center at San Pablo Park
COSTING PACKAGE - OPTION A
L9:0:1123

2020-03-03 IDA JOB NUMBER 19048

**+N** 

FLOOF

OPTION B CONCEPTUAL FIRST

ROOF FRAMING PLAN

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ENGINEERS

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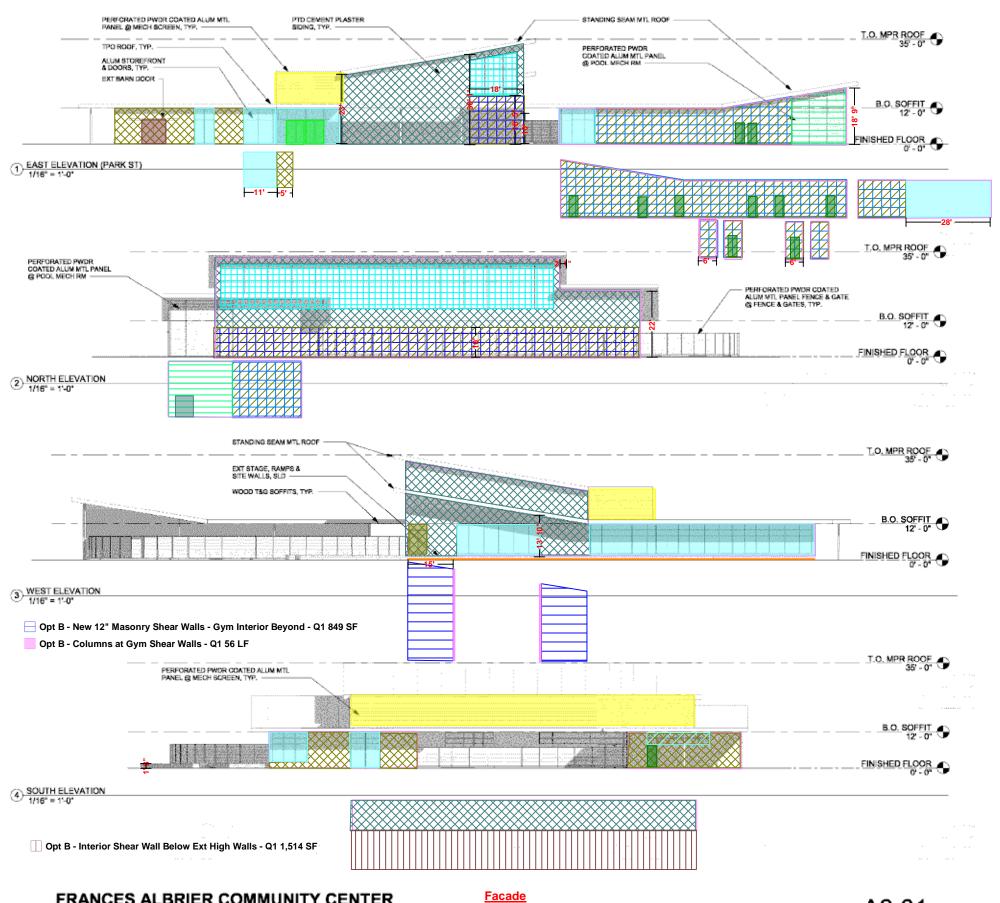
FRANCES ALBRIER COMMUNITY CENTER
OPTION B
CONCEPTUAL ROOF FRAMING PLAN

2020-03-03 IDA JOB NUMBER 19048

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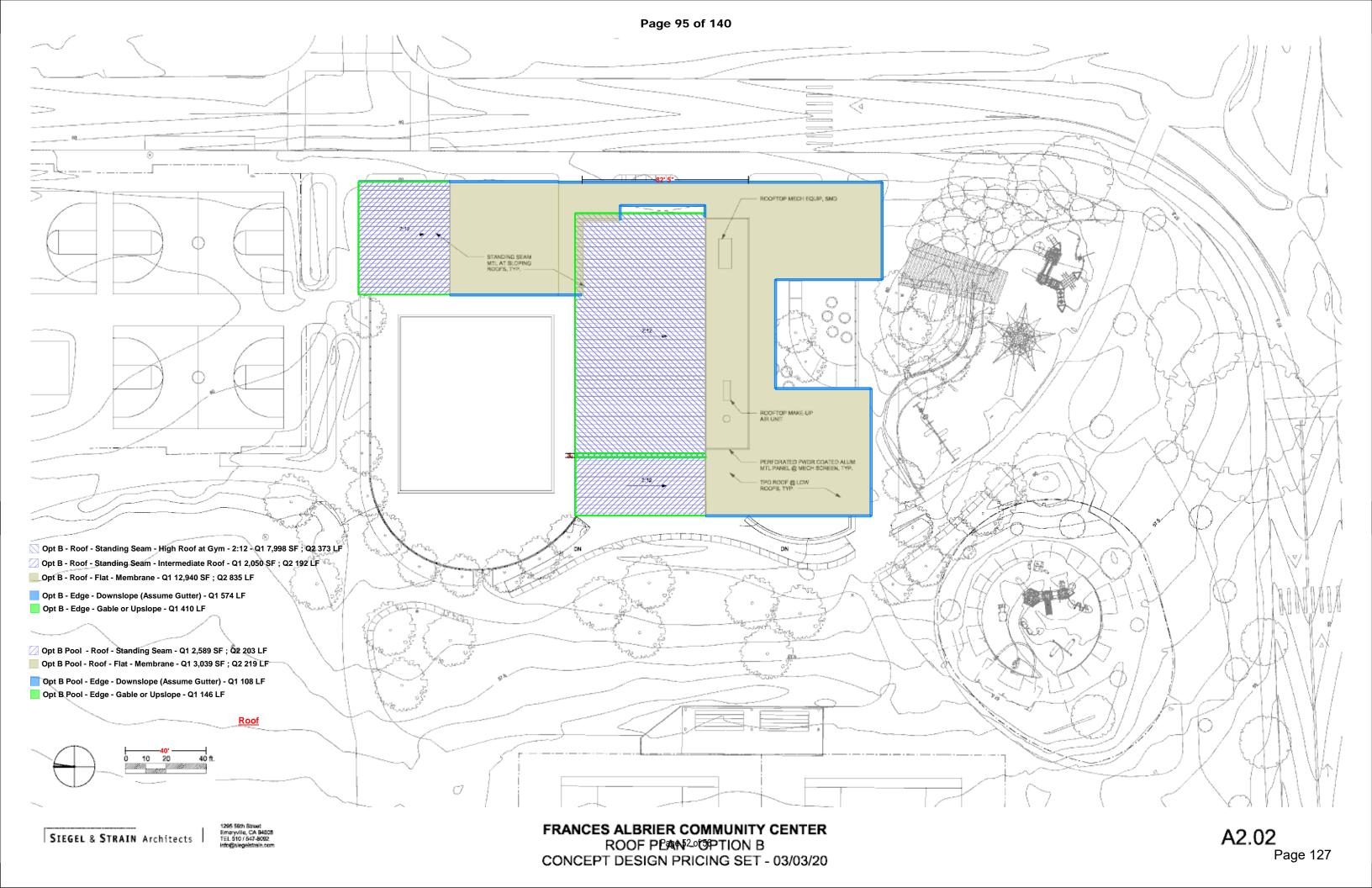
SIEGEL & STRAIN Architects

## Page 94 of 140



FRANCES ALBRIER COMMUNITY CENTER ELEVATIONS of SPTION B CONCEPT DESIGN PRICING SET - 03/03/20 A3.01

Page 126



ROOF FRAMING PLAN Page 53 of 56 NTS

STRUCTURAL ENGINEERS

Suite 300 Oakland, CA 94612 tel: 510.834.1629

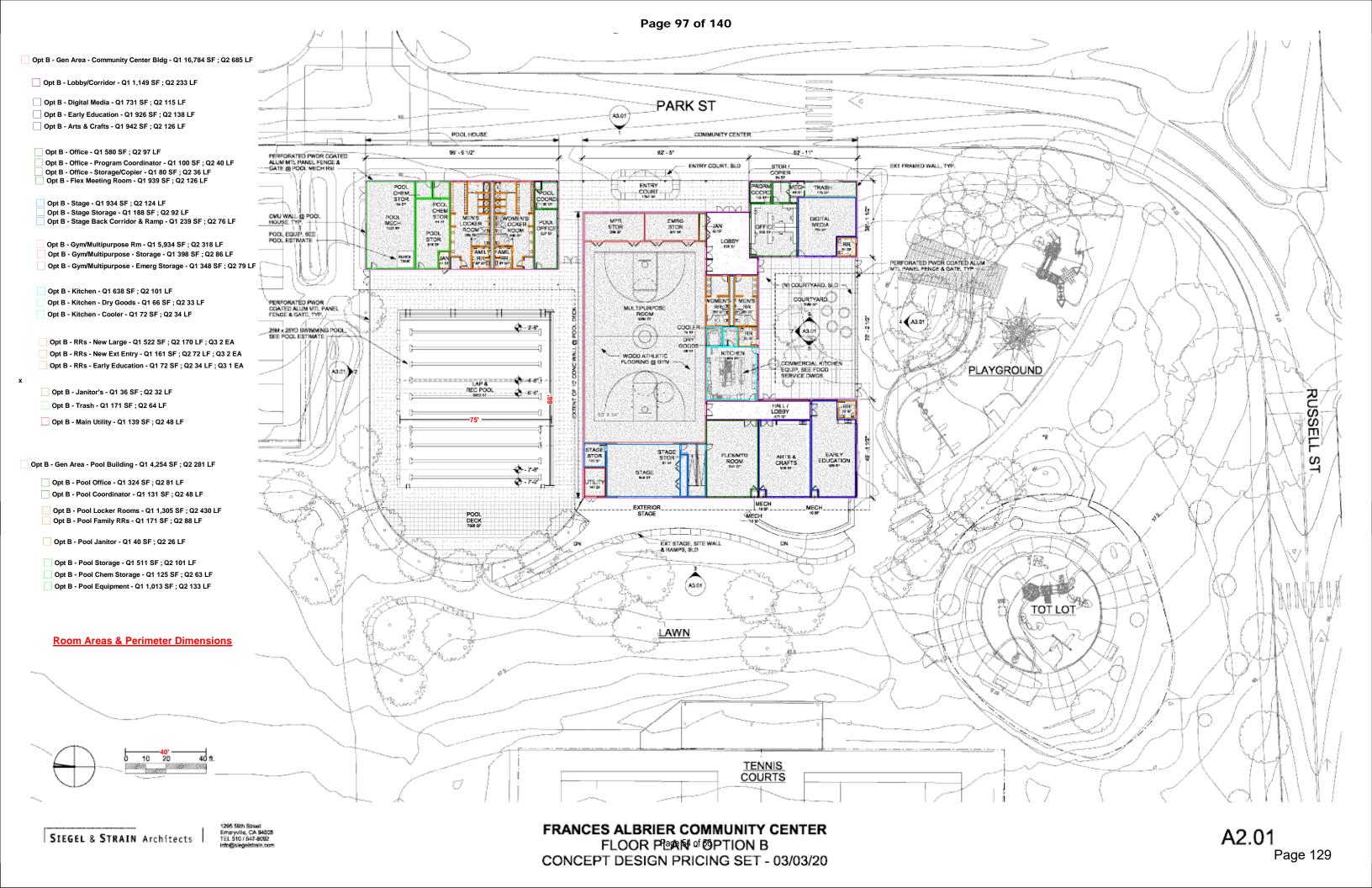
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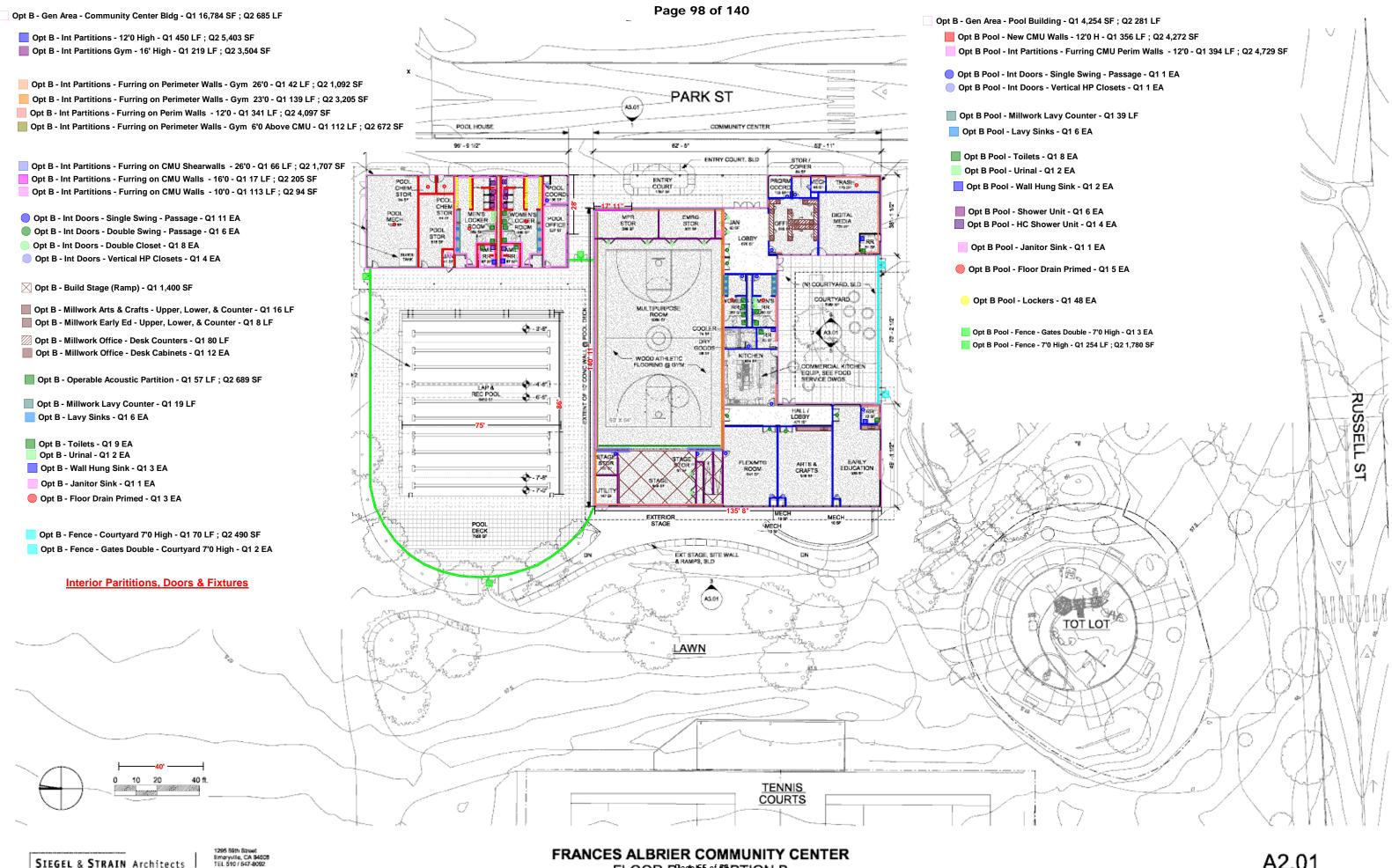
ida-se.com

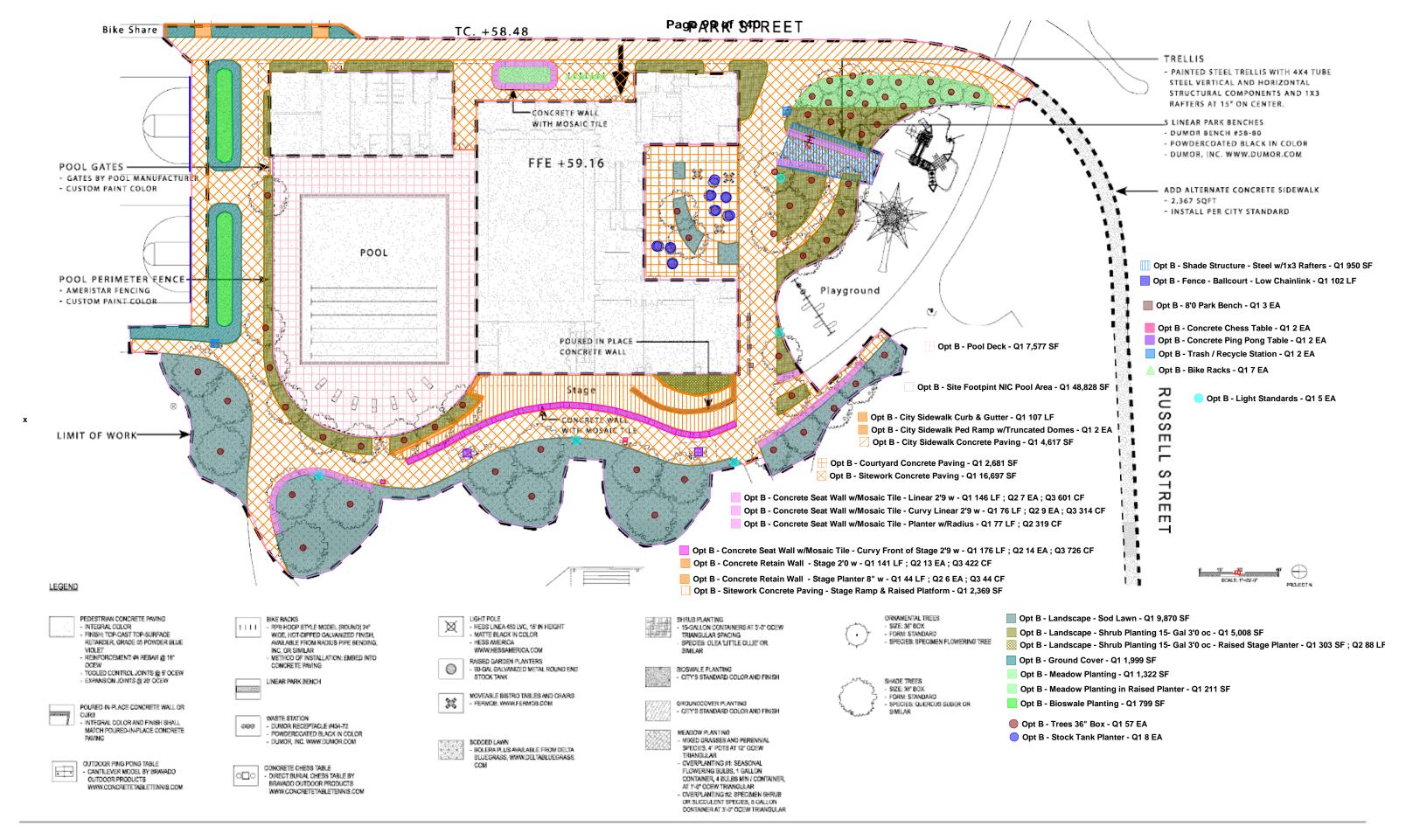
ALBRIER COMMUNITY CENTER PLAN OPTION B CONCEPTUAL ROOF FRAMING FRANCES

2020-03-03 IDA JOB NUMBER 19048

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CONSENT CALENDAR
December 15, 2020

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

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

Liam Garland, Director, Public Works

Subject: Recommendations for Implementing Phase 2 of the Measure T1

Infrastructure Bond Program

## RECOMMENDATION

Adopt a Resolution to implement the City Manager, Parks and Waterfront Commission, and Public Works Commission Final List of Projects for Phase 2 of the Measure T1 infrastructure bond program (Attachment 1).

## **SUMMARY**

Robust and thoughtful collaboration between staff, the Public Works and Parks and Waterfront Commissions, and Berkeley residents over many months have resulted in the joint recommendation for Measure T1 Phase 2 projects in Attachment 1. These recommendations encompass more than 30 important projects to enhance our right of way, improve the safety and resilience of our facilities, delight people in our parks, and address equity head on. They are the result of hundreds of diligent hours of contemplation over more than 50 public meetings with diverse groups of people, and represent the best thinking of our community and staff. They build on our lessons learned from implementation of T1 Phase 1 projects, the majority of which are completed or nearing completion. If approved, Phase 2 T1 projects will total \$53.25 million. Staff will come back to Council with 2 separate items requesting the authorization to sell bonds over 5 years.

#### FISCAL IMPACTS OF RECOMMENDATION

It is projected that the proceeds of the \$100M infrastructure bond will yield an additional \$3.7M of interest income, resulting in \$103.7M of funding available for T1 projects. Phase 1 Bond expenditures will total approximately \$42.7M, leaving \$61M for future expenditures (see below tables).

Bond Funding				
	Phase 1	Remaining	Total	
Bonds sold	\$35M	\$65M	\$100M	
Interest	\$1.7M	\$2M^	\$3.7M^	
Total	\$36.7M	\$67M	\$103.7M	

Bond Expenditures				
	Phase 1	Remaining	Total	
Projects	\$37.75M	\$53.25M	\$91M	
Staff/FESS	\$4.6M	\$7.1M*	\$11.6M	
Art	\$0.35M	\$0.65M	\$1M	
Total	\$42.7M	\$61M	\$103.7M	

\*Assumes a 5 year duration of Phase 2

The \$42.7M for Phase 1 includes \$37.75M for direct project costs, \$4.6M for staff and furniture, equipment, supplies and services (FESS), and \$350,000 for Civic Art. The amount of bonds sold and interest for Phase 1 was \$36.7M. The additional \$6M needed to complete Phase 1 projects will be included in the Phase 2 bond sale.<sup>1</sup>

If Phase 2 is executed in the 5-year time frame as proposed, \$53.25M will be used for direct project costs, \$7.1M for staff and FESS costs, and \$650,000 for Civic Art.

In Phase 1, it was anticipated that staff and FESS costs would be between 13 and 15 percent of total costs, but actual costs are projected to come in significantly lower, at 10.8 percent. It is anticipated that staff and overhead costs in Phase 2 will in come below 12 percent.

Phase 1 spending is being leveraged by an additional \$20.9M in grants and other funding sources. Multiple proposed Phase 2 projects are expected to similarly leverage other funding sources, as staff has already begun applying for grants associated with these projects.

This recommendation for Phase 2 projects proposes two bond sales within the next 2 years to sell the remaining \$65M in bonds: a \$29.138M bond sale in March or April of 2021 and a \$35.861M bond sale in November of 2022 (see Attachment 4).

## **CURRENT SITUATIONS AND EFFECTS**

## Summary

Staff are in the final stages of completing 45 Measure T1, Phase 1 (July 2017 – June 2021) projects. Twenty of these projects are currently under construction. Five full-time equivalent staff associated with T1 are divided between an Associate Management Analyst and twelve Project Managers in the Public Works (PW) and Parks, Recreation and Waterfront (PRW) Departments.<sup>2</sup> This staff, T1 projects, and bond measure finance and logistics issues are closely managed by a team of PRW and PW management staff,

<sup>&</sup>lt;sup>1</sup> This \$6M in Phase 1 costs includes \$5.3M of previously identified funding and another \$700,000 for unforeseen construction costs, Covid-19 issues and delayed construction costs at the Adult Mental Health Services Center, North Berkeley Senior Center, and the Marina Streets project.

<sup>&</sup>lt;sup>2</sup> A portion of the Project Managers' wages are funded through their involvement in T1 and a portion by the department budgets.

CONSENT CALENDAR
December 15, 2020

with public review and oversight by both the Parks and Waterfront and Public Works Commissions ("Primary Commissions").

This team did a tremendous amount of work during Phase 1. They developed a T1 Policies and Procedures Operations Manual, a financial expenditure audit of the first 2 years, 20 reports to City Council and quarterly updates and facilitated over 90 community and focus groups meetings.<sup>3</sup>

On Friday, October 16, 2020, staff surpassed the 85% expenditure mark of the \$35M Phase 1 bonds sold in November of 2017. Meeting this deadline ensured that the interest (\$1.7M) obtained from Phase 1 bond sales is kept by the City, untouched by Federal or State taxes.

Planning for Phase 2 began in July of 2019, with staff and the two Primary Commissions developing a process for determining Phase 2 projects. In January 2020, the public process for Phase 2 began, with staff providing the Primary Commissions with an initial list of unfunded infrastructure projects.

When the Covid-19 Shelter-In-Place order began, Commission meetings and the Phase 2 public process were suspended. In June of 2020, the City Manager gave the Primary Commissions permission to meet and implement the T1 Phase 2 process. From July through October 2020, staff and the Primary Commissions led more than 50 public meetings (commission and community) through the Phase 2 public process, adjusting for the withdrawal of \$5.3M from T1 expenditures, and reviewing potential priority projects.

In November 2020, after the conclusion of the public process, the Primary Commissions each met three times (jointly on 11/4 and 11/19) to discuss potential Phase 2 projects. Taking in all the community feedback, at the November 4 meeting, staff presented a list of \$53.25M worth of projects organized in three general categories: Public Works Projects, Parks & Waterfront Projects, and Non-Departmental Citywide Projects with \$17-18M proposed in each category. The Primary Commissions each met with Staff to refine criteria, develop a prioritization process, and identify their respective priority projects.

On November 19, 2020 the two commissions came to a joint consensus on the final T1 Phase 2 proposed project list being recommended to Council for use of the remaining \$53.25M.

#### **Phase 2 Public Process**

Staff and the Primary Commissions completed a robust Phase 2 public process that included 3 concurrent commission meetings, 13 regular commission meetings, 3 concurrent commission sub-committee meetings, 24 focus group meetings, 6 participating commission meetings and 5 large area meetings. The goal of this process

<sup>&</sup>lt;sup>3</sup> All reports and quarterly updates are available at the Measure T1 website: www.cityofberkeley.info/MeasureT1Updates.aspx

was to encourage significant citywide public participation in the T1 Phase 2 project selection process by reaching out to a large cross section of community groups, thoroughly advertising large area meetings and providing various methods for community members to provide feedback. The feedback from the focus groups and large area meetings along with a summary of the over 400 emails can be found <a href="here">here</a>. Below is a brief summary of the public process.

## July 2019 - October 2019

T1 staff worked with the T1 joint subcommittees from the Primary Commissions (7/8, 8/12, 9/16) to identify and vet an extensive public process for determining potential Phase 2 projects. This process was approved by both primary commissions in October (10/3 and 10/9) 2019.

## November 2019 – January 2020

Eleven (11) participating commissions were updated on the status of Phase 1 projects and the Phase 2 public process.

## January 29, 2020

At this concurrent primary commission Meeting, the T1 Phase 2 public process was started. Primary commissions were provided with a <u>list of unfunded projects</u> throughout the City.

## February 2020 – September 2020

Staff and representatives from the Primary Commissions attended <u>24 neighborhood</u> meetings<sup>6</sup> with groups recommended by City Councilmembers.

#### February 2020- November 2020

Staff received <u>over 400 public comments and suggestions</u><sup>7</sup> for T1 phase 2 projects via email at T1@cityofberkeley.info.

#### October 2020

Five large geographic based meetings (10/1-Districts 7-8, 10/8-Districts 5-6, 10/15-Districts 2-3, 10/22-Districts 1-4, 10/29 Waterfront/Shoreline/Aquatic Park), delineated largely by council districts, were held to obtain feedback regarding projects for Phase 2. These meetings gave residents the opportunity to <u>suggest both neighborhood and Citywide projects</u> and averaged over 80 attendees per meeting.

<sup>&</sup>lt;sup>4</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_-General/T1%20P2%20-%20Email%20Summary%20-%202020-11-17%20SF.pdf

<sup>&</sup>lt;sup>5</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Commissions/2020-%2001-29%20-%20Joint%20PRW%20and%20PWC%20-%20Minutes%20-%20Draft.pdf

<sup>&</sup>lt;sup>6</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_- General/T1%20P2%20-%20Focus%20Group%20Notes%20-%20Feb%20-%20Nov%202020%20-%20SF.pdf

<sup>&</sup>lt;sup>7</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_-General/T1%20P2%20-%20Email%20Summary%20-%202020-11-17%20SF.pdf

<sup>&</sup>lt;sup>8</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_- General/T1%20P2%20-%20Five%20Large%20Mtg%20Notes%20Combined%20-%202020-11-04.pdf

## September - November 2020

Staff presented to 6 of 11 Participating Commissions<sup>9</sup> that have been meeting during the Shelter-In-Place order: Children, Youth and Recreation, Civic Arts, Disaster and Fire Safety, Housing Advisory, Landmarks Preservation and Transportation Commissions. This update reviewed Phase 1 projects and gathered feedback<sup>10</sup> on project ideas for Phase 2.

#### November 2020

Primary Commissions met concurrently on November 4<sup>th</sup> and 19<sup>th</sup> and met separately on November 11th and 12th to review feedback received from the public and Participating Commissions to develop a list of recommended projects for the Phase 2.

## **Primary Commission Recommendations**

After participating in the community process, discussing the criteria and the potential list of projects at great length during 2020, and collaborating via concurrent meetings and subcommittees, the Public Works Commission and the Parks and Waterfront Commission submitted separate reports, (Attachments 2 and 3, respectively) recommending the same list of Phase 2 projects to be implemented over a 5-year process that includes 2 bond sales (Attachment 4).

On November 19, 2020, the Public Works Commissions approved a motion to send a list of recommended Phase 2 projects to Council and to endorse the list of recommended projects from the Parks and Waterfront Commission (Attachment 3): (M/S/C: Krpata/Schueler/U): Brennan; Constantine; Erbe; Freiberg; Hitchens; Humbert; Krpata; Nesbitt; Schueler; Noes: None; Abstain: None; Absent: None.

On November 19, 2020, the Parks and Waterfront Commission approved a motion to send a list of recommended Phase 2 projects to Council and to endorse the list of recommended projects from the Public Works Commission (Attachment 2): (M/S/C: Kamen/Kawczynska/U): Cox; Diehm; Kamen; Kawczynska; Landoni; McGrath; Skjerping; Srioudom; Wozniak; Noes: None; Abstain: None; Absent: None.

Staff fully support the final joint Primary Commission recommendations for T1 Phase 2 projects. These recommendations include work on upgrading streets and transportation infrastructure, renovating City facilities, and improving four large community facilities in South Berkeley:

<sup>&</sup>lt;sup>9</sup> The 11 Participating Commissions include: Children, Youth and Recreation Commission, Civic Arts Commission, Community Environmental Advisory Commission, Commission on Aging, Commission on Disability, Disaster and Fire Safety Commission, Energy Commission, Housing Advisory Commission, Landmarks Preservation Commission, Transportation Commission and Zero Waste Commission. <sup>10</sup> See https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_-General/T1%20P2%20-%20Focus%20Group%20Notes%20-%20Feb%20-%20Nov%202020%20-%20SF.pdf

- African American Holistic Resource Center (currently a temporary Berkeley Mental Health clinic)
- Martin Luther King Junior Youth Services Center
- South Berkeley Senior Center
- Willard Clubhouse public restrooms

And the renovation and development of up to ten public restrooms:

- Right-of-Way (ROW) Restrooms (2-3 new)
- Tom Bates Sports Complex (new)
- Ohlone Park (new)
- Cesar Chavez Park (new)
- Willard Park (replacement)
- Harrison Park (renovation)
- · K Dock (renovation) and
- Telegraph Channing Garage Mall (renovation)

## Covid-19 Implications on T1 Finances, Phase 1 Projects, Phase 2 Public Process

The direct impacts of Covid-19 restrictions on current construction projects have mostly affected the three large building projects: Mental Health Services Center (MHSC), North Berkeley Senior Center and Live Oak Community Center. Contractors, inspectors and project managers have had to make adjustments to comply with new restrictions and, in some cases, have resulted in time delays. Staff have worked closely with the City Attorney's office on change orders related to these delays in order to ensure costs are controlled.

The financial impacts have been much more significant. In March of 2019, City Council approved an additional \$5.3M in General Fund for Phase 1 projects because of the addition of the MHSC in January 2018, energy upgrades on the three large facilities and construction cost increases. Given the Covid-19 emergency and demands for those General Fund dollars to meet immediate operational needs in the FY21 budget, staff are implementing alternative strategies to fund Phase 1 projects without the \$5.3M of additional General Fund allocation. These strategies include the following:

Delaying two Phase 1 projects. The last large T1 project to go to construction will be the Marina Streets project, which includes the reconstruction of University Avenue and Spinnaker Way, and repaving of Marina Blvd. The \$8.2 million project is funded by T1 (\$4.2 million), SB1 streets funding (\$1 million) and the Doubletree Hotel (\$3 million). Bidding was delayed from last summer to this December. Additionally, the Grove Park Ballfield improvements were also delayed. Bids for the Grove Park project came back significantly higher (\$350,000) than the engineer's estimate of \$650,000 in early May. Staff will be rebidding this project at the end of FY21. Delaying this project provides time to re-scope and develop a project that can be effectively completed.

Accelerating Phase 2 public process and bond sale. Accelerating the anticipated Phase 2 bond sale from November 2021 to April 2021 allows for both the delayed Phase 1 projects to start construction in next year's construction period. This strategy required shortening the Phase 2 public process from 15 to 12 months and did not affect the number of public process meetings as staff and Primary Commissions were able to gather feedback from over 50 public meetings on potential Phase 2 projects.

Borrowing approximately \$1.4M funding from PRW, PW and HHCS special funds. Despite delaying the two identified construction projects to be reimbursed by the Phase 2 bond sale and accelerating the Phase 2 public process and bond sale, without the \$5.3M in General Fund, T1 funds will be exhausted in January of 2021. Therefore, T1 needs to borrow \$1.4M from special funds in order to sustain an appropriate cash flow until Phase 2 bonds are sold in March or April of 2021. Council approved these actions in September 2020<sup>11</sup> and December 2020<sup>12</sup>.

<u>Using \$6.0M from T1 Phase 2 bond funding to support Phase 1 projects</u>. When T1 Phase 2 bond funds are sold in March or April 2021, \$6.0M will be needed to complete Phase 1 projects. This \$6.0M includes \$5.3M of previously identified funding and another \$700,000 to support additional costs associated with the Adult Mental Health Services Center, North Berkeley Senior Center and the Marina Streets projects. These costs are due to unforeseen construction costs, Covid-19 issues and delayed construction costs.

## **Phasing of Remaining Funding**

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 funding. It recommended that T1 funding be allocated in 3 distinct phases (see below) and that each phase expend between \$30-35M of funding. On June 27, 2017, City Council authorized the spending of \$35M for Phase 1. The estimated cost for completion of T1 Phase 1 projects is actually \$42.7M.

- Phase 1 July 2017- June 2021 (bond sale in Nov 2017)
- Phase 2 July 2021- June 2025
- Phase 3 July 2025- June 2029

During the January 29, 2020 concurrent Primary Commissions meeting, commissioners recommended that staff attempt to consolidate the remaining phases so that residents would see more significant construction results sooner (4 or 5 years as opposed to 8 years), save funding on staff and FESS costs and avoid repeating a very

<sup>&</sup>lt;sup>11</sup> See <a href="https://www.cityofberkeley.info/Clerk/City\_Council/2020/09\_Sep/Documents/2020-09-15">https://www.cityofberkeley.info/Clerk/City\_Council/2020/09\_Sep/Documents/2020-09-15</a> Item 08 Measure T1 Loan.aspx

<sup>&</sup>lt;sup>12</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Parks">https://www.cityofberkeley.info/uploadedFiles/Parks</a> Rec <a href="Waterfront/Level\_3\_-">Waterfront/Level\_3\_-</a> General/T1%20Loan%20-%20Mental%20Health%20Bldg%20-%20Consent%20-%202020-12-01%20(004).pdf

<sup>&</sup>lt;sup>13</sup> See https://www.cityofberkeley.info/uploadedFiles/Clerk/Level\_3\_- General/Measure%20TI%20GO%20Bonds%20Recommendations%20122216.pdf

comprehensive public process for a smaller amount of funding. Staff evaluated this proposal and concluded that while it was not feasible to spend the remaining funding and meet the 85% deadline with existing staff in one phase, it was possible to spend the remaining funding with two overlapping bond sales in which much of the planning and design work was done in an initial phase (2A) and the construction of the larger projects completed in a later phase (2B) if the projects were sequenced correctly.

In the November 2020 concurrent meetings staff and the Primary Commissions agreed to recommend the following schedule given the list of proposed projects:

- Phase 1 July 2017- June 2021 (bond sale in Nov 2017)
- Phase 2A January 2021- June 2025 (bond sale in March or April 2021)
- Phase 2B July 2022 June 2026 (bond sale in Nov 2022)

The attached detailed list displays how the recommendations for phasing and funding of 2A and 2B (Attachment 4). This schedule would consolidate the last 8 years into 5 years and will allow staff time to design and plan the larger projects in phase 2A and construct in phase 2B, thus being able to keep a balanced work load and meet the 85% federal expenditure requirement. Staff will need to get City Council approval for both bond issuances separately.

## **BACKGROUND**

In November 2016, Berkeley voters approved Measure T1<sup>14</sup> – 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.

After the passage of Measure T1, the City Manager proposed a <a href="three-phase">three-phase</a> implementation plan<sup>15</sup> for the Measure T1 program. The \$100 million of bond proceeds is anticipated to be spent within 12 years, with each phase expected to last four years. From December 2016 through June 2017, the City undertook a robust public process to gather input on the proposed projects for Phase 1. Three citywide public meetings were held in March and April 2017. In addition, the Primary Commissions invited and received input from 11 other City Commissions.

The Primary Commissions submitted a joint report to Council in June 2017<sup>16</sup> detailing their recommendations. The City Manager incorporated this input and submitted a <u>final recommended list of projects</u>. To Council adopted this list and proposed plan for implementing Phase 1 of the T1 bond program on June 27, 2017.

<sup>&</sup>lt;sup>14</sup> See https://www.cityofberkeley.info/MeasureT1/

<sup>&</sup>lt;sup>15</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Parks">https://www.cityofberkeley.info/uploadedFiles/Parks</a> Rec Waterfront/Level 3 - General/Measure%20TI%20GO%20Bonds%20Recommendations.pdf

<sup>&</sup>lt;sup>16</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_-General/Measure%20T1%20-%20Joint%20Commission%20Report%20-%20June%202017%20w%20attachments.pdf">https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_-General/Measure%20T1%20-%20Joint%20Commission%20Report%20-%20June%202017%20w%20attachments.pdf</a>

<sup>&</sup>lt;sup>17</sup> See <a href="https://www.cityofberkeley.info/Clerk/City\_Council/2017/06\_June/Documents/2017-06-%2027">https://www.cityofberkeley.info/Clerk/City\_Council/2017/06\_June/Documents/2017-06-%2027</a> Item 49 Implementing Phase 1.aspx

On January 23, 2018, Council adopted Resolution 68,290-N.S., authorizing the allocation of \$2 million from Measure T1 Phase 1 for major renovations of the City of Berkeley's Adult Mental Health Clinic located at 2640 Martin Luther King Jr. Way.

On December 10, 2019, staff provided an <u>update to Council on the Phase 2 public</u> process. 18

On March 26, 2019, the Council approved Resolution 66,802-N.S. authorizing \$5.3 million from the General Fund to complete Phase 1 projects, and to be repaid to the General Fund after Phase 2 bond funds were received. This additional funding was provided to cover the cost of approved projects exceeding bond proceeds, due to an increase in energy upgrades included in the facility projects, and soaring escalation in construction costs.

On May 4, 2020, staff issued the <u>FY21 Budget Update<sup>19</sup></u> at the Council Budget and Finance Policy Committee.<sup>20</sup> This report projected a \$25.5 million budget shortfall in FY21, due to impacts from the Covid-19 emergency.

On May 13, 2020, staff issued an <u>update to Council on Measure T1 funding</u>.<sup>21</sup> This report described the strategies being pursued to complete Phase 1 projects in the absence of the \$5.3M from General Fund, given the Covid-related citywide budget shortfall: delay selected projects, use special funds to complete projects and reimburse with bonds sold, and accelerate the Phase 2 public process and bond sale.

On September 15, 2020, Council approved a loan of \$600,000 from the Parks Tax Fund and \$600,000 from the Measure BB<sup>22</sup> – Local Streets and Roads fund to complete Phase 1 projects. The loan will be repaid following the Phase 2 bond sale.

On October 13, 2020, Council approved <u>additions to the Phase 1 project list</u>, <sup>23</sup> with no additional funding. This action was taken to ensure that the City met the 85% federal expenditure requirement.

<sup>&</sup>lt;sup>18</sup> See https://www.cityofberkeley.info/uploadedFiles/Clerk/Level\_3\_-General/Measure%20T1%20Update%20on%20Phase%202 121019.pdf

<sup>&</sup>lt;sup>19</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Clerk/2020-05-04%20Agenda%20Packet%20-%20Budget.pdf">https://www.cityofberkeley.info/uploadedFiles/Clerk/2020-05-04%20Agenda%20Packet%20-%20Budget.pdf</a>

<sup>&</sup>lt;sup>20</sup> See https://www.cityofberkeley.info/uploadedFiles/Clerk/2020-05-04%20Agenda%20Packet%20-%20Budget.pdf.

<sup>&</sup>lt;sup>21</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Clerk/Level\_3\_-">https://www.cityofberkeley.info/uploadedFiles/Clerk/Level\_3\_-</a>
General/Measure%20T1%20Project%20Funding%20Update%20051320.pdf

<sup>&</sup>lt;sup>22</sup> See <a href="https://www.cityofberkeley.info/Clerk/City\_Council/2020/09\_Sep/Documents/2020-09-15">https://www.cityofberkeley.info/Clerk/City\_Council/2020/09\_Sep/Documents/2020-09-15</a> Item 08 Measure T1 Loan.aspx

<sup>&</sup>lt;sup>23</sup> See <a href="https://www.cityofberkeley.info/Clerk/City\_Council/2020/10\_Oct/Documents/2020-10-13">https://www.cityofberkeley.info/Clerk/City\_Council/2020/10\_Oct/Documents/2020-10-13</a> Item 06 Measure T1 Phase 1 Project List.aspx

On November 12, 2020, staff provided an <u>update on Measure T1</u><sup>24</sup> to the Council Budget and Finance Policy Committee. The report and presentation reviewed Covid-related impacts, including the need for additional \$700,000 from Phase 2 bond sale to cover unforeseen construction costs and COVID-related delays.

On December 1, 2020, Council approved a <u>loan of \$198,400 from the Mental Health</u> Realignment Fund<sup>25</sup> to Measure T1 to complete the Mental Health Adult Clinic renovation project. The loan will be repaid following the Phase 2 bond sale.

## **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 storm water infrastructure and street improvements that advance the goals of the City's Bike and Pedestrian Plans.

## RATIONALE FOR RECOMMENDATION

The City Manager and Primary Commissions Final Proposed List of Projects for Phase 2 is the result of a robust community outreach process that has involved significant work by staff and the Public Works and Parks and Waterfront Commissions and their subcommittees including over 50 public meetings and hundreds of written and verbal communications from the public. The resulting final proposed list of projects for Phase 2 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.

#### ALTERNATIVE ACTIONS CONSIDERED

Staff and commissions considered many alternative projects through a robust process and recommend these as meeting the highest priority goals.

## **CONTACT PERSON**

Scott Ferris, Director, Parks, Recreation and Waterfront, 981-6700 Liam Garland, Director, Public Works, 981-6300

#### Attachments:

- 1. Resolution
  - a. Exhibit A Final T1 Phase 2 Project List
- 2. Public Works Commission Recommendation
- 3. Parks and Waterfront Commission Recommendation
- 4. Funding and Phasing of Phase 2 Projects

<sup>&</sup>lt;sup>24</sup> See <a href="https://www.cityofberkeley.info/uploadedFiles/Clerk/2020-11-12%20Budget%20Item%202d%20T1.pdf">https://www.cityofberkeley.info/uploadedFiles/Clerk/2020-11-12%20Budget%20Item%202d%20T1.pdf</a>

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

# ADOPT THE FINAL LIST OF PROJECTS FOR IMPLEMENTATION IN PHASE 2 OF THE 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, after the passage of Measure T1, the City Manager proposed a <u>three phase</u> implementation plan

(https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_-General/Measure%20TI%20GO%20Bonds%20Recommendations.pdf) for the Measure T1 program. The \$100 million of bond proceeds is anticipated to be spent within 12 years, with each phase expected to last four years; and

WHEREAS, from December 2016 through June 2017, the City undertook a robust public process to gather input on the proposed projects for Phase 1, which resulted in a joint report to Council in June 2017

(https://www.cityofberkeley.info/uploadedFiles/Parks\_Rec\_Waterfront/Level\_3\_\_-General/Measure%20T1%20-%20Joint%20Commission%20Report%20-%20June%202017%20w%20attachments.pdf) from the two Primary Commissions (Public Works and Parks and Waterfront) detailing their recommendations. The City Manager incorporated this input and submitted a <a href="mailto:final recommended list of projects">final recommended list of projects</a> (https://www.cityofberkeley.info/Clerk/City\_Council/2017/06\_June/Documents/2017-06-%2027\_Item\_49\_Implementing\_Phase\_1.aspx). Council adopted this list and proposed plan for implementing Phase 1 of the T1 bond program on June 27, 2017 (Resolution No. 68,076); and

WHEREAS, as of December 2020, Staff are in the final stages of completing 45 Phase 1 (July 2017 – June 2021) projects; and

WHEREAS, from July 2019 through November 2020, Staff and the Primary Commissions have conducted a comprehensive Phase 2 public process to identify projects for Phase 2; and

WHEREAS, on November 19, 2020, the Public Works Commissions passed a motion to send a list of recommended Phase 2 projects to Council and to endorse the list of recommended projects from the Parks and Waterfront Commission (Attachment 3): (M/S/C: Krpata/Schueler/U): Brennan; Constantine; Erbe; Freiberg; Hitchens; Humbert; Krpata; Nesbitt; Schueler; Noes: None; Abstain: None; Absent: None.

WHEREAS, on November 19, 2020, the Parks and Waterfront Commission passed a motion to send a list of recommended Phase 2 projects to Council and to endorse the list of recommended projects from the Public Works Commission (Attachment 2): (M/S/C: Kamen/Kawczynska/U): Cox; Diehm; Kamen; Kawczynska; Landoni; McGrath; Skjerping; Srioudom; Wozniak; Noes: None; Abstain: None; Absent: None; and

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NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Council adopts the Final List of Projects for implementation in Phase 2 of the Measure T1 infrastructure bond program as shown in Exhibit A.

Attachment – Exhibit A

## **Exhibit A to the Resolution**

# Measure T1 Phase 2 Final List of Projects (December 15, 2020)

Project Area	Site Description				
Care and Shelter and	MLK Jr. Youth Services Center				
Non-Departmental	South Berkeley Senior Center				
Citywide Projects	African American Holistic Resource Center				
	Restrooms in the Right-of-Way (ROW) (2-3)				
Camps	Cazadero Dining Hall & ADA Improvements				
Parks Buildings	Willard Clubhouse/Restroom Replacement				
G	Tom Bates Restroom/ Community Space				
	Restrooms in Parks:				
	Harrison Park Restroom Renovation				
	Ohlone Park - New Restroom				
Parks - Play Structures	Ohlone Park (Milvia) - Ages 2-5, 5-12, Garden Mural, Exercise				
·	John Hinkel Park Lower - Ages 2-12, picnic, parking				
	Grove Park - Ages 2-5, 5-12				
Parks	Aquatic Park Tide Tubes Clean Out, Soil Removal				
	Ohlone Park Lighting				
	Civic Center Park – Turtle Garden				
Pools	King Pool Tile and Plaster Replacement				
Waterfront	Piling Replacements				
	D and E Dock Replacement				
	K Dock Restroom Renovation				
	Cesar Chavez Park - New Restroom (on Spinnaker Way)				
Streets	T1 Streets Contribution to Annual Street Paving: Street Reconstruction				
	of Arterials/Collectors and Vision Zero, Bus Network, and Bike/Ped Plan				
	Improvements				
	Bollard Conversion to Landscaping				
Sidewalks	Sidewalks Maintenance & Safety Repairs				
Pathways	Pathway Repairs/Improvements				
Storm	Stormwater Infrastructure Repairs/ Replacement				
Facilities	1947 Center Street Improvements:				
	Seismic Upgrade Design				
	HVAC/Electrical, Control Upgrades				
	<u>Fire Stations</u>				
	FS2 - HVAC, Electrical, Bedrooms, Security, Solar, Roof				
	FS6 - Windows, Energy Efficiency				
	PW Corp Yard:				
	Facility Assessment				
	Gate, Paving, Parking, Fuel Island				
	Wash Station Compliance				
	Green Room (B) Lockers, Bathroom, Training Room, Floor, Cabinets				
	Storage Room (H) - Roof Repair				
	Generator Upgrades				
	Oxford & Telegraph Channing Garage Restrooms				
	Emergency Power Supply Solar Batteries				



To: Honorable Mayor and Members of the City Council

From: Public Works Commission

Submitted by: Matthew Freiberg, Chair, Public Works Commission

Shane Krpata, Vice Chair, Public Works Commission

Subject: Recommendations for Phase 2 Projects of the Measure T1 Program

# RECOMMENDATIONS

Adopt a resolution that recommends approval of the T1 Phase 2 Public Works projects and the four non-department projects, as listed in this report by the Public Works Commission (PWC), along with the Parks, Recreation, and Waterfront Projects, which are included in the accompanying T-1 Phase 2 memo by the Parks and Waterfront Commission (PWFC). Table 1 below provides a summary of the public works projects that are recommended to be funded with T1 money as part of Phase 2.

#### FISCAL IMPACTS

Recommendations for T1 Projects will be funded through the sale of remaining T1 Bonds. The PWC support the staff recommendation for a 2-part (Phase 2a/2b) delivery of remaining bonds. This provides the most fiscally efficient delivery of projects and maximizes the ability for the City to spend bond proceeds following the specific requirements of the bond covenant.

# **CURRENT SITUATION AND ITS EFFECTS**

On September 13, 2016, Council adopted Resolution 67,666-N.S., which established preliminary guidelines for delivering the Measure T1 infrastructure and facilities bond program. Part of this resolution included a requirement for citizen oversight of the use of these funds by the PWC and PWFCs.

In 2019, the City developed the Measure T1 Policies and Procedures Manual. This updated guidance document provides an outline of the project selection and prioritization process, which defines the project selection criteria and the roles of Staff, the commissions, community, and City Council in the project selection and approval process.

The project selection process utilized by the PWC is based on the guidance provided in the Measure T1 Manual.

Table 1: Summary of Recommended Public Works Projects

	Recommended PWC Projects	Site Details
1	T1 Streets Contribution to Annual Street Projects	Complete Streets, Telegraph Shared Streets, Pedestrian Plan, bikeways, transit routes, Vision Zero, and street reconstruction of Arterials & Collectors
2	50/50 Sidewalks Maintenance & Safety Repairs	Accelerate sidewalk improvements citywide
3	Stormwater Infrastructure Repairs/ Replacement	Repair and replacement of failed storm drains at various locations
4	1947 Center Street Facility Improvements	Seismic upgrade design, HVAC/electrical, control upgrades
5	Fire Station 2 Facility Improvements	HVAC, electrical, roof, solar, bedrooms, and security
6	Fire Station 6 Facility Improvements	Windows and energy efficiency
7	Corporation Yard Facility Improvements	Facility assessment, roof, wash station compliance, green room, lockers, bathrooms, training room, floors, and cabinets
8	Bollard Improvements	Conversion of bollards to planter/garden boxes
9	Pathway Repairs/Improvements	Repairs and improvements to pathways, including: handrails, Garber Path, and Arlington median stair crossing
10	Channing Garage Bathroom Renovation	Public restroom renovation and ADA compliance
11	Emergency Power Supply Solar Batteries	Solar battery backup power at City buildings

#### **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 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, need 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 has already provided a major boost to fixings some of the deficiencies and the continuation of Phase 2 will continue the progress of enabling Berkeley to develop modern and effective infrastructure.

As part of the planning process for Phase 2, the PWC has coordinated with City Staff and provided oversight of the public outreach process. An initial list of potential infrastructure improvement projects was provided by City Staff. The PWC along with PWFC attended multiple public outreach meetings in a compressed public input process. Public comments from the outreach meetings as well as emails submitted to the T1 email address were synthesized, some comments led to additional projects that were included for consideration along with the Staff generated project list. Public comment was also considered by the PWC to inform the recommendations to Council for Phase 2 public works projects to be funded by remaining T1 Infrastructure Bond funds. These recommendations were approved by the Public Works Commission on Thursday, November 12th, 2020.

#### PUBLIC OUTREACH PROCESS

The Phase 2 public outreach process was initiated in January 2020. At this time, Staff provided an initial list of priority facility and infrastructure projects that were presented in the initial in-person public meetings with specific community groups. At least one member of the PWC participated in each of the public outreach meetings. In March 2020, the planned public engagement process was curtailed by the COVID-19 pandemic and statewide shelter-in-place mandate. The public outreach process was placed on hold until July 2020, when Staff reorganized their approach and redeveloped a plan of action to facilitate virtual public engagement and input meetings via Zoom. The public outreach process then resumed under a substantially condensed timeline while significant restrictions prohibiting commission subcommittees to meet were in effect. PWC and PWFC each met as commissions 8 times, twice jointly, and assigned individual commissioners to attend each of the 19 small area meetings and 5 large area meetings.

Through this process, Staff compiled over 138 pages of notes from the public meetings and emails while making sure to document and collect all project suggestions from members of the public, which are attached to this memo. Following each public meeting and throughout the public input process, Staff incorporated community feedback and revised their recommended project list (including project scope and cost estimates). The PWC read and reviewed all notes and emails to identify any additional Public Works specific projects for consideration in the prioritization and development of said projects. Additionally, all public comments made at regular commission meetings were also taken into consideration in the development of the PWC T1 Phase 2 project recommendations.

# PROJECT LIST DEVELOPMENT AND PRIORITIZATION PROCESS

Projects considered for inclusion in the T1 program were organized in three general categories: Public Works Projects, Parks & Waterfront Projects, and Non-Departmental Citywide Projects with the Phase 2 budget allocated with \$17 million in each category. PWC and PWFC each met with Staff to refine their respective project lists, develop a prioritization process, and identify their respective priority projects. The two commissions came to a joint consensus on the final proposed project list being recommended to Council for use of the remaining \$53 million.

The project selection and priority process was conducted in three phases, a fatal flaws evaluation, a criteria scoring matrix, and project list finalization. First projects were evaluated on potential fatal flaws, by using four screening questions that evaluated the project's conformance with the specific borrowing requirements of the bond:

- Can the project be completed with the available funds remaining in T1?
- If the project is a study, can the planned project be constructed with T1 funds?
- Is the project repairing or improving an existing asset or infrastructure?
- Is the proposed project on City-owned or leased property?

Any project that resulted in a "no" response was eliminated from consideration.

Next, the projects were evaluated using an excel based decision support tool that uses a matrix approach to score Public Works projects on each of the project criteria. Criteria were based initially on the project selection process and published in the T1 Program Manual. Using these criteria as a foundation, the PWC expanded on the criteria based on public feedback from the public outreach process. Each project was scored from one to five in the eight criteria. Table 2 provides a summary of the criteria used in the prioritization matrix. Criteria scores were then totaled to produce a "Performance Score." A second evaluation was conducted with the performance score divided by the project cost to produce a "Value Score" (Figure 1). The projects were then sorted on their project score and value score rankings to identify the preliminary priority list of projects. The PWC sees the decision support tool matrix that was used by the commission as something that will provide additional value to the continued delivery of T1, as a means of continuing the same process to continually re-prioritize projects as cost estimates evolve.

It is worth noting the matrix did not outright determine the recommended list of projects, but instead assisted the decision-making process by providing enabling our team to evaluate all projects consistently without any personal prejudice or preference for specific projects.

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# PROJECT SELECTION PROCESS

Our guiding principles for final project selection considered projects capable of moving Berkeley toward more sustainable green infrastructure capable of addressing climate crisis concerns and providing improvements to the quality of life for the City of Berkeley's guests, residents, and employees, which is consistent with Vision 2050 recommendations adopted by Council in September 2020. Consideration for specific projects drivers include: Regulatory Compliance, ADA Compliance, Asset System Maintenance Costs, and Public Support.

The final project list was formulated with consideration of the overall budget allocated to the Public Works projects. It is worth noting that given the accelerated review process, and the preliminary nature of the project scope development, a detailed evaluation of project cost estimates has not been possible. It is understood that these project costs are likely to change as the project scopes mature and bottom-up estimates are developed. Table 3 provides a summary of the final project list with the current project estimate and the scores used in the project prioritization matrix.

Table 2: Project Prioritization Criteria

Abrv.	Criteria	Description
GB	Greatest Benefit	Project provides an impact to the greatest number of Berkeley residents.
E	Equity	Consideration of geographic and demographic distribution of projects. This criterion is applied after looking at the draft list of recommended projects. (PWC enhancement: Additional consideration of racial equity, gender equity, and geographic equity among users of different age groups, income, and ability levels.)
HSR	Health, safety, and resilience	Project addresses public health and safety, such as improvements for disaster preparedness or emergency response.
ESD	Environmental Sustainability/ Durability	Project improves water quality, has elements of green infrastructure, or also includes energy, climate, or other zero waste goals. Project uses durable elements or technologies that may lower long term cost. (PWC enhancement: Additional consideration given to projects that support climate change resilience and asset life cycle.)
PR	Project readiness	Considering projects that are underway or already shovel-ready.
LOF	Leveraging other funds	Project utilizes other funding sources. (PWC enhancement: Additional consideration of whether additional funding may be available.)
F	Feasibility	Consideration of the following:  The ability to complete a project/sequencing: project does not have any known barriers, such as site conditions, funding, or permitting issues, that will substantially delay or prevent completion of the project.  Renovating infrastructure before the end of the asset's useful life. The goal is to avoid larger future expenses or closure of amenity.
PS	Public Support	(PWC enhancement: Review and consideration of input from public meetings and email comments received)
PSR	Project Scope/Rank	(PWC enhancement: Criteria weight multiplied by criteria score of all criteria.)
VSR	Value Score/Rank	(PWC enhancement: Performance Score/Rank divided by project cost.)

$$Performance\ Score = \sum_{All\ Criteria} (Criteria\ Weight\ X\ Criteria\ Score)$$

$$Value\ Score = \frac{Performance\ Score}{Project\ Cost}$$

Figure 1. Performance Score/Rank (PSR) and Value Score/Rank (VSR) Formulas

Table 3: Public Works Commission Project Prioritization Decision Support Tool

ıaul	e 3: Public Works Commission Pro Public Works Projects	Estimate			tion an		cisio	n Supr	ort	Tool	Rating	as			
1	T1 Streets Contribution to	\$6,750,000													
'	Annual Street Projects	ψ0,730,000	Plan, bikeways, transit routes, Vision Zero, street reconstruction of Arterials & Collectors												
			GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			5	5	5	5	3	5	3	5	1	31			
2	50/50 Sidewalks Maintenance & Safety	\$1,850,000			access			105	F	D.C.	D0D	1/00			
	Repairs		GB 4	E 4	HSR 5	SD 5	PR 5	LOF 5	F 3	PS 5	PSR 6	VSR 20			
3	Stormwater Infrastructure	\$600,000	-			_	-				-				
3	Repairs/ Replacement	φουσ,σου	Water quality, Repair and replacement of failed storm drains at various locations												
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR			
4	40.47 Cantan Otra at Facility	#4 000 000	4 Diagon	3	4	5	3	3	3	3	4	7			
4	1947 Center Street Facility Improvements	\$1,800,000	Disas	rei b	reparedn	ess, ei	iergy 6	enicient	bulla	ing sy	sterris, a	quanty			
	inprovemente		GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			3	3	4	5	4	3	3	4	18	23			
5	Fire Station 2 Facility	\$1,450,000	HVAC	, ele	ctrical, b	edroor	ns, sec	curity, so	olar						
	Improvements		GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			3	3	5	4	3	4	3	3	22	19			
6	Fire Station 6 Facility Improvements	\$1,300,000	Windo	ws,	Leak Re	pair, Li	ghts, N	/lold							
	improvements		GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			3	3	5	4	3	4	3	3	22	17			
7	Corporation Yard Facility Improvements	\$2,850,000			ing, was s, Trainin										
			GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			3	3	4	3	4	4	4	2	34	28			
8	Bollard Improvements	\$150,000	Community building, conversion of bollards to planter/garden boxes, street safety												
			GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			4	3	5	3	3	3	3	5	22	10			
9	Pathway Repairs/Improvements	\$200,000		ays	access, (e.g. han										
			GB	Ε	HSR	SD	PR	LOF	F	PS	PSR	VSR			
			4	3	5	4	3	3	3	5	12	3			
10	Channing Garage Bathroom Renovation	\$300,000	Public		room rer				·		525				
				E	HSR	SD	PR	LOF	F	PS 4	PSR	VSR			
11	Emarganay Dawar Curri	<b></b>	4 Solar	5 hatte	5 ery backu	4	4 or at C	4 ity build	4	4	8	4			
11	Emergency Power Supply Solar Batteries	\$500,000	Solar	Datte E	ery backu HSR	ip pow	er at C	LOF	ings F	PS	PSR	VSR			
			4	3	пэк 5	3D 4	3	4	4	4	12	6			
	total	\$17,750,000	7		J	7	J	7	7	7	12	J			
	lotai	Ψ11,130,000													

# RECOMMENDED PROJECT DESCRIPTIONS

#### 1. T1 STREET CONTRIBUTIONS TO ANNUAL PAVING PLAN:

T1 Bond language is focused on improving mobility, access, and safety for streets in need of repair. The Public Works Commission recommends 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.

In following T1's stated goals of improving mobility, access, and safety for streets in need of repair, the Public Works Commission supports adherence to the City's Complete Streets Policy.

The Complete Streets Policy includes the following list of improvements: shared community spaces, 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. Within the life of the T1 Bonds, projects that provide Complete and Shared Streets benefits, including the Telegraph Shared Street Plan, the Adeline Corridor Project, and the Shattuck Square redevelopment should be prioritized.

The PWC continues to recommend funding road surfacing treatments and associated road appurtenances with life expectancies longer than the 40-year bond funding period. T1 funding should be committed to long-lived components of street projects (curbs, gutters, sidewalks, road bedding, trees, and stormwater infrastructure), short-lived components such as asphalt pavements with 15-30 year life expectancies should be constructed with tax monies rather than long term bond funds.

# 2. 50/50 SIDEWALK MAINTENANCE AND SAFETY REPAIR:

Following Vision Zero, Complete Streets, ADA, and BeST Plan plans, all street projects should include priorities for accessible sidewalks and considerations for pedestrian and bicycle user safety, and improved access to city sidewalks apply additional funding to the 50/50 sidewalks program.

# 3. STORMWATER AND GREEN INFRASTRUCTURE (GI) PROJECTS:

Consistent with the Watershed Management Plan (WMP), the PWC recommends that GI should be integrated into street restoration projects. In concurrence with the WMP, GI street projects should be included in the streets that are funded by T1. If the street surface is designed and constructed to improve stormwater quality improvement and reduce runoff, then that would be an appropriate allocation of the T1 funds. Alternatively, stormwater projects concurrent with street projects included in the Five-Year Paving Plan could be funded by T1.

# 4 - 7. FACILITY IMPROVEMENTS:

City-owned buildings and facilities are some of the most expensive single assets. Given the critical impacts that roof failures can play in a building's useful life, the PWC prioritized roof repairs. We are recommending project list items 4, 5, 6, and 7 for needed repairs of Public Works assets, which are:

- 4. 1947 Center Street Facility Improvements
- 5. Fire Station 2 Facility Improvements
- 6. Fire Station 6 Facility Improvements
- 7. Corporation Yard Facility Improvements

However, there is concern that the City does not have adequate asset management or funding to continue to maintain buildings and facilities. The recommendations of the Vision 2050 Report recently adopted by the Council begin to address this challenge. The cost of routine maintenance of city-owned buildings should be incorporated into each department's operating budget, and those departments can then allocate funds to Public Works to plan, schedule, and contract for work that cannot be undertaken by City Staff. Bond measures are not an appropriate or cost-effective way to maintain city assets in the long run.

#### 8. BOLLARD IMPROVEMENTS:

There are several types of bollards and diverters in place today - semi-diverters (closing half the street) and full diverters, which either create a cul-de-sac or are placed diagonally across an intersection and force vehicles to turn the corner. Most full diverters have a gap between the bollards and a low steel under-carriage device, which is supposed to only allow passage of fire trucks and other high-clearance vehicles. Nearly all diverters allow bicycles to pass through on the street, while some divert bike passage to the sidewalk. However, as cities across the state saw increasingly constrained budgets following the passage of Proposition 13, less money was available for diverter reconstruction. Thus, most of the original "temporary" diverters still consist of bollards. In some neighborhoods, residents have attempted to beautify the bollard safety elements by planting flowers in them.

#### 9. PATHWAY REPAIRS/IMPROVEMENTS:

For decades, Berkeley paths and steps have served a critical public safety purpose as evacuation routes in times of emergency. In case of fire or earthquake, paths provide egress and can be used by firefighters to bring up equipment if streets are blocked. The Berkeley Pedestrian Master Plan recommends developing a strategy to prevent the loss of existing pathways and to identify opportunities to expand the public pedestrian pathways network in Berkeley. Paths provide an avenue for walking and connect neighbors, as well as to public transportation and shopping areas. They are tree-lined, enchanting, and a peaceful respite from the urban noise beyond. They give all Berkeley residents and visitors access to incredible hillside vistas, parks, and neighborhoods.

# 10. CHANNING GARAGE BATHROOM RENOVATION:

The Channing Garage Bathroom is one of two publicly accessible restrooms in the Southside neighborhood. However, the restroom facility is significantly dilapidated and

heavily relied on by both visitors to the Telegraph Business Improvement District and local unhoused populations. The closest alternate restroom facility is located at People's Park, which is a site soon to be redeveloped and would temporarily result in the elimination of an essential public restroom. Locals, guests, and unhoused residents not only need a renovated and fully accessible restroom capable of meeting occupancy use, but they undeniably deserve safe and dignified restroom facilities to use and tend to their hygiene.

### 11. EMERGENCY POWER SUPPLY SOLAR BATTERIES:

In the face of rapidly accelerating climate change, and in light of Berkeley's declared Climate Emergency, resilience and carbon-free energy supplies both become increasingly important investment criteria. Critical facilities need to have backup power, but diesel generators are not viable long-term, let alone reliable solutions. Solar power tied to batteries offer both continual long-term back-up power and bill savings opportunities even during normal grid-tied operation. The full potential for deployment far exceeds the currently available budget, but selecting a priority pilot project like the North Berkeley Senior Center will provide the City with valuable experience developing and implementing this project. As prices and functionality for both solar power and battery storage improve, the City can provide leadership and impetus in our attempts to decarbonize the economy and build resilience for our community.

# CITYWIDE NON-DEPARTMENTAL PROJECTS

Multiple Non-Departmental Projects were identified by staff, with additional projects being promoted as part of the public outreach process. Table 4 provides a summary of the four non departmental projects that met the requirements of T1 and received a large amount of public support. These projects were not evaluated by the PWC using the prioritization matrix; however, there was agreement between both PWC and PWFC that these four projects should be prioritized for Phase 2 of the T1 program.

Table 4: Citywide Non-Departmental Project

	Project	Estimate	Description
1	MLK Jr. Youth Services Center (YSC)	\$7,000,000	The existing MLK Jr. YSC facility has not been updated since the 1970s. The refurbishment of this facility includes disaster preparedness, electrification, energy efficient building systems, community building.
2	South Berkeley Senior Center (SBSC)	\$3,000,000	Refurbishment of the existing SBSC includes disaster preparedness, electrification, energy efficient building systems, and enhancements to the community building.
3	African American Holistic Resource Center (AAHRC)	\$7,000,000	Refurbishment of an existing City building to allow for the space to be occupied by the AAHRC. Scope includes electrification, energy efficient building systems, community building
4	Restrooms in the Right of Way	\$1,350,000	Installation of new restrooms citywide. Restrooms will be selected from a list of facilities identified in the Citywide Bathroom Study. This project will use energy efficient fixtures and will result in a cleaner environment.
	Total	\$18,350,000	

# PROJECTS REVIEWED BUT NOT RECOMMENDED AT THIS TIME

With over \$800M of need that the City has identified for infrastructure maintenance and improvement, many projects did not make the recommended T1 Phase 2 project list. The full list of projects provided by staff and the public process is included on Table 5. As project costs grow or other funding sources become available, staff may need to reprioritize projects off of this list. That said, there is not nearly enough funding in the T1 program to meet all of the infrastructure needs identified. We as a community will need to continue to support additional funding programs to catch up on historic deferred maintenance of public infrastructure of Berkeley.

Table 5: Projects Discussed but Not Recommended for T1 Phase 2 Funding

Category	Project	Description
Facilities	Fire Station 1	2422 Eighth St
Facilities	Fire Station 3	2710 Russell St
Facilities	Fire Station 4	1900 Marin Avenue
Facilities	Fire Station 5	2680 Shattuck
Facilities	Fire Station 7	3000 Shasta Rd
Facilities	Fire Department Warehouse	1004 Murray St
Facilities	Animal Shelter	1 Bolivar Dr
Facilities	Civic Center Building	2180 Milvia St
Facilities	830 University, Berkeley Health	830 University
Facilities	Telegraph Channing & Oxford	2450 Durant
Facilities	Old City Hall/Veterans, Civic	Downtown Civic Center
Facilities	1001, 1007, 1011 University	1001-1011 University
Facilities	Berkeley Health Clinic Electrical Assessment	830 University
Citywide Facilities	Seismic Upgrades	Citywide
Citywide Facilities	Swipe Access	Citywide
Citywide Facilities	ADA Upgrades	Citywide
Citywide Facilities	Elevators	Citywide
Streets	Citywide Street Maintenance	Citywide
Sidewalks	Sidewalk Improvements identified by ADA Transition Plan Update	Citywide
Sidewalks, bikeways	Ohlone Greenway Improvements (lighting and widening)	Ohlone Greenway

# GENERAL PROGRAM RECOMMENDATIONS

The PWC reaffirms the following General Recommendations included in our review of Phase 2 Specific Project Recommendations:

# A. REPORTING, ACCOUNTABILITY, AND ANALYSIS:

The PWC does not have oversight or review responsibilities under the T1 Policies and Procedures Manual. Should the Council desire routine input or feedback from the PWC in addition to the Staff reports on the progress of T1 Phase 2 projects, the manual should be revised to include reporting information and frequency. Project costs and cost benefits as well as cost avoidance, should be included in the review of projects recommended by Staff. PWC will provide Staff with the Prioritization Decision Support Tool developed in this process so the same process may be followed as Phase 2 is implemented.

# B. STREETS MANAGEMENT PLAN:

The PWC recommends 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.

#### C. VISION 2050:

The PWC reaffirms the recommendations of the Vision 2050 Task Force, adopted by Council in September 2020, summarized in three principles:

- Support vibrant and safe communities
- Be efficient and well-maintained
- Facilitate a green Berkeley and contribute to saving our planet

# D. WATERSHED MANAGEMENT PLAN (WMP):

The WMP should be updated to reflect changing climate knowledge, groundwater management rules, Green Infrastructure Framework, and stormwater 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.

#### E. MARINA MASTER PLAN:

The 2003 Marina Master Plan should be updated to reflect changed conditions, climate change, sea-level rise impacts, and a current vision for future mitigation and adaptation.

#### F. ADA SELF-EVALUATION AND TRANSITION PLAN:

The PWC recommends the inclusion of elements and priorities of the City of Berkeley ADA Title II Transition Plan in projects funded under T1 as the ADA Plan is updated.

The PWC acknowledges that there will be changes in priorities, specific projects, and funding as T1 Phase 2 is completed. We hope to remain a focal point for continued public input, feedback, and voice.

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# **CONTACT PERSON**

Matthew Freiberg, Chair, Public Works Commission, (831) 566-3628 Shane Krpata, Vice Chair, Public Works Commission, (507) 398-6117 Joe Enke, Acting City Engineering & PWC Commission Secretary, (510) 981-6411

# **ATTACHMENT**

1 - PWC Project Prioritization Matrix Phase 2 of the Measure T1 Program

# PBggel 28 of 440 Attachment 1 - PWC Project Prioritization Matrix Phase 2 of the Measure T1 Program

			Project Information	on						atal Flaw Evalua on eliminates the proj			Score ea	ch project on a	scale of 1-5. 5 f	We or projects that ex	eighting totals 10	00% teria, 1 for projects	s that do not a	achieve the goals	s of the critic
					Public Works,	Origin of		Can the project	is this project	If a Study, can	is the proposed		Score ea	Serves	Joane Or 1-3, 5 I		ampiny the criti	and, I for projects	, mar do not a	omeve ale goals	o, the chile
	Staff Priority	Project		Council	Park, or City Wide Benefit	Project (Staff,		be completed with available	repairing or improving	the planned project be	project on City owned or Leased	Is the life of the d asset 40 years	Greatest	Historically Underseved	Health, safety	Environmental Sustainability /	Project	Leveraging		Public Support	rt
ject Name	Y/N	Category	Project Cost	District	Project	Public, other	er) Description		exsiting assets	completed with	T Property	or greater?	Benefit		and resilience			other funding	Feasibility	for Project	Total
																					/
																					4
												Weigh	its 1	1	1	1	1	1	1	2	
				All			Acceleration of Road Resurfacing. Street reconstruction of arterials, collectors, Bus, and														4
citywide Street Rehabilitation	V	01	6 6 750 00		Dublic Works	01-#	Low Stress Bike Network. Strong prerferance for non-asphalt road surface materials.	Yes	V	V	V	Yes	_	•	,	,			_		4
onywide Street Renabilitation	Yes	Streets	\$ 6,750,000	7	Fublic Works	Starr	non-aspirali rodu surface materials.	Yes	Yes	Yes	Yes	res	5		4	4		5	- 5	5	_
elegraph Shared Streets		Transportation	n \$ 8,000,000	0	Public Works	Public	Close Telegraph to through traffic (transit, commercial delivery excepted), add plaza	Yes	Yes	Yes	Yes	Yes	5	5	5	5	3	5	3	5	4
mergency Power Supply Sola	-	Citywide		Various	1 ubile vvolka																4
Batteries		Facilities Citywide	\$ 500,000	Various		Staff	Solar Battery Backup Power at City Buildings	Yes	Yes	Yes	Yes	Yes	4	4	5	5	3	5	5	5	_
ADA Upgrades		Facilities	\$ 10,000,000	0 All		Staff	ADA Compliance Upgrades at City Buildings Funding to Sidewalk repair in residentia	Yes	Yes	Yes	Yes	Yes	4	5	5	5	4	4	5	4	4
				All			neighborhoods where the cost is split between the														4
50/50 Catchup - Citywide by list	Yes	Sidewalks	\$ 1,850,000	0	Public Works	Staff	property owner and the City. Priorty to sidewalks in the ADA Plan	Yes	Yes	Yes	Yes	Yes	4	4	5	5	3	5	3	5	4
Seismic Upgrades		Citywide Facilities	\$ 20,000,000	Various		Staff	HHCS, Fire Stations	Yes	Yes	Yes	Yes	Yes	3	3	5	3	5	5	5	5	
Felegraph Channing & Oxford - Bathrooms		Facilities	\$ 300,000	0 7	Public Works	Staff	Bathrooms and other Upgrades Construction of projects identified for project	Yes	Yes	Yes	Yes	Yes	4	5	5	4	4	4	4	4	_
Jones Street, Heinz Avenue, Tenth Street, Ninth Street,				1, 2, 2004			planning funding in T1 Phase 1. Installation of														4
Sacramento Street center median Bollard conversion to Planters	Yes	Storm Transportation	\$ 2,000,000 n \$ 150,000		Public Works	Staff Public	green infrastructure such as bioswales. Beautification Project	Yes Yes	Yes Yes	Yes Yes	Yes Yes	Yes Yes	3	3	4 4	5 4	5 5	3	5	5	4
•				8		. 3010	Multiple requests including sfety/accessibility improvements. Includes repairs to Garber Path,	100		700	700									i	
							Turnbridge Lane, Visalia Walk, Florida Walk,														4
							Orchard Lane (Upper Section), Vincente Walk, Arlington median stair crossing improvements, and														4
Pathway Repairs	Yes	Transportation Citywide	n \$ 200,000		Public works	Public	others.	Yes	Yes	Yes	Yes	Yes	4	3	5	4	3	3	3	5	4
Emergency Power Supply		Facilities	\$ 500,000		Public Works	Staff	Generator Upgrades at City Buildings Connection Model Yacht Basin to main Lagoor	Yes	Yes	Yes	Yes	Yes	4	3	5	4	3	4	4	4	4
Aquatic Park Ohlone Greenway Improvements (widening & lighting		Storm	\$ 8,000,000	0 2	Public Works Public Works	Staff Public		Yes	Yes Yes	Yes Yes	Yes Yes	Yes Yes	4 5	4	3	3	3	3	3	5	
Elevators		Citywide Facilities	\$ 12,000,000	Various		Staff	Elevator Upgrades and Replacement at City Buildings	Yes	Yes	Yes	Yes	Yes	3	•	4	4	· ·	4	5	3	
1947 Center Street - Seismic Upgrade Design,				4			Seismic Upgrade Design, HVAC, Electrical Control						3	3	4	4	9		3		
HVAC/Electrical, Control Upgrades Parker Street Storm Drain	Yes	Facilities Storm	\$ 1,800,000 \$ 1,000,000		Public Works Public Works	Staff Staff	Upgrades Increase capacity/replacement of aging pipe	Yes Yes	Yes Yes	NA Yes	Yes Yes	NA Yes	3	3	5 4	5	3	4 3	3 4	3	4
Second Street Storm Drain Fire Station 5		Storm	\$ 1,000,000	0 1	Public Works	Staff	Provide Separation from EBMUD Sewer	Yes	Yes	Yes	Yes	Yes	4	3	4	5	3	3	4	3	
Stormwater Infrastructure Repairs/Replacement	Yes	Facilities Storm	\$ 3,200,000 \$ 600,000	0 All	Public Works Public Works	Staff	Lighting, HVAC, Electrical, Lighting, Paint R&R of failed storm drains at various locations	Yes Yes	Yes Yes	Yes Yes	Yes Yes	NA	4	3	4	5	3	3	3	3	
Fire Station 7 Fire Station 6*	Yes	Facilities Facilities	\$ 600,000 \$ 1,300,000	0 6	Public Works Public Works	Staff Staff	Roof Access, Lighting Windows, Leak Repair, Lights, Drill Tower, Molc	Yes Yes	Yes Yes	Yes Yes	Yes Yes	Yes Yes	3	3	5	4	3	4	3	3	
Fire Station 2* Berkeley Health Clinic	Yes	Facilities	\$ 1,450,000	0 4	Public Works	Staff	HVAC, Electrical, Bedrooms, Security, Solar	Yes	Yes	Yes	Yes	NA	3	3	5	4	3	4	3	3	
Electrical Assessment		Facilities	\$ 1,500,000	0 2	Public Works	Staff	Electrical upgrades to main switchboard, two panel boards, and wiring devices.	Yes	Yes	Yes	Yes	Yes	5	5	3	3	3	3	3	3	4
							Configure intersections consistently for bicycle and pedestrian safety so everyone knows what to														
Intersection Repairs 1947 Center Street- Window Replacement		Feelblee	\$ -		Public Works	Public	expect.	Ver	Yes	Yes	Yes	Yes	4	3	4	44	3	3	3	3	4
1947 Center Street- Window Replacement		Facilities	\$ 1,700,000	2	Public Works	Staff	Windows, Leak Repair, Lights, Drill Tower Green Room (B) Lockers, Bathroom, Training	Yes	Yes	Yes	Yes	NA	3	3		5		3	3		_
Corporation Yard Improvements	Yes	Facilities	\$ 2.850.000	0	Public Works	Staff	Room, Floor, Cabinets, Gate, parking, wash station compliance.	n Yes	Yes	Yes	Yes	N/A	3	3	4	3	4	4	4	2	
Public Safety Building		Facilities	\$ 3,000,000	0 4	Public Works	Staff	Electrical, Bullet-Proofing, Misc	Yes	Yes	Yes	Yes	Yes	3	3	5	3	3	3	3	2	
				*																	4
							Elevators														4
1947 Center Street - Other			\$ 8,500,000		Public Works	Staff		Yes	Yes	Yes	Yes	Yes	3	3	4	1	3	3	2	1	
Roofs		Citywide Facilities	\$ 20,000,000	Various 0	Public Works	Staff	Roof Repair/Replacement Needs at City Buildings	Yes	Yes	Yes	Yes	Yes	3	3	4	3	3				
1001, 1007, 1011 University		Facilities	\$ 7,900,000	0 1	Public Works	Staff	General Upgrades	Yes	Yes	Yes	Yes	Yes	5	5	5	•					
				2																	
							General Upgrade														
Fire Station 1 Fire Station 3		Facilities Facilities	\$ 2,100,000 \$ 1,700,000		Public Works Public Works	Staff Staff	Fence, Gate, Leak Repair, Rool	Yes Yes	Yes	Yes	Yes Yes	No No	3	3	5	4	3	4	3	3	_
Fire Station 4*		Facilities	\$ 800,000	0 5	Public Works		Leak Repair, Roof, Floor, Paint	Yes	Yes	Yes	Yes	No	3	3	5	4	3	4	3	3	
				2																	
Fire Department Warehouse Civic Center Building		Facilities Facilities	\$ 800,000 \$ 3,200,000		Public Works Public Works	Staff Staff	General Upgrade Carpets, Windows, HVAC	Yes Yes	Yes Yes	Yes Yes	Yes Yes	No No	3	3	5	4	3	4	3	3	4
830 University, Berkeley Health		Facilities	\$ 2,400,000	0 2	Public Works	Staff	General Upgrade	Yes	Yes	Yes	Yes	No									4
Old City Hall/Veterans, Civic		Facilities Citywide	\$ 130,000,000	Various	Public Works	Staff	Vision Upgrades	No	res	No	res	res									
Swipe Access			\$ 2,000,000		Public Works	Staff	Access/Safety Upgrades at City Buildings	Yes	Yes	Yes	Yes	No	3	3	5	2	5	4	5	1	4
Oberes Objectes					D. H	D	Restripe lane markings & crosswalks. Focus on		V	14	×-										4
Street Striping			\$ -		Public Works	Public	areas near schools and high pedestrian areas.		Yes	Yes	Yes	No	3	3	3	2	3	3	3	3	4
arks and Non Departmental Projects																					
azadero Dining Hall & ADA Improvements Villard Clubhouse/Restroom Replacement	_	Camps Parks - Buildings	\$ 400,000 8 \$ 7,000,000		Parks Parks		Energy emcient fixtures, environmental stewardship community building	Yes Yes	Yes Yes	N/A N/A	Yes Yes	Yes Yes	4	4	4	5 5	3	5	3	5 5	
om Bates Restroom/ Community Space	$\pm$	Parks - Buildings	s \$ 2,900,000	0	Parks		Cleaner environment, energy efficient building systems	Yes	Yes	N/A	Yes	Yes	4	4	4	5	4	3	3	5	
	4	Parks - Buildings Parks - Buildings			Parks		Energy emicient fixtures Energy emicient fixtures	Yes Yes	Yes Yes	N/A N/A	Yes Yes	Yes Yes	5	4	4	5	2	3	3	5	4
Restrooms in Parks Harrison Park - Renovation Restrooms in Parks Onione Park New	+	Structure	\$ 700,000	0	Parks		Outdoor recreation, community building Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	5	3	5	2	3	3	5	
Restrooms in Parks — Onione Park New Aquatic Park Dreamland- New ADA and 2-12		ouucture	\$ 500,000		Parks Parks		Outdoor recreation, community building Outdoor recreation, community building	Yes Yes	Yes Yes	N/A N/A	Yes Yes	Yes Yes	4	5	3	3	5	3	3	3	_
equatic Park Dreamland- New ADA and 2-12 Ohlone (Milvia) 2-5, 5-12, Garden Mural, Exercise		Structure	\$ 400,000	0																	
RESUDONIS III PAIRS — OTIONE PAIR NEW Quatic Park Dreamland- New ADA and 2-12 bhlone (Milvia) 2-5, 5-12, Garden Mural, Exercise ohn Hinkel Lower 2-12, picnic, parking grove Park 2-5, 5-12		Structure	\$ 700,000	0	Parks		Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	3	3	3	3	4	3	3	
vestrouris III Pairis — Officine Pairs New Qualtic Pair Demanden New Abb And 2-12 Dhone (Milvia) 2-5, 5-12, Garden Mural, Exercise ohn Hinkel Lower 2-12, picnic, parking rove Pair 2-5, 2-10. Qualtic Pair Tide Tubes Clean out, Phase 1B Wick Center Pair — Turtle Garden		Structure Structure Parks Parks	\$ 700,000 \$ 500,000 \$ 300,000	0 0	Parks Parks Parks		Outdoor recreation, community building outdoor recreation Outdoor recreation, community building	Yes Yes Yes	Yes Yes Yes	N/A N/A N/A	Yes Yes Yes	Yes Yes	4 4 4	3 5 4	3 4 3	3 5 3	3 5 4	4 4 3	3 3 3	3 5 5	
vestrouris III Felix S — O'IDIDIR P FAIR NEW  Quatte Pair Demanden New Abb And 2-12  Dhlone (Milvia) 2-5, 5-12, Garden Mural, Exercise  on Hinkel Lower 2-12, picnic, parking  Frove Pair 2-5, 5-12  Quatte Pair Kel Pubes Clean out, Phase 18  Livic Center Pair — Turtle Garden  ing Pool tile and plaster		Structure Structure Parks Parks Pools	\$ 700,000 \$ 500,000 \$ 300,000 \$ 350,000	0 0 0 0	Parks Parks Parks Parks		Outdoor recreation, community building outdoor recreation, community building Outdoor recreation, community building	Yes Yes Yes Yes	Yes Yes Yes Yes	N/A N/A N/A N/A	Yes Yes Yes Yes	Yes Yes Yes	4 4 4 4 3	3 5 4 3	3 4 3 3	3 5 3 3	3 5 4 3	4 4 3 3 3	3 3 3 3		
vestrooms in varks – narrson vark - kentowdron vestrooms in varks – uronnor e Park vesk vaguatir Park Dreamland- New ADA and 2-12 holinoe (Mikha) 2-5, 5-12, Garden Mural, Exercise ohn Hinkel Lower 2-12, picnic, parking srove Park 2-5, 5-12 quater Park Tide Tubes Clean out, Phase 18  Novi Center Park – Turtle Garden sing Pool tile and plaster lings Replacement 2 arm to LOOK replacement		Structure Structure Parks Parks	\$ 700,000 \$ 500,000 \$ 300,000 \$ 350,000 \$ 1,200,000 \$ 500,000	0 0 0 0 0	Parks Parks Parks		Outdoor recreation, community building outdoor recreation Outdoor recreation, community building	Yes Yes Yes	Yes Yes Yes	N/A N/A N/A N/A N/A	Yes Yes Yes	Yes Yes	4 4	3 5 4 3 3 3	3 4 3 3 3 5		3 5 4 3 4 3	3	3 3 3 3 3	5	

				nd Optimization			
				Priority Project Inclusion (1 =			
Performance Rank	Project Value	Value Rank	Cumulative Cost	include, 0 = exclude)	Priority Cost	Priority Max	PWC Budge
1	6	20	\$ 6,750,000	1	\$ 6,750,000	783	\$ 17,750,0
1	5	21	\$ 14,750,000	0	\$ -		Cost of priority
1	82	4	\$ 15,250,000	1	\$ 500,000		\$ 17,750,
4	4	23	\$ 25,250,000	0	\$ -		
6	21	12	\$ 27,100,000	1	\$ 1,850,000		
8	127	26 3	\$ 47,100,000 \$ 47,400,000	0 1	\$ - \$ 300,000		
8	19	14	\$ 49,400,000	0	s -		
11	247	1	\$ 49,550,000	1	\$ 150,000		
17	175	2	\$ 49,750,000	1	\$ 200,000		
17 17 17	70 4 0	5 22 29	\$ 50,250,000 \$ 58,250,000 \$ 58,250,000	0 0 0	S - S -		
22	3	29	\$ 70,250,000	0	\$ -		
24	18	15	\$ 72,050,000	1	\$ 1,800,000		
27	32	8	\$ 73,050,000	0	\$ -		
27 27	32 10	8 18	\$ 74,050,000 \$ 77,250,000	0	\$ - \$ -		
31	52	6	\$ 77,850,000	1	\$ 600,000		
31	52	6	\$ 78,450,000	0	\$ -		
31	24	10	\$ 79,750,000	1	\$ 1,300,000		
31	21	11	\$ 81,200,000	1	\$ 1,450,000		
31	21	13	\$ 82,700,000	0	\$ -		
36	0	29	\$ 82,700,000	0	\$ -		
39	17	16	\$ 84,400,000	0	\$ -		
39	10	17	\$ 87,250,000 \$ 90,250,000	1	\$ 2,850,000		
43	9	19	\$ 90,250,000	0	\$ -		
44	2	25	\$ 98,750,000	0	\$ -		
45	1	28	\$ 118,750,000	0	s -		
46	2	27	\$ 126,650,000	0	\$ -		
47 47	0	29 29	\$ 128,750,000 \$ 130,450,000	0	\$ - \$ -		
47	0	29	\$ 131,250,000	0	\$ -		
47 47	0	29 29	\$ 132,050,000 \$ 135,250,000	0	\$ - \$ -		
47	0	29	\$ 137,650,000	0	\$ -		
47	0	29	\$ 267,650,000	0	\$ -		
47	0	29	\$ 269,650,000	0	s -		

Parks and Non Departmental Projects																			
Cazadero Dining Hall & ADA Improvements	Camps	\$ 400,0	00	Parks	Energy emicient fixtures, environmental stewardship	Yes	Yes	N/A	Yes	Yes	4	4	4	5	3	5	3	5	
Willard Clubhouse/Restroom Replacement	Parks - Buildings	\$ 7,000,0		Parks	community building	Yes	Yes	N/A	Yes	Yes	4	4	4	5	4	3	3	5	
Tom Bates Restroom/ Community Space	Parks - Buildings	\$ 2,900,0	00	Parks	Cleaner environment, energy efficient building systems	Yes	Yes	N/A	Yes	Yes	4	4	4	5	4	3	3	5	
Restrooms in Parks Harrison Park - Renovation	Parks - Buildings	\$ 450,0	00	Parks	Energy emicient fixtures	Yes	Yes	N/A	Yes	Yes	5	4	4	5	2	3	3	5	
Restrooms in Parks Onione Park New	Parks - Buildings	\$ 500,0	00	Parks	Energy emicient fixtures	Yes	Yes	N/A	Yes	Yes	5	4	4	5	2	3	3	5	
Aquatic Park Dreamland- New ADA and 2-12	Structure	\$ 700,0	10	Parks	Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	5	3	5	2	3	3	5	
Ohlone (Milvia) 2-5, 5-12, Garden Mural, Exercise	Structure	\$ 500,0	00	Parks	Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	5	3	3	4	3	3	4	
John Hinkel Lower 2-12, picnic, parking	Structure	\$ 400,0	00	Parks	Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	3	3	3	5	3	3	3	
Grove Park 2-5, 5-12	Structure	\$ 700,0	00	Parks	Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	3	3	3	3	4	3	3	
Aquatic Park Tide Tubes Clean out, Phase 1B	Parks	\$ 500,0	00	Parks	outdoor recreation	Yes	Yes	N/A	Yes	Yes	4	5	4	5	5	4	3	5	
Civic Center Park – Turtle Garden	Parks	\$ 300,0	00	Parks	Outdoor recreation, community building	Yes	Yes	N/A	Yes	Yes	4	4	3	3	4	3	3	5	
King Pool tile and plaster	Pools	\$ 350,0		Parks	Outdoor recreation and fitness, community building	Yes	Yes	N/A	Yes	Yes	4	3	3	3	3	3	3	3	
Pilings Replacement	vvaterrront	\$ 1,200,0	10	Parks	marina sarety, outdoor recreation	Yes	Yes	N/A	Yes	Yes	3	3	3	5	4	3	3	3	
D and E Dock Replacemen	vvaterrront	\$ 500,0	00	Parks	recreation	Yes	Yes	N/A	Yes	Yes	3	3	5	5	3	3	3	4	
K DOCK Restroom Renovation	vvaterrront	\$ 400,0	00	Parks	Energy emicient fixtures	Yes	Yes	N/A	Yes	Yes	3	3	4	5	3	3	3	4	
Cesar Chavez Park Restroom (on Spinnaker	vvaterrront	\$ 350,0	00	Parks	Cleaner environment, energy emicient fixtures	Yes	Yes	N/A	Yes	Yes	3	4	4	5	3	4	3	5	
	Non-PW																		
Citywide Restrooms (add'l)	Facilities	\$ 1,350,0	0 CW	City	Restroom installation in Public Right of Way	Yes		Yes	Yes	Yes	4	5	5	4	4	4	5	5	/ /
SBSC - Seismic Upgrades	Non-PW Facilities	\$ 3,000,0	10 3	City	Lire Sarety Seismic Opgrades for Care & Shelter Facility	Yes	Yes	Yes	Yes	Yes	3	4	5	5	5	3	5	3	
Y.A.P./MLK Youth Services Center	Non-PW Facilities	\$ 7,000,0	10 3	City	Facility Repairs/Renovations	Yes	Yes	Yes	Yes	Yes	4	5	5	3	3	3	5	5	
ufrican American Holistic Resource Center	Yes Facilities	\$ 7,000,0	10 3	City	Development of an Amican American Hollstic Resource Center facility	Yes	No	Yes	No	Yes	. 5	5	4	3	4	4	5	5	



Attachment 3

Parks & Waterfront Commission

To: Honorable Mayor and Members of the City Council

From: Parks and Waterfront Commission

Submitted by: Jim McGrath, Chair, Parks & Waterfront Commission

Subject: Recommended Action on T1 Phase 2 Projects

# INTRODUCTION

The Parks and Waterfront Commission appreciates the trust that the City Council and the citizens of Berkeley have given to us to manage a portion of the \$100 million T1 bond. We are nearing completion of over \$40 million in projects throughout the City, and we have leveraged an additional \$20 million in outside funding to begin the important task of repairing our infrastructure and parks.

After a series of focus group and larger area meetings, the Parks and Waterfront Commission has reached a consensus on a recommendation for projects that we recommend for funding under T1 Phase 2. We reached this recommendation after listening carefully and extensively to the public and after a series of discussions with city staff and our colleagues on the Public Works Commission. This recommendation was adopted by the full Parks and Waterfront Commission, on November 19, 2020.

Our recommendation includes a specific list of recommendations for projects under T1, additional recommendations for projects that could be funded with the Parks Tax, and a program to develop project concepts for the future.

#### BASIS FOR RECOMMENDATION

The Parks and Waterfront Commission used a series of criteria, described below, to help establish these recommendations. The Commission recommendations were also based on input from the public in more than 35 public meetings and hundreds of emails, as well as public comment at Commission meetings. Recommendations were also based on input from staff regarding highest priority unfunded needs.

Recommendations were also informed by our previous efforts at recommending projects for Phase 1 of the T1 bonds, the Final Report of our Sustainability Subcommittee, from September 14, 2016, and the more recent recommendations of the Vision 2050 Task Force. Those efforts recommended that we consider:

• Plan to reduce water consumption

- Modify landscaping to enhance resiliency and reflect more frequent droughts
- Develop natural streetscapes that provide ecosystem services and support urban biodiversity
- Construct complete streets
- Increase the tree canopy to serve these purposes and reduce heating

Thus, part of our orientation in formulating this recommendation is to look to the future conditions of Berkeley, which will be hotter and dryer, as well as considering infrastructure that needs repair. Providing additional improvements in parts of the city that have fewer parks, and in areas that have received less funding over the past decade, and addressing racial equity played a major part in formulating the criteria described below in order to form a recommendation.

# **CRITERIA**

The Parks and Waterfront Commission adopted the following criteria upon which to base project selection for T1 funding. These criteria were decided upon for Phase 1 based on input from the City Council, the Commission, and the community. Criteria were updated in 2020 for Phase 2 as described below.

- Greatest Benefit: Project provides impact to the greatest number of Berkeley residents. For Phase 2, additional consideration is given to creation of a memorable project to inspire a broad spectrum of residents.
- Equity: Consideration of geographic and demographic distribution of projects. For Phase 2, additional consideration of racial equity, gender equity, and equity among users of different age groups and income levels. In addition, our park system should reflect the fact that this was once all land occupied by Native Americans.
- Health, safety, and resilience: Project addresses public health and safety, such as improvements for disaster preparedness or emergency response.
- Environmental Sustainability/Durability: Project which improves water quality, have elements of green infrastructure, or also include energy, climate, or other zero waste goals. Project uses durable elements or technologies that may lower long term cost. For Phase 2, additional consideration given to projects that support climate change resilience.
- Project readiness: Considering projects that are underway or already shovelready.
- Leveraging other funds: Project utilizes other funding sources.
- Feasibility: Consideration of
  - the ability to complete a project/sequencing: project does not have any known barriers that will substantially delay or prevent completion.
  - renovating infrastructure before end of useful life to avoid larger expense or closure of amenity.

While individual projects may not all meet all criteria, most projects should meet most criteria in order to merit recommendation by the Commission.

# I. PROJECTS THAT WE RECOMMEND BE FUNDED WITH T1 FUNDS

Projects listed below have been recommended for funding with T1 Phase 2 funds. For each project, the rationale, as determined by the criteria listed above, is provided.

Project	Cost	Rationale/Primary Criteria
MLK Jr. Youth Services Center	\$7,000,000	Greatest Benefit: Providing free programming to youth who benefit from its programs and who are predominantly youth of color and low income. These programs have an impact on youth throughout their lives as testified in public comment.  Equity: Youth that benefit from programs are predominantly youth of color and low-income, provides free programming.  Health/Safety/Resilience: Disaster preparedness of a community building. Health and safety of after-school programming is increasingly important in pandemic context.  Sustainability/Durability: Disaster preparedness/electrification/ efficient building systems for a community building that serves youth. Care and Shelter facility.  Leveraging other funds: \$1.4m FEMA grant application pending
South Berkeley Senior Center	\$3,000,000	Equity: Benefits for seniors including people of color, low-income. Provides investment in historically under-invested South Berkeley community resources.  Health/Safety/Resilience: Programming to support public health among seniors. Seismic safety and resilience critical for disaster preparedness in a community building.  Sustainability/Durability: Ensure building durability in case of earthquake. Care and Shelter facility.
African American Holistic Resource Center	\$7,000,000	Equity: Center with mission to eliminate inequities and provide culturally responsive services for African American community in Berkeley. Health/Safety/Resilience: Center will address social determinants of health and mental health among African American community. Sustainability/Durability: Project includes electrification, energy-efficient building systems Leveraging Other Funds: \$250k available for planning

Project	Cost	Rationale/Primary Criteria
Restrooms in the ROW (2)	\$1,350,000	Greatest Benefit: Benefit all in the community Equity: Support human dignity across economic inequities Health/Safety/Resilience: Support human health and public safety Sustainability/Durability: Reduce environmental impacts of human waste. Energy-efficient fixtures. Project Readiness: Community process completed to identify sites and other priorities. Leveraging other funds: Funds already supported study and community process.
Cazadero Camp Dining Hall & ADA Improvements	\$400,000	Equity: Cazadero camp provides a camp experience for a wide spectrum of Berkeley children. ADA improvements are critical to allow camp access for all children.  Health/Safety/Resilience: Dining hall improvements and ADA improvements are necessary to maintain a safe camp environment for Berkeley children.  Leveraging other funds: The camp tenant pays a significant portion of funds for facility maintenance, therefore T1 spending leverages private camp funding to maintain and improve the camp.
Willard Clubhouse/ Restroom Replacement	\$7,000,000	Greatest Benefit: Willard park draws users from the surrounding neighborhood and, due to the after school and youth recreation programs provided, draws users from across the City  Equity: The project supports racial and economic equity as the Clubhouse is a location for heavily used youth after-school programs. The project also supports geographic equity, as the southeast quadrant of the city contains fewer city parks and less park land than other quadrants of Berkeley.  Health/Safety/Resilience: Provision of a new restroom supports public health and safety.  Project Readiness: An extensive community process and conceptual design for the project has already been completed.  Leveraging Other Funds: Planning for this project was funded through T1 Phase 1, therefore completion of the project takes advantage of the funds already allocated.

Project	Cost	Rationale/Primary Criteria
Tom Bates Restroom/ Community Space	\$2,900,000	Greatest Benefit: The Tom Bates fields draw users from across the City and therefore provides benefit to a high number of Berkeley residents.  Health/Safety/Resilience: Restrooms support public health, safety, and human dignity, as well as environmental health.  Environmental Sustainability/Durability: Restrooms support a clean environment. Building systems will be energy efficient.  Project Readiness: Public input, planning and conceptual design were completed in Phase 1.  Leveraging Other Funds: Phase 1 funds were allocated to planning and design, therefore completion of the project takes advantage of previously-allocated funds.
Harrison Park Restroom Renovation	\$450,000	Greatest Benefit: Harrison Park has both a neighborhood draw as well as a citywide draw for users of the skate park and sports field, therefore facilities in this park have a wide public benefit.  Health/Safety/Resilience: Provision of restrooms support public health, environmental safety, and human dignity.  Environmental Sustainability/Durability: Energy efficient fixtures proposed.  Project Readiness: Public input received in citywide restroom study.
Ohlone Park New Restroom	\$500,000	Greatest Benefit: Ohlone Park has both a neighborhood draw as well as a citywide draw for users of the sports field, dog park and bike/walking paths, including access to the North Berkeley BART station and the North Berkeley Senior Center, therefore facilities in this park have a wide public benefit.  Health/Safety/Resilience: Provision of restrooms support public health, environmental safety, and human dignity.  Environmental Sustainability/Durability: Energy efficient fixtures proposed.  Project Readiness: Public input received in citywide restroom study. Project supported by active volunteer group.

Project	Cost	Rationale/Primary Criteria
Ohlone Park Lighting	\$700,000	Greatest Benefit: Ohlone Park draws use from neighboring residents, as well as citywide users who use the park for recreational purposes or to access North Berkeley BART or the North Berkeley Senior Center.  Equity: Park lighting, especially on well-traveled access paths, supports gender equity, facilitating safe access at nighttime. Lighting also facilitates equitable use among diverse age groups, including those seeking to access the North Berkeley Senior Center or adjacent public transit.  Health/Safety/Resilience: Adequate lighting promotes safe use of the park.
Ohlone Park (Milvia) 2-5 playground, 5- 12 playground, Garden Mural, Exercise Equipment	\$500,000	Greatest Benefit: Playgrounds Ohlone Park draw neighborhood as well as citywide use. Garden mural provides cultural and artistic benefit to the many citywide residents who use or pass through the park. Exercise equipment would benefit neighborhood and citywide users.  Health/Safety/Resilience: New playground equipment is critical to child safety. Exercise equipment provides a public health benefit, particularly in the current pandemic context when outdoor exercise is encouraged.  Equity: The very name of the park evokes the Native American heritage of the area, and this park received no funding in phase 1.  Project Readiness: Conceptual design in progress.  Leveraging Other Funds: \$600k allocated from FY21 parks tax.
John Hinkel Lower 2-12 playground, picnic, parking	\$400,000	Health/Safety/Resilience: New playground equipment is critical to child safety. Project Readiness: Final design in progress. Leveraging Other Funds: \$800k allocated from FY21 parks tax.
Grove Park 2- 5 playground, 5-12 playground	\$700,000	Equity: This project allocates funding to historically under-invested South Berkeley. Health/Safety/Resilience: New playground equipment is critical to child safety. Leveraging Other Funds: This project could be leveraged with a possible Proposition 68 State parks

Project	Cost	Rationale/Primary Criteria
		grant.
Aquatic Park Tide Tubes Clean out, Phase 1B	\$500,000	Environmental Sustainability/Durability: Must sleeve the tubes to prevent further damage and remove dredged material to protect water quality. Improved water quality in the Aquatic Park lagoon, improved lagoon ecology.  Project Readiness: Final design complete.  Leveraging Other Funds: Possible planning grant for Measure AA funding from the Bay Restoration Authority.  Feasibility: Important infrastructure renovation before end of useful life to avoid larger expense or further environmental detriment to the lagoon.
Civic Center Park - Turtle Island Monument	\$300,000	Greatest Benefit: The Turtle Island Monument is a vital component of Civic Center Park - District 4's sole neighborhood park - and a central feature drawing all Berkeley residents & visitors alike. The project's enhanced design, including increased biodiversity and sustainable pollinator plantings, will beautify and benefit the entire Berkeley community.  Equity: Will honor the cultural heritage, community, and ongoing contributions of the Ohlone plus other Native Peoples.  Health/Safety/Resilience: The current derelict fountain remains a serious public health risk; the new design addresses and resolves these safety risks.  Project Readiness: Conceptual design in progress. Feasibility: Renovating this park feature will prevent immense and increasing ongoing maintenance costs that are created by the current context.
King Pool tile and plaster	\$350,000	Greatest Benefit: The King pool is used and enjoyed by residents from across the city. Berkeley has limited pools, and maintaining the pools that we do have is critical to provide the benefit of public pools to Berkeley residents.  Health/Safety/Resilience: In the current pandemic context, outdoor exercise and recreation provided by pools is a benefit to public health.  Feasibility: This project competes an important renovation before the end of the useful life of the pool to avoid larger expense or pool closure.

Project	Cost	Rationale/Primary Criteria
Marina Pilings Replacement	\$1,200,000	Greatest Benefit: The marina is a destination for many in the city, including those who do not own boats. It is essential to replace many of the original pilings before they fail catastrophically and damage tenants and jeopardize revenue.  Project Readiness: Design currently underway Resilience:
D and E Dock Replacement	\$500,000	Leveraging Other Funds: This project would leverage a \$5.5 million State loan.  Project Readiness: Design currently underway.
K Dock Restroom Renovation	\$400,000	Greatest Benefit: Improvements to the utility of the docks provide a wide and important benefit.  Health/Safety/Resilience: Provision of restrooms support public health, environmental safety, and human dignity.
Cesar Chavez Park Restroom (on Spinnaker)	\$350,000	Greatest Benefit: Cesar Chavez Park is an incredibly unique park that allows all Berkeley residents to take advantage of limited shoreline land for recreational use, and as such, improvements to the utility of the park provide a wide benefit.  Health/Safety/Resilience: Provision of restrooms support public health, environmental safety, and human dignity.  Leveraging Other Funds: Utility hook-ups as part of Marina Streets project

# II. PROJECTS THAT WE RECOMMEND BE FUNDED WITH PARKS TAX THROUGH THE BUDGET PROCESS

The ongoing theme of all public outreach associated with the T1 process is that there are many more worthy projects than can be funded through the T1 Phase 2 funding pool. Therefore it is worth considering the upcoming allocation of Parks Tax dollars through the budget process, and the priority projects that might be included.

These projects do not require bond funding, and are currently proposed by staff as a direct result of the listening sessions associated with T1.

# FY22 Capital Expenditures:

- Aquatic Park Pathways and Parking Lot Paving
- King School Park 2-5, 5-12 Play Structures
- West Campus Filters
- John Hinkel Hut

# FY23 Capital Expenditures:

- \*Bicycle Park
- Glendale LaLoma 2-5 Play structure
- \*Pickleball Courts
- Skate Park Fencing
- West Campus Plaster Replacement
- A public process is necessary for these projects

# III. PLANNING FOR THE FUTURE

#### A. GREENING BERKELEY

We received extensive public comment that, where possible, pavement should be removed and landscaping should be added to provide benefits to flood control, pollinators, water quality, and the urban heat island. This recommendation is consistent with the recommendations of the Vision 2050 report that recommended planting additional trees in the flatter portions of Berkeley. It is also consistent with the "Adopt-a-Spot" program that the Council referred to the Commission to develop a recommendation. There are a number of streets such as Sacramento Street where landscaping could be modified over time to have higher habitat value, and possibly to create community gathering spots. There are other streets that may have more pavement than is now needed, particularly those that once carried Red Cars, and others where bollards have restricted through-traffic.

These recommendations, considered as a whole, offer an innovative approach to infrastructure in Berkeley over the long term. Reducing areas of pavement where feasible, continue to prioritize the preservation of trees in all infrastructure project, increasing our tree canopy, and the habitat value of new plantings are at the heart of previous efforts on sustainability and the Vision 2050 report. However, we believe that more work is needed to identify the specific projects and funding mechanisms. For example, while using Sacramento Street to slow water flow has great appeal, it is not clear how such a project can be implemented without damaging the existing trees, or what underground utilities may pose challenges in pursuing this concept. Therefore, we intend to establish a subcommittee to consider these issues, along with the direction we have received from East Bay Municipal Utility District to reduce water consumption in our parks and avoid irrigation of turf in street medians. This effort is one of the first steps we must take to bring the recommendations of the Vision 2050 report into fruition. This

recommendation includes \$150,000 for removing street diversion bollards and replacing them with planting areas as a pilot for the larger, long term effort.

Some funding for this program can come from the Parks Tax and the Clean Water Fund over time if a program is developed.

B. WE RECOMMEND CONTINUED WORK ON THE FOLLOWING PROJECTS THAT ARE HIGH PRIORITY BUT EXCEED THE RESOURCES AVAILABLE UNDER T1 PHASE 2

- Frances Albrier/San Pablo Park Community Center and Pool
- Replace Berkeley Pier either as a City project or cooperatively with a new ferry service
- Renovate King Pool
- Enhance Aquatic Park, including making it more resilient to sea level rise, improving pathways on the west side, and developing new areas for active recreation.
- Develop a vision for how Berkeley can adapt to sea level rise and still retain access to its waterfront.

Many on our Commission were strongly in support of investing in Frances Albrier Center to create an inspirational community center, and those who participated in the planning effort were strongly in favor of the vision they created, which included a community pool. It is not possible to renovate or rebuild Willard Pool, and we fear that many children in our city will not have an opportunity to learn to swim. We have already seen the climate warm, and people have begun to swim in the bay, some swimming nearly daily, so the need for a new pool is apparent.

We also heard strong support for rebuilding the Berkeley Pier, and a willingness to consider sharing a new pier with a new Ferry facility with the Water Emergency Transit Authority (WETA). Reconstruction of the pier by Berkeley acting alone is clearly beyond the funding available in T1, and the City has begun to update its specific plan for the Berkeley Marina. We don't anticipate that project reaching construction for several years, but we plan to continue that work.

King Pool remains an important facility, and we believe it is more important to renovate it with a comprehensive project rather than make a series of small repairs that would only extend its useful life for a limited period. That being said, the single small repair proposed as part of Measure T1 Phase 2 funding allocations is critical in the immediate term to extend the life of the pool as we prepare for a more comprehensive renovation.

Aquatic Park is one of Berkeley's largest parks, and has benefited from the rehabilitation of the tide tubes, improvements on the North end, and volunteer efforts like those of Untrash East Bay. We considered reconstruction of Dreamland, but decided not to recommend that because the existing structure is unique in Berkeley, and because we think it is time to completely revision Aquatic Park. The City has

applied for grants from the San Francisco Bay Restoration Authority, and we anticipate that the City will eventually receive grants. We also understand that reconstruction of the Ashby interchange will involve elimination of the on-ramp at Potter, providing an opportunity to make changes at the southern end of the lagoon and improve habitat, increase water circulation while mitigating flood risk. We think patience and further work in developing a more comprehensive vision for Aquatic Park will be rewarded by allowing us to improve the park as a signature park and habitat that will be resilient for decades.

While it is clear that the funds in T1 will not allow construction of any of these projects at this time, it is vital that city staff, city Commissions, and the interested public continue to refine these ideas. We remain hopeful that a new Congress will see the need to invest in infrastructure as a way to respond to the economic damage done by the pandemic. We want to make sure that Berkeley is well positioned to move forward with one of these projects if Federal or State funding is made available.

#### C. MAINTENANCE

Members of the Parks and Waterfront and Public Works Commission and the public are concerned that the projects that will be built using T1 funds must be properly maintained over time to fulfill their promise to the people of the City. The restrooms proposed within parks here replace existing port-a-potties, and will save those costs and make maintaining clean facilities easier and cheaper. However, we have also concurred in the staff recommendation for two restrooms in the right of way. In these areas, the city also maintains port-a-potties, so the increased costs of maintaining new restrooms will be partially offset by reducing those costs. City staff has estimated that maintaining these new facilities will cost approximately \$180,000 per year. We certainly think those costs are warranted for the water quality and quality of life benefits of reducing human waste in our city. To make sure that these costs are properly budgeted, and to carry out one of the recommendations of the Vision 2050 report, we recommend that the City evolve its budgetary approach to public facilities to include asset management for all facilities that require maintenance over time. We recommend that asset management become an element of the city's budget process.

ATTACHMENT 4
Measure T1, Phase 2
Phasing and Funding of 2A and 2B

Project Area	Site Description	Total Cost	Notes	Status	Sustainability/Resilience	Phase 2a Apr 2021 to Mar 2024	Phase 2b Nov 2022 to Oct 2025	Total
	MLK Jr. Youth Services Center	\$7,000,000	\$1.4M FEMA Grant App. Pending	Not started	Disaster preparedness,	\$ 1,000,000	\$ 6,000,000	\$7,000,000
Care and Shelter	South Berkeley Senior Center	\$3,000,000	Renovation 5 yrs ago; needs seismic	Not started	electrification, energy efficient building systems, community building	\$ 300,000	\$ 2,700,000	\$3,000,000
and Non- Departmental Citywide Facilities	African American Holistic Resource Center	\$7,000,000	\$250k available for planning	Not started	Electrification, energy efficient building systems, community building	\$ 1,000,000	\$ 6,000,000	\$7,000,000
	Restrooms in the ROW (2-3)	\$1,350,000	Sites identified in study	Not started	Cleaner environment, energy efficient fixtures		\$ 1,100,000	\$1,350,000
	Subtotal	\$18,350,000				\$ 2,550,000	\$ 15,800,000	\$18,350,000
Camps	Cazadero Dining Hall & ADA Improvements	\$400,000	Total Project \$1.2M/CPAC Supplement \$800k	Not started	Energy efficient fixtures, environmental stewardship	\$ 400,000		\$400,000
	Willard Clubhouse/Restroom Replacement	\$7,000,000	Planning in Phase 1	Conceptual design complete	Electrification, energy efficient building systems, community building	\$ 1,000,000	\$ 6,000,000	\$7,000,000
Buildings in Parks	Tom Bates Restroom/ Community Space	\$2,900,000	Planning in Phase 1	Conceptual design complete	Cleaner environment, energy efficient building systems	\$ 250,000	\$ 2,650,000	\$2,900,000
	Restrooms in Parks:							
	Harrison Park - Restroom Renovation	\$450,000		Not started	Energy efficient fixtures	\$ 100,000		\$450,000
	Ohlone Park - New Restroom	\$500,000		Not started	Energy efficient fixtures	\$ 500,000		\$500,000
	Ohlone (Milvia) Ages 2-5, 5-12, Garden Mural, Exercise	\$500,000	\$1.1M Total Project/\$600k in FY 21 PT-Gap \$500k	Conceptual design in progress	Outdoor recreation, community building	\$ 500,000		\$500,000
Parks -Play Structures	John Hinkel Lower Ages 2-12, picnic, parking	\$400,000	\$1.2M Total Project/\$800k in FY 21 PT- Gap \$400k	Final design in progress	Outdoor recreation, community building	\$ 400,000		\$400,000
	Grove Park Ages 2-5, 5-12	\$700,000	Possible Prop 68 Grant	Not started	Outdoor recreation, community building	\$ 700,000		\$700,000
Parks	Aquatic Park Tide Tubes Clean out, Phase 1B	\$500,000	Possible Dev. Funding	Final Design Complete	Cleaner environment, improved lagoon ecology, outdoor recreation	\$ 500,000		\$500,000
	Ohlone Park Lighting	\$700,000		Not started	Energy efficient fixtures, safety	\$ 200,000		\$700,000

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Project Area	Site Description	Total Cost	Notes	Status	Sustainability/Resilience	Phase 2a Apr 2021 to Mar 2024	Phase 2b Nov 2022 to Oct 2025	Total
Parks	Civic Center Park – Turtle Garden	\$300,000		Conceptual design in progress	Outdoor recreation, community building	\$ 300,000		\$300,000
Pools	King Pool Tile and Plaster Replacement	\$350,000		Not started	Outdoor recreation and fitness, community building	\$ 350,000		\$350,000
	Piling Replacements	\$1,200,000	\$2.5M Total Project/ This would replace worst	Design underway	Marina safety, outdoor recreation	\$ 1,200,000	)	\$1,200,000
Waterfront	D and E Dock Replacement	\$500,000	\$6M Total Project/ \$5.5M in State Loan	Not Started	Energy efficient upgrades, Marina safety, outdoor recreation	\$ 500,000	) \$ -	\$500,000
	K Dock Restroom Renovation	\$400,000		Not Started	Energy efficient fixtures	\$ 75,000	\$ 325,000	\$400,000
	Cesar Chavez Park - New Restroom (on Spinnaker)	\$350,000	Utility hook ups as part of Marina Streets Project	Not Started	Cleaner environment, energy efficient fixtures	\$ 50,000	\$ 300,000	\$350,000
	Subtotal - PRW	\$17,150,000				\$ 7,025,000	\$ 10,125,000	\$17,150,000
					•			
Streets	T1 Streets Contribution to Annual Street Paving: Street Reconstruction of Arterials/Collectors and Vision Zero, Bus Network, and Bike/Ped Plan Improvements	\$6,750,000	Accelerate Paving Improvements Citywide	Need coordination with TC, PWC and bike groups	Bus and bike network	\$ 3,750,000	3,000,000	\$ 6,750,000
	Bollard Conversion to Landscaping	\$150,000	Conversion of Bollards to Planter/Garden Boxes		Community building	\$ 150,000		\$ 150,000
Sidewalks	Sidewalks Maintenance & Safety Repairs	\$1,850,000	Accelerate Sidewalk Improvements Citywide	50/50 list	Pedestrian access	\$ 1,500,000	\$ 350,000	\$ 1,850,000
Pathways	Pathway Repairs/Improvements	\$200,000	Repairs and improvements to pathways, including handrails	Coordinate with Path Wanderers	Pedestrian access, Disaster preparedness	\$ 200,000		\$ 200,000
Storm	Stormwater Infrastructure Repairs/ Replacement	\$600,000	Repair and Replacement of failed storm drains at various locations		Water quality	\$ 600,000	)	\$ 600,000
Facilities	1947 Center Street Improvements:  Seismic Upgrade Design  HVAC/Electrical, Control Upgrades		Safe, Sustainable and Resilient Improvements 1947 Center St	Design \$150,000 COVID critical	Disaster preparedness, energy efficient building systems, air quality	\$ 1,800,000		\$ 1,800,000
Facilities	Fire Stations  FS2 - HVAC, Electrical, Bedrooms, Security,  Solar, Roof  FS6 - Windows, Energy Efficiency		Emergency Response Fire Station 2 Fire Station 6		Community safety, energy efficient building systems	\$ 200,000	\$ 2,550,000	\$ 2,750,000

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Project Area	Site Description	Total Cost	Notes	Status	Sustainability/Resilience	Phase 2a Apr 2021 to Mar 2024	Phase 2b Nov 2022 to Oct 2025	Total
Facilities	PW Corp Yard  Facililty Assessment  Gate, Paving, Parking, Fuel Island  Wash Station Compliance  Green Room Lockers, Bathroom,  Training Room, Floor, Cabinets  Storage Room - Roof Repair  Generator Upgrades			Design \$200,000 Assessment needed first	Community safety, energy efficient building systems, electric vehicle charging	\$ 1,300,000	\$ 1,550,000	\$ 2,850,000
	Oxford & Telegraph Channing Garage Restrooms Emergency Power Supply Solar Batteries	\$300,000	Added by PWC  Added per PWC	TCG will coincide with elevator replacement Need assessments,	Engergy Efficient Building	\$ 300,000		\$ 300,000
	Subtotal - PW	\$17,750,000		designs/redesigns	Systems	\$ 100,000 <b>\$ 9,900,000</b>		\$ 500,000 <b>\$ 17,750,000</b>

Revenue	
Bonds sold	65,000,000
Interest	2,000,000
	67,000,000

Expenditures	Phase 2a	Phase 2b	Total
Projects	\$19,475,000	\$33,775,000	\$53,250,000
Staff/FESS Art	\$4,260,000 \$300,000		\$7,100,000 \$650,000
Phase 1	\$6,000,000	)	\$6,000,000
Total	30,035,000	36,965,000	\$67,000,000

Bond sale	Phase 2a	Phase 2b	Total	
Interest (est.)	896,567	1,103,433	2,000,000	
Bonds needed (est.)	29,138,433	35,861,567	65,000,000	



CONSENT CALENDAR September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin (Author), Councilmember Rigel Robinson (Cosponsor)

Subject: 51B BRT + University/Shattuck Corridor Mobility Improvements

# RECOMMENDATION

- 1) Refer to the City Manager commencement of a feasibility analysis and community engagement process to develop options for the implementation of Bus Rapid Transit (BRT) improvements along AC Transit's 51B route; options are to be developed in tandem with internal city departments, including Public Works, Fire, Police Traffic Unit, and Economic Development, and interagency partners, including AC Transit, the Alameda County Transportation Commission, BART, Caltrans, UC Berkeley, and WETA; community engagement is to emphasize students, transportation advocates, transit riders, the disability rights community, the faith community, the senior community, local merchants, the business community, the arts community, and tenants; consultation with AC Transit and UC Berkeley Bear Transit on planning, scoping, and implementation is to begin as soon as possible; staff are encouraged to explore and pursue quick build improvements.
- 2) Refer \$150,000 to the FY 2024-2025 budget process to increase the budget for the city's ADA Transition Plan capital project to prioritize and implement ADA improvements at the city's intersections, such as curb cuts, auditory functions of crossing signals, bulb-outs, shortening crossing distances, and other safety improvements.
- 3) Refer \$150,000 to the FY 2025-2026 budget process for consulting costs to conduct corridor studies along University Avenue, from Seawall Drive, to Oxford Street, and along Oxford Street and Fulton Street, from Virginia Street to Durant Avenue, to identify appropriate road safety improvements that advance cityadopted safety, transportation, and climate goals and are continuous with work currently underway on the Addison Bicycle Boulevard, and explore improvements for curb management, i.e. accessible parking (blue curbs), management of curb space for third party delivery service, etc.

#### POLICY COMMITTEE RECOMMENDATION

On July 19, 2023, the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee adopted the following action: M/S/C (Harrison/Robinson) to send the item to the full Council with a positive recommendation. Vote: All Ayes.

#### **BACKGROUND**

# Existing Transit Lanes

Currently, Berkeley has a transit lane on Bancroft Way between Telegraph and Downtown that is used by westbound buses, and a transit lane is planned for Durant Ave for eastbound buses. Bus lines using these lanes continue on to Shattuck, University, and Telegraph.

# Shattuck, University, and Telegraph Avenues

Berkeley's University Avenue runs West to East from the Berkeley Marina and I-80 Freeway to its termination at UC Berkeley's Crescent Lawn. University Avenue is dubbed the "Gateway to Berkeley" due to the location of the city's lone Amtrak Station at the intersection of Fourth Street, the avenue's proximity to both the North Berkeley and Downtown Berkeley BART stations, the regularly congested I-80 exit onto the avenue, and the service of AC Transit's 51B, 52, 79, 88, 802, and FS lines. University Avenue is a wide street with two travel lanes in each direction, parking lanes, turn pockets, and a center median.

As the map below illustrates, the intersections of Ninth Street at University and Addison, respectively, are especially critical for safety at Rosa Parks Elementary.





# 2017 Bicycle Plan

Berkeley's Shattuck Avenue runs North to South from Indian Rock Park in the Berkeley Hills to 45th Street in Oakland near the intersection of Telegraph Avenue. Shattuck Avenue serves as the main street of Berkeley, running through its Downtown, which is home to the Downtown Berkeley BART Station, AC Transit and Bear Transit stations, and various restaurants and office spaces.

Telegraph Avenue, from Woolsey Street on the Oakland border up through Dwight Way near UC Berkeley, is in the midst of its own Multimodal Corridor Project<sup>1</sup> that may result in BRT infrastructure in the coming years. Should this project be completed or significantly underway at the time of the development of BRT plans for Shattuck and University Avenues, close attention should be paid to its initial impacts, successes, and failures so that future applications of BRT infrastructure build on these lessons.

# **Bus Rapid Transit**

While diverse in their application around the world, Bus Rapid Transit is typically a transportation corridor that prioritizes fast and efficient bus service that may include dedicated bus lanes, traffic signal priority, elevated platforms, and off-board fare collection.<sup>2</sup> There is no one-size-fits-all approach to BRT and a University Avenue BRT is sure to look different than it might on Telegraph Avenue or International Boulevard in Oakland. However, pursuit of a quicker and more efficient bus corridor along University should result in dedicated bus lanes and elevated platforms at existing AC Transit stops. Most transit planners consider center running bus lanes--such as provided on International Boulevard and Van Ness Avenue in San Francisco--as more effective than curbside bus lanes. However, this would have to be determined in the course of planning the project. Relative to other rapid transit improvements such as light rail, BRT's advantages include lower upfront capital requirements, a higher degree of flexibility in their application, and a much quicker implementation timeline.<sup>3</sup>

<sup>&</sup>lt;sup>1</sup>https://berkeleyca.gov/your-government/our-work/capital-projects/telegraph-avenue-multimodal-corridor-project#:~:text=The%20Telegraph%20Avenue%20Multimodal%20Corridor,bike%20lanes%2C%20and%20transit%20improvements.

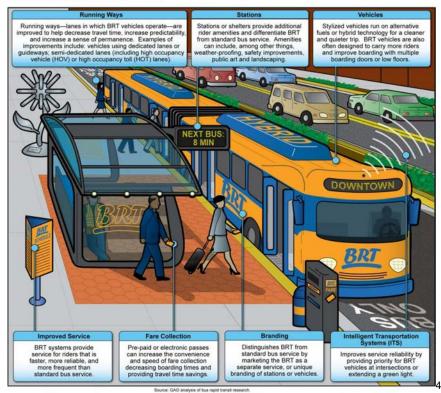
<sup>&</sup>lt;sup>2</sup> https://www.transit.dot.gov/research-innovation/bus-rapid-transit

<sup>&</sup>lt;sup>3</sup> https://digitalcommons.usf.edu/cgi/viewcontent.cgi?article=1023&context=jpt



Van Ness Avenue, San Francisco

Figure 1: Characteristics of Bus Rapid Transit



<sup>&</sup>lt;sup>4</sup> https://www.gao.gov/blog/2016/04/13/rapid-buses-for-rapid-transit

# Population Trends

According to the City of Berkeley's 2023 Housing Element Update,<sup>5</sup> the city's population has grown steadily since 2000, increasing approximately 9% each decade. The Department of Finance estimates that the city's population was 122,580 in 2020. The Association of Bay Area Governments' Plan Bay Area 2040 projections anticipate Berkeley's population to reach about 136,000 by 2030 and 141,000 by 2040.

#### Pedestrian Collisions

The City of Berkeley's 2020 Pedestrian Plan<sup>6</sup> determined that Shattuck and University Avenues represent two of the top five streets with pedestrian collisions between 2008 and 2017, ranked first and fifth, respectively, as well as two of the top four streets with fatal or severe pedestrian collisions in the same time period, ranked first and third (tied) respectively.

#### AC Transit

In AC Transit's 2019 Annual Report<sup>7</sup>, they reported a systemwide ridership of over 53 million customers, reflecting a 2.5% increase (1.28 million riders) over the previous year. This occurred at a time when major transit providers nationwide reported a ridership decline of 2.8%. Key factors attributed to this growth included proactive efforts to maintain high service levels, adding service frequency, and a robust local economy. That same year, AC Transit released its first Strategic Plan<sup>8</sup> in about 20 years. In April of 2022, an Addendum<sup>9</sup> was added to address the effects of the ongoing COVID-19 pandemic.

The pandemic has had an enormous impact on transit operations and economic activity. In 2020, fewer people needed to ride the bus, whether to commute to work or get around the city for personal errands and activities. Schools and colleges closed their campuses and several office workers began working from home. Although there has been a recovery in ridership¹⁰ beginning in 2021, pre-pandemic levels have not been reached. Fiscal Year 2021-2022 saw an annual ridership of almost 29 million customers, which was a 36% increase (7.6 million riders) over the previous fiscal year. Service is at around 85% of pre-pandemic levels, which is the equivalent of deleting one out of every seven trips.

#### Feedback Received

The District 2 Council office has solicited feedback from businesses, organizations, and other\_community members through several in-person and virtual listening sessions, meetings, emails, and phone calls in the development of this item.

<sup>&</sup>lt;sup>5</sup>https://berkeleyca.gov/sites/default/files/documents/Combined\_HousingElementFinal\_redline.pdf

<sup>&</sup>lt;sup>6</sup>https://berkeleyca.gov/sites/default/files/2022-01/2020-Pedestrian-Plan.pdf

<sup>&</sup>lt;sup>7</sup>https://www.actransit.org/sites/default/files/2021-03/0017-20%20Annual%20Report%202019\_small\_FNL.pdf

<sup>8</sup>https://www.actransit.org/sites/default/files/2021-03/AC%20Transit%20Strategic%20Plan.pdf

<sup>9</sup>https://www.actransit.org/sites/default/files/2022-12/0230-22%20Strat%20Plan%20Adden\_FNL.pdf

<sup>&</sup>lt;sup>10</sup>https://www.actransit.org/ridership

Opposition from some participants includes concerns about transit priority lanes, bulbouts, loss of on-street parking, loss of median trees, and cycling improvements of any kind, as well as assigning blame to public transit for business closures in San Francisco.

Support from some participants includes stances in favor of drivers having to slow down and not drive recklessly, reducing our transportation greenhouse gas emissions, reducing our reliance on vehicles, and improving and incentivizing public transit, therefore reducing the fiscal impact of owning and maintaining a vehicle.

Other participants want a greater emphasis on uniform ADA improvements at major intersections city-wide, for standard ADA guidelines to be the floor for improvement considerations, as they often do not account for issues such as not enough room on raised platforms for multiple wheelchair users or fatigue due to inclines, and for the Fire Department to be involved every step of the way in order to review potential impacts to disaster and emergency responses.

The District 2 Council Office has also solicited feedback from city staff and partner agencies. AC Transit has emphasized their desire to strengthen interagency collaboration throughout this process and has highlighted our inclusion of language that specifically states that not every type of BRT improvement can work at every intersection along a route. The Fire and Public Works Departments have also voiced their support of being involved throughout the process, with Director Garland generously providing the updated language for Recommendation #3 in this report, regarding ADA improvements.

# Responses to Feedback

The June 2023 revisions to this item incorporated significant additions to address concerns with respect to the Americans with Disabilities Act (ADA). Uniformity and consistency are key features of accessibility improvements. The Fire Department will also be closely integrated into the scoping and planning of any corridor study.

Feedback from some opponents illustrates that infrastructure upgrades, that are nevertheless consistent with already-existing City Council policy on Complete Streets, may modify motorist behavior in ways that are conspicuous and consciously involuntary rather than incentivized by reflex or instinct. It is important to underscore that certain notifications to motorist behavior, such as slower speeds, are an intentional outcome of street improvements to reduce serious injuries and fatalities.

For example, surveys on other commercial corridors in San Francisco<sup>11</sup> and Oakland<sup>12</sup> have shown initial overestimations of the share of corridor patrons who arrive by personal motor vehicle vs. transit, walking, or other modes. Additionally, research has demonstrated that demand-based pricing for parking can reduce Vehicle Miles Traveled by reducing time spent searching for parking.<sup>13</sup> In Downtown Berkeley, the new Center Street Garage in particular has a surplus of vacant parking spaces throughout the day and has yet to regain pre-pandemic revenues. To the extent that public policy is concerned with convenience for motorists one way or another, it is important to focus on the availability or elasticity of vacant parking rather than its gross supply. This paradigm is compatible with the City's ongoing efforts to maximize the positive externalities of reduced VMT and pedestrian safety, as exemplified in the Climate Action Plan and Vision Zero Action Plan.

The community has been clear that a vibrant, mixed-use corridor such as University Avenue will need to carefully balance the need for loading zones and curbside management to accommodate commercial uses while ensuring safe access for all road users and improving public transit reliability. Neglecting this reality would risk illegally double-parked vehicles thwarting any traffic-calming efforts. Therefore, Staff's consultation with merchants and logistics experts will be critical for maintaining a safe and harmonious environment for the variety of uses along the corridor. Traffic fatalities and increasing automobile dependence are not only an unacceptable cost to pay for economic development; implementing evidence-based solutions for congestion and safety can and should foster a thriving environment for local commerce.

There is no empirical evidence showing that the business closures in downtown San Francisco were caused by public transit improvements. San Francisco retailers have blamed recent closures on a variety of factors ranging from crime to online shopping or remote work, but not public transit.<sup>14</sup> To the contrary, as cited above, surveys have found that public transit is essential for a significant share of customers shopping in commercial corridors.

# **RATIONALE**

# City of Berkeley Plans

<sup>11</sup> https://sf.streetsblog.org/wp-content/uploads/sites/3/2013/08/Geary-Presentation-Mar-07\_31\_13.pdf

<sup>12</sup> https://www.ocf.berkeley.edu/~abroaddu/wp-content/uploads/2015/01/FINAL-REPORT.pdf

<sup>&</sup>lt;sup>13</sup> Shoup, D. C. (2006). Cruising for parking. Transport policy, 13(6), 479-486.

<sup>&</sup>lt;sup>14</sup>Li, R. & Whiting, S. (2023). Westfield mall blamed 'rampant criminal activity' for Nordstrom closing in S.F. Here's what the data says. San Francisco Chronicle. Retrieved from

https://www.sfchronicle.com/sf/article/westfield-mall-blamed-nordstrom-closure-criminal-18076486.php

The City of Berkeley's Climate Action Plan,<sup>15</sup> adopted in 2009, envisions public transit, walking, cycling, and other sustainable mobility modes as the primary means of transportation for residents and visitors. To do so, it lists various goals, such as increasing the safety, reliability, and frequency of public transit and managing parking effectively to minimize driving demand and encourage and support alternatives to driving. It also addresses the fact that transportation emissions are the largest source of greenhouse gas emissions, a trend that has continued as of the 2019 Greenhouse Gas Inventory.

The Berkeley Strategic Transportation Plan<sup>16</sup>, adopted in 2016, envisions the city's streets, sidewalks, and pathways as multimodal, serving people walking, bicycling, riding transit, driving, and moving goods. To do so, it lists various goals, such as encouraging people to walk, bicycle, and ride transit, improving transit efficiency, designing street networks that ensure comfortable, safe environments for users of all abilities, and prioritizing transit services along transit routes.

The City of Berkeley's Strategic Plan<sup>17</sup>, adopted in 2018, includes long-term goals such as providing state-of-the-art, well-maintained infrastructure, amenities, and facilities, creating a resilient, safe, connected, and prepared city, and fostering a dynamic, sustainable, and locally-based economy. That same year, the city declared a climate emergency and committed to mobilize to end greenhouse gas emissions swiftly.

The Berkeley Vision Zero Action Plan<sup>18</sup>, adopted in 2019, is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. To do so, it lists various goals, such as creating safer transportation options for people who walk, bike, and take transit, which would make these modes more attractive and reduce the number of car trips in Berkeley, which can mean fewer severe and fatal collisions.

# AC Transit's Recovery

Supporting AC Transit's recovery enhances the mobility and safety of Berkeley residents while simultaneously improving the walkability and bikeability of the city as well as breathing life into the local economy.

Any successful transportation project that seeks to increase the speed and reliability of AC Transit service in Berkeley will need to serve a longer route than the single relatively short corridor segment within Berkeley. There are several transit corridors within Berkeley connecting to other cities that AC Transit has identified as needing upgraded types of service. It would be important for the city to work with AC Transit to identify the routings which would be the most productive.

# Shattuck, University, and Telegraph Avenues

<sup>&</sup>lt;sup>15</sup>https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Climate-Action-Plan.pdf

<sup>&</sup>lt;sup>16</sup>https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-strategic-transportation-best-plan

<sup>&</sup>lt;sup>17</sup>https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Strategic-Plan.pdf

<sup>&</sup>lt;sup>18</sup>https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf

The central location of University Avenue and the variety of communities it connects makes this corridor an incredibly important focus for the city's housing and transportation planning for the coming decades. University Avenue has had a number of housing developments completed recently, with additional developments under construction. With University Avenue likely seeing a growth in new housing development under the forthcoming Housing Element, it is important for Berkeley's transportation infrastructure to keep up with the changing needs of its old and new residents. On top of the expected growth in Berkeley's population and thus its transportation needs, climate change and the urgency of pedestrian and cyclist safety require that the transportation system of the City's future be one that prioritizes public transit and bicycle travel over the use personal automobiles. With this in mind, the 2017 Bicycle Plan recommends a Complete Streets Corridor Study for University Avenue.<sup>19</sup>

Furthermore, these three avenues are each unique and each present their own problems when considering the addition of BRT. The application of BRT on the downtown stretch of Shattuck Avenue, which could improve the service of AC Transit's 18 and various other lines which briefly serve Shattuck Avenue at the start and end of their routes, will require careful consideration of the already congested conditions of the street. The construction of elevated platforms on University Avenue as a pilot for BRT while completion of Telegraph Avenue's project is underway and Shattuck Avenue rapid transit is being considered will allow for some near-term service improvements while giving staff the time necessary to study how to bring multimodal improvements to the rest of the corridors as fastidiously as possible.

#### Breakdown of Recommended Improvements

Dedicated bus lanes improve travel speeds and reliability by reducing delays caused by other traffic. Transit signal priority uses technology to reduce dwell time at traffic signals for transit vehicles, such as extending the duration of green lights or shortening that of red lights. Raised platforms make it easier and more accessible for passengers to board or alight from buses by decreasing the distance between the platform and the vehicle, therefore increasing route efficiency.

#### **ADA Compliance**

The recommended improvements also help advance the city's goal of increasing mobility access for transit riders and cyclists with disabilities. ADA Accessibility Standards for transportation facilities are issued by the US Department of Transportation and include guidance for bus boarding and alighting areas, shelters, signs, and more.<sup>20</sup>

#### Impact to Local Businesses and Economy

In addition to advancing various climate and public safety goals of the city, investing in bus and bicycle infrastructure benefits local businesses and the economy. The League

<sup>&</sup>lt;sup>19</sup>https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017\_AppendixH\_Complete%20Streets%20Corridors.pdf

 $<sup>^{20}</sup> https://federalist-e3fba26d-2806-4f02-bf0e-89c97cfba93c.app.cloud.gov/preview/atbcb/usab-uswds/ada-alternative/ada/#ada-810$ 

of American Bicyclists's report entitled "Bicycling Benefits Business"<sup>21</sup> illustrates that the bicycle industry and its related transportation, tourism, and health benefits spur job creation, economic activity, and cost savings. The Outdoor Industry Association reported that outdoor recreation consumers spend \$887 billion annually and create 7.6 million jobs.<sup>22</sup>

The National Institute for Transportation and Communities published a peer-reviewed study examining BRT lines and found that the areas within a half-mile of BRT corridors increased their share of new office space by one third from 2000-2007, and new multifamily apartment construction doubled in those half-mile areas since 2008.<sup>23</sup> PolicyLink released a report entitled "Business Impact Mitigations for Transit Projects" that address BRT projects, concluding that best practices include providing the right type of financial and technical assistance and proactive outreach to businesses built on constant communication, flexibility, and trust.

#### **ENVIRONMENTAL IMPACTS**

The City estimates that transportation-related emissions accounts for approximately 60% of our community's total annual greenhouse gas emissions.<sup>25</sup> By encouraging alternatives to car transportation by making public transportation options quicker and more appealing, policy stands to lower the emissions from our community's dominant source of carbon emissions.

The goal of any new public transportation initiative must be to increase the local mode share of residents choosing public transportation over personal automobiles for commuting and other trips.- BRT offers many advantages for this pursuit. The U.S. Government Accountability Office reviewed implemented BRT projects in 2012 and found that "13 of the 15 project sponsors...reported increases in ridership after 1 year of service and reduced average travel times of 10 to 35 percent over previous bus services." Additionally, a 2013 study of Fruitvale and Ashby BART stations found that improved bicycle facilities such as protected bike lanes and secure bike storage increased the bicycle mode share of BART commuters. Paired with the multimodal project along Telegraph Avenue, Berkeley has the potential for a large increase in transit ridership and thus a decline in greenhouse gas emissions if the City follows through on BRT in the coming years.

<sup>&</sup>lt;sup>21</sup>https://bikeleague.org/sites/default/files/Bicycling%20Benefits%20Business.pdf

<sup>&</sup>lt;sup>22</sup>https://outdoorindustry.org/resource/2017-outdoor-recreation-economy-report/

<sup>&</sup>lt;sup>23</sup>https://t4america.org/wp-content/uploads/2016/01/NATIONAL-STUDY-OF-BRT-DEVELOPMENT-OUTCOMES-11-30-15.pdf

<sup>&</sup>lt;sup>24</sup>https://www.policylink.org/sites/default/files/FINAL%20PolicyLink%20Business%20Impact%20Mitigation%20Strateg ies 0.pdf

<sup>25</sup> https://www.cityofberkeley.info/Clerk/City\_Council/2018/12\_Dec/Documents/2018-12-06\_WS\_Item\_01\_Climate\_Action\_Plan\_Update\_pdf.aspx

<sup>&</sup>lt;sup>26</sup> https://www.gao.gov/products/gao-12-811

<sup>&</sup>lt;sup>27</sup> Cervero, R., Caldwell, B., & Cuellar, J. (2013). Bike-and-ride: build it and they will come. Journal of Public Transportation, 16(4), 83-105. https://www.sciencedirect.com/science/article/pii/S1077291X22017611

#### FISCAL IMPACTS

Staff and consultant costs. An estimated \$150,000 for consulting costs to conduct corridor studies, an estimated \$150,000 to increase the budget for the city's ADA Transition Plan capital project to prioritize and implement ADA improvements at the city's intersections, and costs associated with commencing a feasibility analysis and community engagement process for potential bus rapid transit improvements.

#### CONTACT

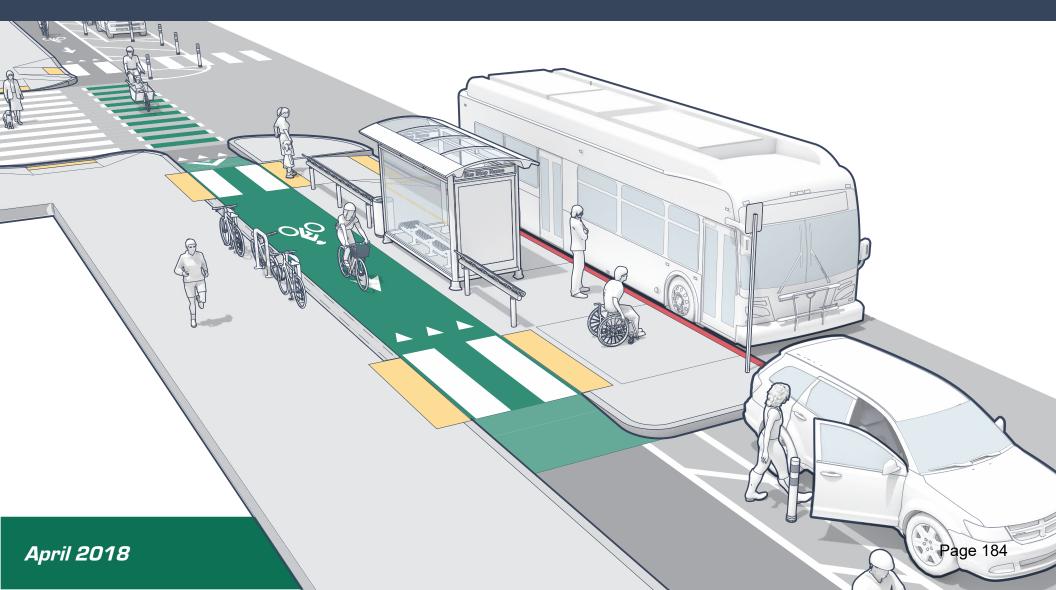
Councilmember Terry Taplin, District 2, (510) 981-7120, TTaplin@cityofberkeley.info

#### **ATTACHMENTS**

- 1. AC Transit Multimodal Corridor Guidelines
- 2. Councilmember Kate Harrison's Budget Referral (11/12/19)



# Multimodal Corridor Guidelines



# Acknowledgments

#### Alameda-Contra Costa Transit District

John Urgo

Stephen Newhouse



#### **Toole Design Group**

Jesse Boudart, P.E.

Pete Robie

John Dempsey, PLA

Ashley Haire, Ph.D, P.E.

#### Stantec

Michael Ohnemus, AICP

#### **Additional Experts**

Sean Co





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# 1.0 Guide Overview



### Introduction

The AC Transit Multimodal Corridor Guidelines was developed to provide clear design standards for a range of typical roadway conditions to help ensure efficient transit operations, accommodate the needs of bicyclists, and facilitate safe access to and from bus stops for AC Transit passengers. This document offers guidance on design elements of bus stops adjacent to bicycle infrastructure. It is organized around five different typologies that vary based on the type of bicycle facility being considered and its location with respect to the curb, parking lane, and moving traffic. Ultimately, this guide will help create a more predictable, safe, and uniform experience for bus patrons, drivers, bicyclists, and pedestrians as they travel through the jurisdictions that comprise the Alameda-Contra Costa Transit District.

#### 1.1 Goals of the Guide

#### A. Purpose

This guide has been developed to support the planning and design of bicycle facilities that will complement AC Transit's bus operations. AC Transit has set a goal to improve travel times and reliability on routes throughout its service area, especially on high-ridership corridors. The agency also seeks to promote safe pedestrian environments around its bus stops. This guide will help to establish a basis for collaboration on multimodal corridor projects with local jurisdiction staff and other stakeholders within the AC Transit service area. The guide draws from local, state, and national best practices guidance for multimodal corridor facilities while allowing for design flexibility to provide context-sensitive solutions.

The guide will address the following:

- Americans with Disabilities Act (ADA) requirements for bus stop access, bus boarding, and sidewalk clearance outlined in the Designing with Transit handbook
- Spacing needs at bus stops for buses entering/exiting and clearance from crosswalks outlined in the Designing with Transit handbook
- Complementary designs for transit and bicycle facilities to ensure projects are integrated from the outset
- AC Transit's preference for in-lane bus stops and far-side bus stops in most scenarios
- Corridor typologies that reflect the various types of places present in the AC Transit service area
- Best practices for transit operations and accommodations for transit customers and bicyclists in existing designs and for innovative facilities such as separated bike lanes
- Methods to reduce conflicts among bicyclists, buses, and pedestrians to ensure safety while maintaining efficient operations



 Guidance for designing bicycle facilities to increase bicyclist comfort and encourage more people of all ages and abilities to ride bicycles

The guide serves as AC Transit's official resource for planning and designing bus stops when accommodating bicycle facilities in transit corridors. The guide is intended to provide additional design guidance that supports existing planning and policy guidance published by the District. Therefore, this document should be used in conjunction with the Designing with Transit handbook and other approved policies or guidelines.

AC Transit hopes that this guide will serve as both an internal and external resource for local jurisdiction staff and developers when planning multimodal facilities and Complete Streets projects in the AC Transit service area. Complete Streets are generally defined as roadways built to enable safe travel for pedestrians, bicyclists, transit riders, and motorists. AC Transit will prioritize project support for projects that incorporate these design elements. These guidelines are a mechanism for AC Transit to clarify its roadway and curbside needs to stakeholders with the goal of streamlining the process of designing streets that support all modes.

#### **B.** Project Background

Multimodal corridors are major transportation facilities which accommodate auto, bus, bicycle and pedestrian travel. These corridors provide for travel across town and connect with the regional transportation system. Many cities and agencies in AC Transit's service area are expanding the reach of their multimodal corridors by designing and building innovative bicycle facilities along roadways. Many of these new bicycle facilities are built as Complete Streets projects which seek to enhance alternative modes of transportation, including bicycling, transit, and walking.

For cyclists, these new facilities can reduce the stress of riding a bicycle by providing physical separation from moving vehicles. However, there is an opportunity for Complete Streets designs to better address traditional bus transit operations. In the highly-constrained rights-of-way in Alameda and Contra Costa Counties, facilities such as separated bikeways, parking-protected bike lanes, or conventional bike lanes require reallocation of roadway space. This reallocation can be achieved by relocating or eliminating on-street parking and/or narrowing, realigning, or eliminating traffic lanes. In some cases, these changes have shifted the



travel lanes used by buses further from the curbside where bus stops are commonly located, creating challenging and time-consuming maneuvers for bus operators to pull in and out of traffic. Furthermore, the roadway configuration can induce buses to move in and out of bicyclists' path of travel, which affects both bicyclist safety and bus operations (often referred to as a "leap-frogging" effect). With rates of bicycling increasing and jurisdictions rapidly constructing bicycle infrastructure, minimizing conflicts between bicycle and bus operations is critical to the success of these bikeway facilities. Efficiently managing and reallocating roadway space for these specific users will benefit all people using the streets.

Among many considerations, a multimodal corridor should include bicycle facilities that do not impinge on overall bus travel speeds, ontime performance, or safety. Bus stop designs can separate bicyclists from buses by routing bicyclists behind bus stops to avoid bus-bicyclist conflicts. Also, restricting motor vehicle turning movements, a component of some bicycle facility designs, can reduce delay to buses by minimizing motor vehicle conflicts and queues. Bicycle facility projects may also restrict on-street parking in select locations or along entire blocks, which could reduce the likelihood of cars encroaching into bus stops.

AC Transit recognizes that healthy communities require safe pedestrian and bicycle facilities and effective bus services, often in the same corridors. The Bay Area needs regionally-focused guidance that reflects current best practices in reducing conflicts at bus stops and along corridors, promoting pedestrian and bicyclist safety in coordination with bus operations, maintaining or improving transit operations, providing travel time predictability, and recognizing the local context where bicyclists and buses share roadway space. AC Transit's Multimodal Corridor Guidelines addresses this gap in guidance in multimodal corridor design by offering templates for bicycle facilities that are compatible with high-quality bus transit service.

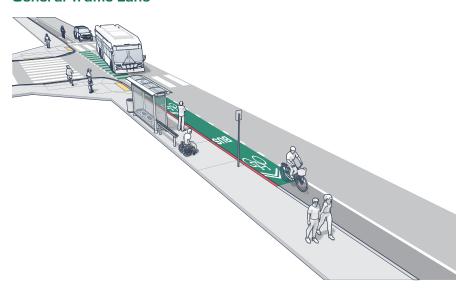
#### 1.2 Guide Outline

The Multimodal Corridor Guidelines document is not a regulatory document. While much of the design guidance presented here represents best practices as published and endorsed by State and national agencies, the practices do not necessarily represent the adopted standards of these agencies. Therefore, users of these Guidelines should also consult regulatory standards such as the Caltrans Highway Design Manual<sup>1</sup> (for State facilities), the California Manual on Uniform Traffic Control Devices<sup>2</sup> (for State and local facilities), and any adopted local street design standards, to identify where design exceptions may apply.

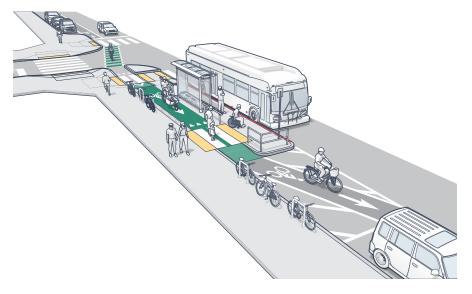
The guide begins with a discussion of general bus stop design elements related to stop spacing, location, design, and dimensions. A list of existing guidelines that may be referenced in conjunction with the Multimodal Corridor Guidelines is also presented.

Next, the guide presents five different bus stop typologies. These typologies vary based on the type of existing or proposed bicycle facility being located at the bus stop with respect to the curb, parking lane, and moving traffic. These bus stop typologies represent common contexts in the AC Transit service area. The five bus stop typologies are:

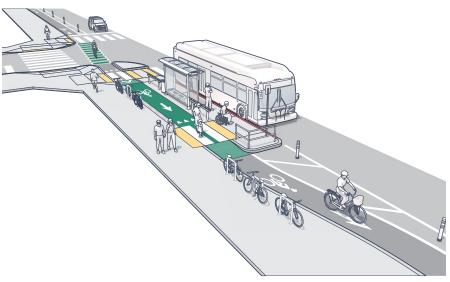
Typology 1 Class II Bicycle Facility between the Curb and a General Traffic Lane



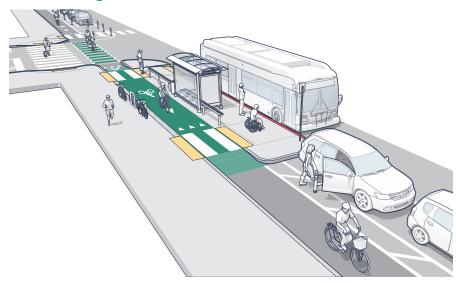
Typology 2 Class II Bicycle Facility between Curbside Parking Lane and General Traffic Lane



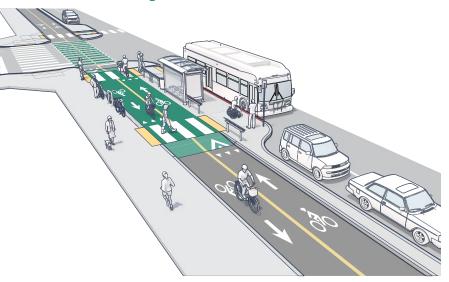
Typology 3 Class IV Bicycle Facility (Separated Bikeway) between the Curb and a General Traffic Lane



Typology 4 Class IV Bicycle Facility (Separated Bikeway) between the Curb and a Parking Lane



Typology 5 Class IV Bicycle Facility (Two-way Separated Bikeway) between the Curb and a Parking Lane



The guide concludes with a discussion on selecting the appropriate bus stop typology. Five guiding principles are presented to help jurisdictions understand the factors that should influence bus stop design and the relationships between these factors.

# 2.0 General Design Elements



The Guide supplements existing engineering practices and requirements to meet the goals of Complete Streets policies in the jurisdictions served by AC Transit. Design guidelines, standards, and other policies on Complete Streets, transit stops, and bikeways, have been published by local and national entities. In implementing the Guidelines, local agencies should consider any supporting documentation required to address existing local and State design standards. Ultimately, local agencies must evaluate, approve, and document design decisions.

Existing conditions in urban environments can be complex; design treatments must be tailored to the conditions present in individual contexts. Good engineering judgment based on comprehensive knowledge of multimodal transportation design, with special consideration to bicyclists, should be part of any multimodal design. Decisions should be thoroughly documented.

The following section (2.1) provides a summary of existing design guidelines that can be referenced when making planning and design decisions about local streets and roads. These resources provide a much wider breadth of information on designing Complete Streets, which fall outside the localized scope of this guidebook. Section 2.2 summarizes key elements of bus stop design, as they relate to the five bus stop typologies presented in this Guide.

#### 2.1 Existing Guidelines

The following design guidelines, prepared by national and local bodies, are a selection of resources which closely relate to the Guide. These resources may be referenced in conjunction with the Guide when making planning and design decisions related to Complete Streets, bikeways, and transit.

#### AC Transit Bus Stop Policy

The AC Transit *Bus Stop Policy*<sup>3</sup> outlines the District's standards for bus stop spacing, bus stop location, bus stop enforcement, and bus stop installation or removal. Some of these policies are reiterated in the Guide.

#### AC Transit Designing with Transit

The *Designing with Transit*<sup>4</sup> handbook supports planning that is centered on transit access. The handbook is also intended to encourage multimodal transportation planning: planning and engineering which supports transit, walking, and bicycling, not just automobiles. The handbook is particularly focused on the often-overlooked needs and potential of bus transit, the most widely-used mode of transit. It outlines AC Transit's analysis of how the East Bay can be rebuilt in a more transit-friendly manner and aims to provide practical guidance about how these can be achieved through land use planning, development of pedestrian facilities, and traffic engineering.

# DESIGNING WITH TRANSIT Making Transit Integral to East Bay Communities



# Alameda CTC Central County Complete Streets Design Guidelines

The Alameda Central County Complete Streets Design Guidelines<sup>5</sup> document helps ensure that Central Alameda County street designs consider the full range of users on every street and accommodate all users wherever possible. While the goal of these design guidelines is to help staff from the three Central Alameda County jurisdictions (San Leandro, Hayward, and Alameda County) clearly understand how to implement Complete Streets for each street type, for different modal priorities, and for varying contexts, the design guidance provided can be applied by jurisdictions throughout Alameda and Contra Costa counties. The Central County Complete Streets Design Guidelines build on the street typology developed as part of the Alameda County Transportation Commission (Alameda CTC) Multimodal Arterial Plan (MAP).



#### Caltrans Highway Design Manual

Caltrans encourages local agencies to develop designs that help ensure the needs of non-motorized users in all products and project development activities, including programming, planning, construction, maintenance, and operations.

Design guidance for bikeway projects is provided in Chapters 100, 200, 300, and 1000 of the Caltrans *Highway Design Manual*. Alternatives to bikeway design guidance must meet the criteria outlined in Section 891 of the California Streets and Highways Code.

Projects within State right-of-way must refer to Caltrans standards and guidance, including but not limited to:

- Caltrans Highway Design Manual
- Design Information Bulletin, Separated Bikeways
- · Design Information Bulletin, Caltrans ADA standards

#### AASHTO Guide for Development of Bicycle Facilities

The AASHTO *Guide for the Development of Bicycle Facilities*<sup>6</sup> is the primary national reference for the planning and design of on-street bikeways and shared use paths. This guide represents AASHTO policy on bikeway planning and design, and addresses network planning principles, dimensions and treatments for bikeway design, and transitions between on-street bikeways and shared use paths. State DOTs and local jurisdictions often refer to this document when planning and designing bicycle facilities.

#### NACTO Urban Street Design Guide

A blueprint for designing 21st century streets, the NACTO *Urban Street Design Guide*<sup>7</sup> provides a toolbox and tactics for cities to use to make streets safer, more livable, and more economically vibrant. The guide outlines both a clear vision for Complete Streets and a basic road map for how to bring them to fruition. The guide focuses on the design of city streets and public spaces, emphasizing city street design as a unique practice with its own set of design goals, parameters, and tools.

#### NACTO Transit Street Design Guide

The NACTO *Transit Street Design Guide*<sup>8</sup> provides design guidance for the development of transit facilities on city streets, and for the design and engineering of city streets to prioritize transit, improve transit service quality, and support other goals related to transit. The guide sets a new vision for how cities can harness the immense potential of transit to create active and efficient streets in neighborhoods and downtowns alike.



#### NACTO Urban Bikeway Design Guide

The purpose of the NACTO *Urban Bikeway Design Guide*<sup>9</sup> is to provide cities with state-of-the-practice solutions that can help create Complete Streets that are safe and comfortable for bicyclists. The *Urban Bikeway Design Guide* addresses treatments not directly referenced in the AASHTO *Guide for the Development of Bicycle Facilities*, although they are virtually all (with two exceptions) permitted under the *Manual on Uniform Traffic Control Devices* (MUTCD)<sup>10</sup>. The Federal Highway Administration has posted information regarding MUTCD approval status of all the bicycle-related treatments in this guide.

#### 2.2 Bus Stop Design

It is AC Transit's policy to encourage counties, cities, and developers to coordinate with AC Transit when locating bus stops on roadways. However, AC Transit does not own or maintain the bus stop areas, and the local jurisdiction can make the ultimate decision to site the bus stop.

When properly located, adequately designed, and effectively enforced, bus stops can improve service without disrupting general traffic flow. Decisions regarding bus stop spacing and location call for a careful analysis of passenger service requirements (demand, convenience, and safety), the type of bus service provided (local, rapid, Transbay/express, or flexible service/community circulator), and the interaction of stopped buses with general traffic flow. The following sections summarize general bus stop design elements.

#### A. Bus Stop Spacing

Bus stops are designated locations for bus passengers to board and alight. Therefore, bus stops must be conveniently located to enable easy passenger access. Convenience and speed must be balanced in determining appropriate bus stop placement, as too many bus stops can slow down travel times. Outside of downtown areas, the ideal spacing of bus stops is 1,000 feet apart. This target has been established with the goal of increasing travel speed for AC Transit buses, and means that some existing stops may be eliminated. Passenger usage of bus stops is an important factor when considering bus stop placement or removal.

Bus stops should be close enough that passengers can walk to them easily, but far enough apart to help buses move quickly. Table 1 provides general guidelines for bus stop spacing. Some discretion may be applied when balancing AC Transit's interest in improving service and preserving traffic flow with consideration of passenger needs.

Service Type	Spacing (feet)	Explanation	
Local (trunk, feeder, etc.)	800-1,300 feet	Stops may be located more closely than listed based on trip attractors, stop activity or demand, transfer points or other land uses that may warrant it.	
Rapid	1,700-5,000 feet	Stops may be located more closely than listed based on trip attractors, stop activity or demand, transfer points or other land uses that may warrant it provided that the increased stops do not cause operational delays	
Transbay/ Express	1,000-2,600 feet	Service may use local stops as necessary to provide geographic coverage and to minimize delay for longer-distance passengers.	
Flexible or Community Circulator	TBD	Stops would be determined on a route by route basis and would consider trip attractors, transfer areas or other factors.	

Table 1: AC Transit Bus Stop Spacing Guidelines (AC Transit Policy No. 508)

Table 1 lists AC Transit's intended bus stop spacing for the four different Service Types. It is AC Transit's preference to use the maximum bus stop spacing unless superseded by other determining factors such as topography (hills), limited access areas (freeways, bridges, airports), surrounding attractors, and transfer points. As a result, existing AC Transit routes may have stops that do not conform to the spacing criteria in this policy.

#### **B.** Bus Stop Siting

The optimal stop location should improve or minimize impact to bus travel times, maximize reliability and route efficiency, and be safe and accessible, while maintaining or enhancing bus passenger access to destinations and amenities. The siting of a bus stop not only impacts transit passengers, but also motorists, pedestrians, and bicyclists near the stop.

Multiple factors are used to determine the appropriate siting of a bus stop including:

#### **Demographics and Land Use**

Ridership – Assess both existing and projected boardings and alightings, as well as the ridership profile (for example, a large proportion of seniors or students) at the stop. Low-ridership stops, particularly those near higher-ridership stops, may be considered for consolidation or removal. The threshold for a low-ridership stop will be determined by comparing its ridership to that at other stops along the route, or by comparing with a similar bus route, while also considering the frequency of service provided at the stop.

Existing and Future Land Uses – Note sensitive land uses, including medical facilities, municipal buildings, senior housing, and major transit trip generators such as shopping malls, schools, and dense commercial or residential complexes. Stop locations may be adjusted or added to provide better access to passenger origins and destinations, although this determination will also be dependent on pedestrian connections and conditions.



#### **Existing Service and Passenger Amenities**

Bus Route Connections – Consideration should be given to maintaining and/or improving bus stops serving parallel or intersecting bus routes. Under certain circumstances, the relocation of an existing bus stop may be necessary, and doing so may increase the access distance for passengers transferring between intersecting routes. Priority should be given to relocating the stop in close proximity of its former location, thereby minimizing the additional distance a transferring passenger would have to walk between stops.

Passenger Amenities – Evaluate opportunities to add amenities to new or existing stops and maintain or upgrade amenities at existing stops. Many bus stop amenities are justified by high ridership and a desire to improve passenger comfort. Implementation of amenities such as lighting or real-time arrival displays may require a nearby power source or solar panels.

#### **Pedestrian Environment**

Connections and Condition – Sidewalks immediately at the stop and those providing access to the stop and surrounding area are an important consideration. When choosing a site to establish or relocate a stop, choose the widest, most level sidewalk near the desired location. Stops should also be located to maximize ridership. A designer will need to balance the demands of pedestrian connections and bus ridership.

Crossings – Where bus stops are located near pedestrian crossings, the crossing should be marked and preferably located behind the stop, so that passengers are encouraged to cross behind the bus. Ideally, crossings should be signalized, especially in high-traffic and high-speed environments. Intersections and at-grade driveway crossings should have ADA-compliant curb ramps.

#### Safety and Bus Stop Visibility

Lighting – Lighting should be provided at stops for the safety and security of bus patrons. Bus stop lighting simultaneously offers bus operators better visibility of waiting passengers. Lighting can be cast by pedestrian-scale light fixtures, lighted shelters, overhead street lights, or brightly-lit signs.

Sight Distance – Consider sight distance for transit passengers, bus operators, and other motorists. Avoid obstructions to sightlines between bus operators and passengers such as trees, signs, buildings, shelters, and topography.

For optimal sight distance between bus operators and other motorists, bus stops should not be located over the crest of a hill, immediately in or after a roadway curve to the right, or at locations that might reduce visibility between buses and other vehicles.

Speed Limit (MPH)	Sight Distance (feet)	
15	200	
20	265	
25	335	
30	400	
35	465	
40	530	
45	600	
50	665	

Table 2: Sight Distance for Siting Bus Stops

Adapted from AASHTO 2016 and AASHTO 2011.

Note: Assume a 9-second time gap is required for buses to re-enter traffic without undue interference to traffic flow.

Approaching vehicles need to have adequate visibility of stopped buses and buses entering or exiting a stop, particularly when stops are located in the travel lane. Similarly, bus drivers need to be able to see vehicles approaching from behind when exiting a stop. Table 2 provides the recommended sight distance for bus stops, given the posted speed limit. At a minimum, bus stops should be sited to meet the minimum stopping sight distance provided by AASHTO.

It is not recommended to place stops where there is inadequate sight distance, and existing stops with poor visibility should be considered for relocation or removal. In addition, stopped buses can impact sight distance for vehicles exiting side streets. Depending on the location of the stop relative to an intersection, different vehicular turn movements can be affected.

#### C. Spatial Location of Bus Stop

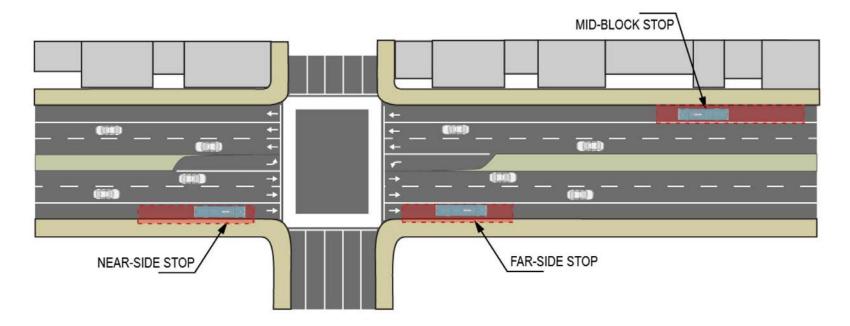
The specific location of a bus stop within the right-of-way is important for bus operations. A good bus stop location is one that is operationally safe and efficient for buses and is safe and convenient for passengers. The stop should be located where it causes minimal interference with pedestrian movements and other traffic, including bicycle traffic.

On-street bus stops are usually located along the street curb for direct safe passenger access to and from the sidewalk and waiting areas. Stops may be located on the far side of an intersection, the near side of the intersection, or at a point mid-block.

Far-side stops are stops located after an intersection in the direction of travel. They are generally preferred because they reduce conflicts between right-turning vehicles and stopped buses, eliminate sight-distance deficiencies on approaches to an intersection, and encourage

pedestrian crossing at the rear of the bus. Additionally, since Rapid and BRT routes use transit signal priority to expedite travel across an intersection, far-side stops are integral to Rapid and BRT route implementation. Also, far-side stops allow passengers to cross the street from multiple directions to access the bus boarding area, due to its location on the corner of the intersection.

Near-side stops are stops located before an intersection in the direction of travel. They are acceptable when a far-side stop is deemed unsafe or impractical. They may also be used when a stop serves multiple routes that go in different directions after the downstream intersection. Like far-side stops, the stop's location allows passengers multiple crossing locations to access the bus boarding area, due to the location on the intersection corner.



Mid-block stops are stops that are not located in the general vicinity of an intersection. They are typically considered in special cases and are to be used only when no alternative is available. AC Transit and the jurisdiction where the bus stop will be located must approve any mid-block bus stops. This stop location generally has poor access due to the lack of formal street crossings near the stop, sometimes inducing passengers to reach the bus boarding area by crossing at undesignated locations.

In the typologies presented in Section 3, the diagrams feature farside stops, as this is the stop location preferred by AC Transit. These typologies can be adapted to near-side or mid-block stops, if necessary.

#### D. Bus Stop Design

Floating bus stops are bus stops where the boarding platform is separated from the sidewalk by a bike lane. The bike lane is brought behind the bus stop to eliminate any potential conflict points between buses pulling into the stop and cyclists in the bike lane.

The appropriate width of a floating bus stop depends on many factors, including the width of travel lanes, width of bike lanes, and need for sidewalk space. A minimum width of eight feet is required for floating bus stops to ensure ADA-compliant access. However, where space permits, particularly for stops with large passenger volumes, a wider floating bus stop based on preferred dimensions may be designed.

The floating bus stop functions similarly to a bus bulb in that it allows the bus to stop in the travel lane. This design saves travel time for the bus by eliminating the need for the bus driver to merge in and out of traffic. The floating bus stop also provides a waiting area for passengers, and can relieve sidewalk congestion. This design may also save linear space compared to a traditional pull out bus stop, because when buses stop in the travel lane, pull-in or pull-out taper space is no longer required for buses to exit or enter the travel lane.



It is often a concern that buses stopping in traffic to serve a bus stop will slow traffic, but Federal Highway Administration studies show that stopping in the lane may actually increase traffic speeds on roadways with two travel lanes per direction (Kay Fitzpatrick, Kevin M. Hall, Stephen Farnsworth, and Melisa D. Finley: TCRP Report 65: Evaluation of Bus Bulbs (Washington, D.C.: Transportation Research Board, 2001), 2.). 12 Stopping in the travel lane reduces the phenomenon of bus drivers stopping with the bus protruding into traffic, thereby regularizing traffic flow. Typically, floating bus stops should not be installed on high-speed roads where the average travel speed is 35 miles per hour or greater, as stopping in the travel lane in such conditions may be unsafe.

On roadways with a single travel lane in one or both directions, local conditions, including vehicle volume and bus stop activity, should inform the use of floating bus stops. Floating bus stops may still cause the bus to partially block the travel lane when the bus boards and alights passengers. Therefore, motorists will need to wait for the bus to finish loading before they can progress. At a far-side stop, this wait time could cause cars to queue into the intersection and potentially block the intersection when the signal phase changes. Motorists may also try to divert around a stopped bus by entering the opposite-direction travel lane, which could be a safety concern.

AC Transit prefers that bus pullouts (turnouts) are avoided. Bus pullouts are generally detrimental to bus operations under most circumstances found in the AC Transit district and should be avoided. At a pullout, the roadway is widened just at the bus stop to channel the bus into a special curb lane. The bus then stops and serves the stop outside the travel lanes. Pullouts are generally not desirable for bus operations because they require the bus exit the traffic stream. Leaving the travel lanes can slow bus operations, particularly when the bus seeks to reenter traffic. Pullouts are generally designed for the convenience of other vehicles, not buses. Further, on Complete Street roadways with bicycle lanes, a bus pullout creates conflict with cyclists by requiring buses to fully cross the bike lane to pull in and out of the bus stop, as illustrated in the photo below.

Special cases where pullouts may be appropriate are unusually narrow roadways, such as those consisting of one very narrow travel lane (without a parking lane) in each direction. High-speed roadways without parking lanes may also be appropriate for pullouts. Further, there might be cases where bus pullouts could be useful for schedule adherence or layovers. However, these situations should be analyzed on a case by case basis. Finally, Transit Cooperative Research Program (TCRP) report 65 suggests pullouts for roads where traffic speeds are 40 mph and above.



#### E. Bus Stop Dimensions

The required length of a bus stop is made up of the following components. Depending on the configuration of the bus stop (i.e. in lane vs. pull-out stop, near-side stop vs. far-side stop), not all elements will be present. Therefore, the total space required for a bus stop will be informed by the design and placement of the stop.

Bus Stop - total distance/area required for a bus to safely and efficiently pull into a stop, stop and load/unload passengers, and pull away from the stop and return to the travel lane. (Pull-in Taper + Platform + Pull-out Taper)

Platform - the area where the bus comes to a complete stop against the curb and from/to which passengers board and alight.

Pull-in Taper - the distance/area required for a bus to decelerate and exit the travel lane to reach the bus platform.

Pull-out Taper – the distance/area required for a bus to leave the bus platform, accelerate, and reenter the traffic stream.

Clearance from Crosswalk - the distance/area required from the front or rear of the bus and the adjacent crosswalk to ensure pedestrians and drivers have adequate sightlines.

#### **Bus Stop Length**

In addition to the selection of an appropriate location, there are other important requirements for bus stops. The required length of a bus stop is determined by the type of stop, stop location, stop amenities, roadway speed limit, and the number and type of buses expected to use the stop. There must be enough curbside space to enable bus operators to pull the bus parallel to the curb, open the doors onto the sidewalk, and pull away from the stop into the travel lane. Providing bus stops with sufficient length also prevents buses from straddling crosswalks, which can block access for pedestrians.

Required bus stop lengths vary depending on several factors:

- Location of the stop relative to the intersection (far-side, near-side, or mid-block)
- Stop configuration
- Approach of bus turning movement
- Roadway speed, and thereby deceleration and acceleration space
- Presence of crosswalks, on-street parking, and driveways
- Location of landscaping and street furniture along the sidewalk edge
- Number of buses serving and/or laying over at the stop

Because bus stop length will vary depending on the type and design of a specific bus stop, each typology presented in Chapter 4 includes a table detailing the dimensions required for that bus stop design. General design principles are described in the next subsections.

For buses that stop in the travel lane, the only consideration for the overall bus stop length is the platform itself, since no separate entering and exiting distance is required. The platform length is primarily determined by the size of the bus used on the route and the number of buses servicing the stop at peak hours.

At stops where the bus must pull out of the travel lane, the length required for a bus stop consists of three elements – the pull-in taper, platform/boarding length, and the pull-out taper. The stop must be long enough so that buses can not only stop there, but also get into and out of the stop easily. Adequate-length bus stops make it more likely that the bus driver will pull completely into the stop, rather than leave the back of the bus protruding into the travel lane. Because stopping flush with the curb is key for passengers with mobility impairments, providing a sufficiently long stop is an ADA issue.

#### Pull-In/Pull-Out Taper

Pull-in/pull-out taper applies only to curbside stops where the buses pull out of the travel lane. The length required for pull-in or pull-out taper is determined from the posted speed limit or prevailing speed, whichever is greater. If prevailing speed data cannot be collected, the posted speed limit should be used.

The stop location also affects the pull-in or pull-out taper distance required. Far-side stops do not require any additional pull-in taper because the bus can use the intersection to decelerate and pull into the stop. Conversely, for near-side stops, no pull-out taper is required because the intersection provides space to accelerate and merge back into the travel lane.

#### **Platform Length**

The length required for the platform is primarily a function of the type of bus the stop is designed to serve and the number of buses the stop must serve simultaneously. At a minimum, all AC Transit stops should

be designed to serve a 40-ft bus. On routes where articulated buses are used, stops should be designed to serve 60-ft buses. The length of a platform should increase if it is determined that the stop must accommodate multiple buses simultaneously. The Transportation Research Board provides guidance for determining when stops should be designed to accommodate multiple buses, based on the number of buses per hour, average dwell time, and adjacent intersection signal cycle times.

#### **Stop Amenities**

Stop amenities include bus shelters, benches/seating, wayfinding, fare vending machines, bike parking, trees/landscaping, trash cans, lighting, and other amenities that are located within the bus platform area. Stop amenities can help attract customers and increase passenger comfort, improve operational efficiencies, and foster local civic pride and economic development.

The presence of stop amenities, particularly bus shelters or other large amenities, may impact the required platform length. Bus shelters and other large stop amenities restrict the space available for passenger circulation and movement and may require that the platform length be increased. The ADA requires bus stop boarding and alighting areas at the front door landing area, and an accessible route between the landing area, sidewalk, and bus shelters. A clear zone at the first rear door is also required by AC Transit.

#### **Crosswalk Clearance**

For all far-side and near-side stops, clearance from the crosswalk is required for pedestrian safety. NACTO's guidelines recommend a minimum of 10 feet of clearance between the rear of the bus and the crosswalk at a far-side stop. With a near-side stop, a minimum of 10 feet of clearance between the front of the bus and the crosswalk is recommended.

#### F. Door Locations and ADA Access

AC Transit utilizes a variety of fleet types, including 30-ft, 40-ft, and 60-ft buses, which have two, three, or four doors, depending on the vehicle model. Landing areas and clear zones should be laid out to accommodate the bus fleet in operation. Landing areas and clear zones should be free of driveways, curb ramps, and obstructions such as utility poles, hydrants, and other street furniture. AC Transit's design guidelines recommend designing all stops with two door landing areas to accommodate the first two doors of all vehicles, regardless of vehicle length or model.

For the first door landing area, ADA guidelines require that a minimum width of 5 feet along the curb, and a minimum depth of 8 feet perpendicular to the curb, be provided at the landing area, to the extent feasible and within the control of the transit agency. The location of the landing area is primarily dependent on the siting of the stop relative to the intersection, and secondarily, on the availability of sidewalk space to accommodate an ADA-compliant landing area. The first door landing area should begin one foot behind the bus stop pole.

To accommodate rear door passenger activity, bus stops should also have a second door landing area. On AC Transit vehicles manufactured by Van Hool, the second door serves as the ADA-accessible ramp entrance. Therefore, providing a second landing zone is important to ensure that the stop is ADA-compliant. The second door landing area should be 11.5 feet wide along the curb, with a minimum depth of 8 feet perpendicular to the curb. The second door landing area should begin 12.5 feet behind the bus stop pole.

The critical path of travel for passengers at a bus stop is the connection between the landing area and the sidewalk and bus shelters. The ADA requires that there be an accessible route between these points. Sidewalks and bus shelters shall be connected to the landing area by an accessible route. This requirement means that a clear, unobstructed, ADA-compliant path of travel must be provided. AC Transit prefers a 4-foot wide path, although the ADA requires a minimum 3-foot wide path, which can be used in extenuating circumstances.

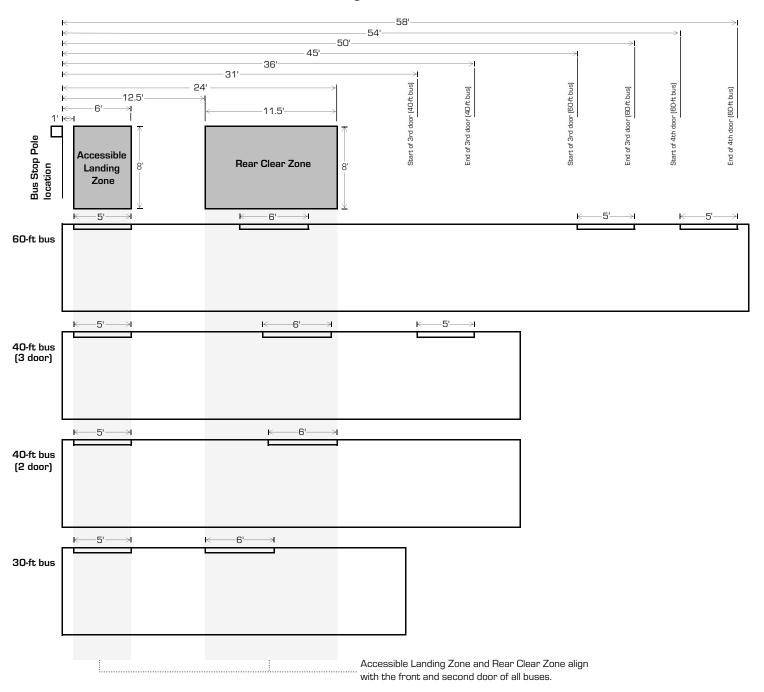


Exhibit 1: AC Transit Landing Area Dimensions of Common Bus Types

#### G. Bus Stop Pads

Bus pads are highly durable areas of the roadway surface at bus stops, usually constructed of concrete, that address the common issue of asphalt distortion at bus stops.

Conventional asphalt pavement is flexible, and can be moved by the force and heat generated by braking buses and trucks, leading to wave-shaped mounds along the length of a bus stop. This issue is pronounced at high-volume stops where dwelling buses further heat the roadway surface, as well as near-side stops in mixed-traffic lanes where trucks can add to wear.

Bus pads should be at least 8.5 feet wide to accommodate both wheels of a bus, but should be wider at locations without precision loading to provide consistent service when the bus does not pull fully to the curb. Bus pad length should be determined based on the length of the platform area.

At stops where the bus crosses a bike lane, the concrete bus pad should end at either the curbside edge of the bike lane or the outside edge of the bike lane (including its full width) to prevent the creation of a longitudinal joint within the bike lane. Bus pads should end before the crosswalk to prevent lateral or longitudinal pavement joints within the crosswalk. If a bus pad must be extended into the crosswalk, it should extend across the full width of the crosswalk to prevent joints between concrete and asphalt.

#### H. Curbs

The curb alongside the bus stop should be painted red to prevent cars from parking within the bus stop space or within the pull-in or pull-out zone that is required at traditional bus stops where buses must pull out of the travel lane. If cars are parked at a bus stop or within the pull-in or pull-out zone, then the bus will not be able to stop flush along the

boarding platform which is inconvenient and dangerous for passengers, and can prevent bus ramps from being deployed, resulting in ADA accessibility issues. Curb height and design should be informed by local conditions or design standards.

#### I. Service Type and Level of Service

Finally, the service type and level of service provided on a route and/or corridor should be considered when determining the design of bus stops and prioritizing capital improvements. AC Transit has identified eight primary service types operated by the District. These are outlined in AC Transit Board Policy No.  $550.^{13}$ 

Trunk Routes and Major Corridors – These are the services operating on corridors where residential densities are at least 20,000 residents per square mile (or comparable commercial densities). Routes in these corridors provide the backbone of the transit system; operate along the arterial streets and provide a high level of local and limited stop service. These routes have the highest priority for capital improvements.

Rapid - Provides limited stop service along a Trunk Route or Major Corridor featuring wide stop spacing, headway based schedules, transit signal priority and passenger amenities. Underlying local service contributes to aggregate service frequency.

Urban Secondary, Crosstowns and Feeder Routes – These are the routes operating in medium density corridors (10,000 – 20,000 residents per square mile or comparable commercial densities). These routes complement the trunk route network, providing a high level of local stop service. These corridors also are candidates for capital improvements to assist in bus operations.

Suburban Crosstowns and Feeder Routes – These are the routes operating in low density corridors (5,000 – 10,000 residents per square mile). These routes feed BART, park and ride lots, or other AC

Transit routes, or serve neighborhood circulation functions with a high level of service.

Low Density Routes – These are primarily routes operating in areas of very low density (fewer than 5,000 residents per square mile).

Community Flex Services – These are primarily routes operating in areas of very low density, again, fewer than 5,000 residents per square mile, that provide a more flexible operation than traditional fixed route service.

All-Nighter (Owl) Routes – These are the routes providing service between 12 midnight and 6 am. All-Nighter routes operate as a lifeline service during the "owl gap" period.

Transbay Routes – These are the routes providing service to downtown San Francisco via the Bay Bridge Corridor.

These service types form a hierarchy of service both in terms of service investment (annual service hours) and ridership. Therefore, AC Transit's policy directs staff to prioritize capital investments for service types with the highest levels of service and highest ridership. Additionally, because the service type classifications closely correspond with service frequency and ridership, they can be used to inform the bus stop design, dimensions, and amenities.

Table 3 outlines AC Transit's service types, span of service standards, and weekday peak frequency standards.

Service Type	Span of Service Standard	Weekday Peak Frequency Standard	
Trunk and Major Corridors	19-24 hours daily	15-20 minutes	
Rapid	14-16 hours daily	10-14 minutes	
Urban Crosstown/ Feeder	14-16 hours daily	15-20 minutes	
Suburban Crosstown / Feeder	14-16 hours daily	21-30 minutes	
Very Low Density	14-16 hours daily	31-60 minutes	
All-Nighter (Owl)	Owl gap period	31-60 minutes	
Transbay	17-18 hours daily	21-30 minutes	

Table 3: Span of Service and Weekday Peak Frequency Standards

Adapted from AC Transit Board Policy No. 550

# 3.0 Typology Design Considerations



Properly-placed design elements are critical to a positive overall experience for transit users. When reviewing individual bus stops and their context, designers must consider a wide range of issues that are unique to each location. In many transit corridors, the adjacent streetscape design elements may also contribute to the bus stop design. Due to constrained right-of-way, it is not feasible or practical to include all design elements at each bus stop location. The placement and use of design elements at bus stops should maximize safety, visibility, and comfort for all users. Designers are encouraged to consult with AC Transit or local guidance for additional design considerations.

#### 3.1 General Guidance for Context Zones

For the purposes of this guide, establishing context zones simplifies the process of defining the roadway cross section along a corridor. Zones establish a foundation for designers to appropriately locate design elements tailored to the different uses expected of a roadway user. Exhibit 2 illustrates each zone with subsequent text describing the relationship between the zones and the design elements that commonly contribute to multimodal bus stop design.

**Pedestrian Zone -** This zone is generally reserved for pedestrian mobility for users of all ages and abilities to access pedestrian oriented destinations.

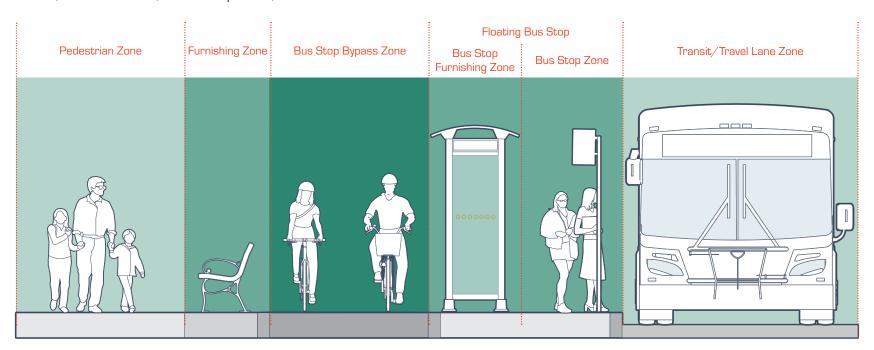
**Furnishing Zone -** This zone is generally reserved for seating, bicycle racks, street lights, parking pay stations, stormwater infrastructure, street trees, transit shelters, trash receptacles, in addition various

utilities that support a multimodal environment. This zone can also be flexible and may vary between blocks and along a corridor.

**Bus Stop Bypass Zone** - This zone is generally reserved to route the bikeway around the rear of the bus stop between the furnishing zone and floating bus stop furnishing zone.

**Bus Stop Furnishing Zone** - This zone is generally reserved to function similar to the furnishing zone and may consist of seating, lean bar or railing, transit shelter, or vertical railings as space provides. The available width and length of the floating bus stop will determine the amount, type, and function of design elements placed in the floating bus stop furnishing zone.

**Floating Bus Stop** - This zone is generally reserved for users waiting in a dedicated space to access transit.



**EXHIBIT 2: Context Zones** 

#### 3.2 Design Elements

All bus stops should consider utilizing appropriate design elements to provide a safe, accessible, and high-quality transit experience. This section defines typical bus stop design elements either as standard, recommended, or optional. Standard design elements are typical of bus stops, bicycle facilities, pedestrian facilities, etc. Including recommended design elements should result in a high quality bus stop for all users. Design elements have been noted as optional to be sensitive to design preferences of jurisdictions.

#### Accessible Landing Pad (Furnishing/pedestrian zone or bus stop furnishing zone) - Standard

ADA guidelines require a minimum of 5 feet along the curb and a minimum depth of 8 feet perpendicular to the curb to be provided at the landing area. It should be a firm, stable surface, with a maximum 2% cross slope. The landing area should match the roadway running slope to the extent practicable and be parallel to the roadway.

#### Benches (Furnishing/pedestrian zone or bus stop furnishing zone) - Optional

Providing seating at bus stops is a pleasant amenity for transit users waiting for the bus. Benches may be stand-alone or integrated into a shelter. ADA does not provide guidance for outdoor benches, however the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) suggests that benches providing full back support and armrests better assist pedestrians with mobility impairments to sit and stand.



#### Bicycle Facility Elevation (Bus stop bypass zone) - Standard

Bicycle facilities may be provided at the same elevation with the sidewalk, at street level, or at an intermediate height with a 2- to 3-inch curb reveal between the sidewalk and street level. The appropriate elevation of the bicycle facility will often be based on known physical constraints or design feasibility. The advantages or disadvantages of these designs are discussed thoroughly in separated bike lane guidance. A designer should consult these references prior to choosing the appropriate bikeway elevation treatment.

#### Bicycle Racks (Furnishing zone or bus stop furnishing zone) -Recommended

Installing bicycle parking at bus stops increases a transit passenger's flexibility to park their bicycle and take transit. These decisions may be based on many external factors including distance, weather, convenience, and effort. This amenity improves first- and last-mile connections and can increase the desirability of combined bicycle and transit trips.

Furthermore, if the bus bicycle rack is at capacity, bicycle parking allows bicyclists to lock their bike if they choose. Bicycle racks should be placed outside of the path of travel at the bus stop and positioned so that no matter how a bicycle is locked, a one foot buffer from the bikeway and the edge of the locked bike will be maintained. Refer to the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines for the appropriate type and placement of bike racks.

Essentials of Bike Parking: Selecting and Installing Bike Parking that Works. Association of Pedestrian & Bicycle Professionals. 2015.<sup>14</sup>

#### Bike Ramp (Bus stop bypass zone) - Standard

When the elevation of the bicycle facility changes at a floating bus stop, a smooth ramp transition should be provided to allow comfortable passage for bicyclists through the bus stop influence area.



# Bus Shelters (Furnishing zone or bus stop furnishing zone) – Optional

Shelters provide a safe, secure, and comfortable space for users waiting for their bus. Shelters offer protection from inclement weather, and, in some cases, include lighting, heating, and opportunities for additional seating. Transit information, including route numbers, timetables, and, in some cases, maps, may also be provided at shelters.

The design of shelters should be simple, functional, and easy to maintain. The size of shelters will largely depend upon the amount of available space at a bus stop location.

## Bus Stop Pole (Furnishing zone or bus stop furnishing zone) – Standard

Bus passengers need information to understand which bus routes will stop at their location. This pole and sign can also include information such as the route direction, schedule, etc.

#### Channelization (Bus stop bypass zone) - Recommended

Channelizing infrastructure can be designed to manage pedestrian and bicyclist movements between the travel lane, bikeway, and pedestrian facility. Pedestrians and bicyclists can be separately and effectively channelized by locating a vertical object (e.g., planter) to physically deflect and direct users to desired areas. For example, pedestrians could be channelized to designated crossings of the bikeway between sidewalk and floating bus stop. Effectively channelizing bicyclists and pedestrians through a bus stop can improve safety, provide maximum convenience, and enhance functionality.



#### Crosswalks (Pedestrian zone) - Standard

Crosswalks provide designated routes for pedestrians to cross another facility. Maintaining a pedestrian access route between the sidewalk, floating bus stop, and additional bus stop design elements is required. All crosswalks should be located to maximize visibility for pedestrians and of pedestrians by drivers and bicyclists. Bus stops should connect to a marked pedestrian crossing, preferably a crosswalk behind the stop, so that passengers are encouraged to cross behind the bus. Intersections and at-grade driveway crossings should have ADA-compliant curb ramps.

#### Detectable Warning Surface (Pedestrian zone) - Standard

The ADA requires that bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route. Detectable warning surfaces provide a tactile and noticeable message that a change of environment will occur between these areas.

#### Green Colored Pavement (Bus stop bypass zone) - Optional

The consistent use of green colored pavement may be used to delineate the bicycle zone or to emphasize areas of potential conflict. An alternative option is to use contrast to mark the separate zones, such as different colored concrete, or using asphalt for the bikeway and concrete for the floating bus stop and sidewalk.

Green colored pavement may be considered for optional use in marked bicycle facilities and in extensions of bicycle facilities through intersections and other traffic conflict areas. The use of dashed green colored pavement indicates merging areas for the bicycle facility and vehicular traffic. Solid green colored pavement may be used to designate the bike lane zone

# Lean Bar or Lean Rails (Pedestrian/Furnishing Zone or bus stop furnishing zone) – Optional

Lean rails may be used in place of traditional benches. These amenities establish a narrow barrier between the bus island and the bus stop bypass to deter transit passengers from crossing the bicycle facility in non-designated spots. They also invite passengers to use these amenities casually as they wait for their bus.

### Lighting (Furnishing Zone or bus stop furnishing zone) – Recommended

Bus stop lighting provides safety and security for all users while also increasing visibility of waiting passengers for bus operators. Sufficient illumination can be achieved with pedestrian-scale fixtures, lighted shelters, and street lights. The Illuminating Engineering Society provides guidance on how much illuminance to provide. Refer to Illuminating Engineering Society (IES), Roadway Lighting RP-8-14. 2014.<sup>15</sup>

#### Railings (Bus stop furnishing zone) - Optional

Vertical railings may be useful at channelizations (bus stop bypasses), as they establish a barrier between the bus island and the bicycle facility routing behind it, deterring transit users from crossing the bicycle facility in non-designated locations.

# Rear Landing Area (pedestrian/furnishing zone, bus stop furnishing zone) – Standard

The clear zone is the area where the back doors of the bus open onto the sidewalk or floating island. AC Transit requires bus stops to have a clear zone for the first rear door. The clear zone should be free of driveways, curb ramps, and obstructions such as utility poles, hydrants, and other street furniture. Although there is no requirement for the clear zone to be ADA-compliant, it is desirable, and at a minimum should be a level surface area. The clear zone should be 11.5 feet wide by 8 feet deep.

# Street Trees and Stormwater Infrastructure (furnishing zone or bus stop zone) – Optional

Properly selected and maintained landscaping helps enhance passenger comfort at a bus stop and may improve the overall aesthetic of transit service. Street trees at bus stops can help provide shade and protection from adverse weather. Placement of street trees or stormwater infrastructure should not disrupt safety, visibility, or service at the bus stop location. Street trees, landscaping, and stormwater infrastructure should be selected based on environmental performance, maintenance, and aesthetic goals of the jurisdiction.

#### Trash receptacles (furnishing zone) - Optional

Trash and recycling receptacles or solar compactors are desirable at higher-ridership stops, stops in commercial areas and retail centers, and stops with shelters. AC transit recommends locating trash and recycling receptacles on the sidewalk to clarify that maintenance is a City responsibility, which may assist with keeping the overall buildup of debris to a minimum.



# 4.0 Bus Stop Design Typologies



Designing a safe, comfortable, and functional bus stop for all users with special consideration to bicycle users is a primary purpose of this guide. Local jurisdictions are implementing more separated bike lanes on transit corridors and need design guidance to safely and seamlessly maintain bikeways through the bus stop. Based on common roadway and bikeway configurations, transit operations, and other considerations, five bus stop design typologies have been identified:

- Typology 1: Class II Bicycle Facility between the Curb and a General Traffic Lane
- Typology 2: Class II Bicycle Facility between Curbside Parking Lane and a General Traffic Lane
- Typology 3: Class IV Bicycle Facility (Separated Bikeway)
   between the Curb and a General Traffic Lane
- Typology 4: Class IV Bicycle Facility (Separated Bikeway) between the Curb and a Parking Lane
- Typology 5: Class IV Bicycle Facility (Two-way Separated Bikeway) between the Curb and a Parking Lane

Each design typology contains design elements reflecting the context of the roadway environment. Required and optional design elements are specified within the typologies, but the designer should use engineering judgment when selecting and locating design elements for a bus stop design. These bus stop typologies are intended to illustrate how and why design elements are included to provide a safe, comfortable, and functional bus stop.

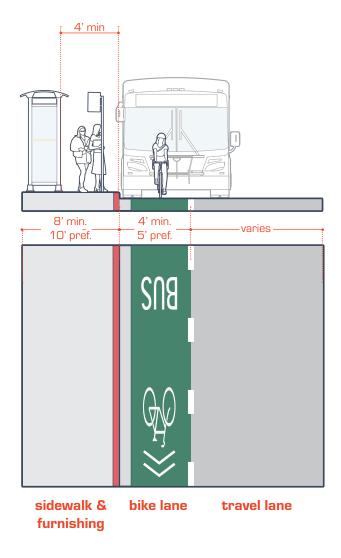
Bus stops should be provided curbside (against a curb) in most instances, as this is the most functional location for a bus stop. In the typologies, the bus stop curb is located either along the sidewalk (Typology 1) or along a floating bus stop (Typologies 2-5).

Four of the five typologies utilize floating bus stops, which are sidewalk-level platforms built between the bicycle lane and the roadway travel lane. When using floating bus stops, bicyclists are directed behind the bus stop, reducing or eliminating most conflicts between buses and bicyclists. By eliminating the need for buses and bicycles to interact, floating bus stops have large safety benefits for bicyclists. They can also benefit pedestrians, as the floating bus stop doubles as a pedestrian refuge, which if designed efficiently, can shorten crossing distances and enable shorter signal cycles.

#### 4.1 Typology 1 Class II Bicycle Facility between Curb and a General Traffic Lane

The first Typology illustrates locations where the bike lane is located adjacent to the curb on a roadway. This typology more likely pertains to transit routes outside of a priority bicycle network. The section view illustrates that the bus will position itself on top of the bike lane to board and alight passengers. This means the bus may block motorists and bicyclists. These roadway users may have to wait or move around a bus during boarding/alighting operations.

#### A. Typology 1: Section View



If a transit corridor consistently implements Typology 1, normal bus operations may cause a "leap-frogging" effect for bicyclists. Leap-frogging is described as: A) a bus will pass a bicyclist between bus stops, B) the bus boards/alights passengers, C) the bicyclist passes the dwelling bus, and D) then the bus passes the bicyclist between the bus stops again. The leap-frogging process could repeat several times, especially if the average bus speed is similar to a bicyclist's riding speed. This effect is uncomfortable for bicyclists and increases the likelihood they will exit the bike lane into mixed traffic to pass a dwelling bus, which increases their crash risk with automobiles. The Leap-frogging is a known operational issue and is usually mitigated by implementing more separation between the vehicle lane and the bike lane, which may then necessitate the use of the subsequent design typologies described in this document.

Several design elements have been explicitly called out for Typology 1. A bus stop has minimum design constraints so that an accessible landing zone and a rear clear zone are provided. The location of these zones at the bus platform varies depending on the prevailing bus size. Also, this typology includes design elements typically employed at roadways and bus stops such as a furnishing zone, bus stop pole, and detectable warning surfaces on the sidewalk ramps. Lastly, note the optional design elements such as the bus shelter, green pavement markings, and red curb zone. The exact location and scale of these design elements may vary based on the constraints and context of the bus stop.

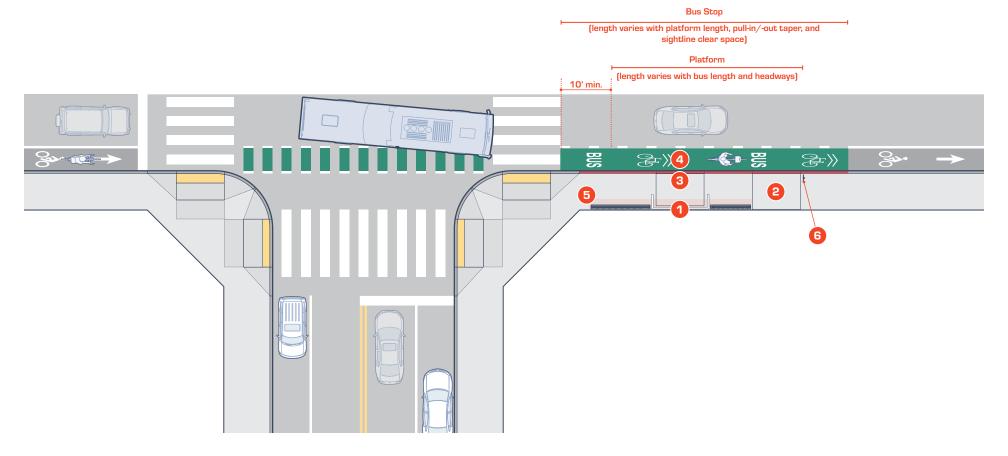
The bus stop and platform length will vary based on many factors including the pull-in/-out taper, sight distance, physical bus dimensions, and headways. Table 4 provides guidance for these dimensions on Typology 1, but the designer should use engineering judgment based on the roadway context and design constraints.

	Arterial Speed Limit			
	< 20 MPH	20-35 MPH	>35 MPH	
Platform				
40' Bus	40'	40'	40'	
60' Bus	60'	60'	60'	
Two 40' Buses	120'	120'	120'	
One 40' Bus and One 60' Bus	140'	140'	140'	
Two 60' Buses	180'	180'	180'	
Pull-in Taper				
Far-side Bus Stop	N/A	N/A	N/A	
Near-side Bus Stop	10'	15'	20'	
Mid-block Bus Stop	10'	15'	20'	
Pull-out Taper				
Far-side Bus Stop	10'	15'	20'	
Near-side Bus Stop	N/A	N/A	N/A	
Mid-block Bus Stop	10'	15'	20'	
Clearance from Crosswalk				
Far-side Bus Stop	10'	10'	10'	
Near-side Bus Stop	10'	10'	10'	
Mid-block Bus Stop	N/A	N/A	N/A	

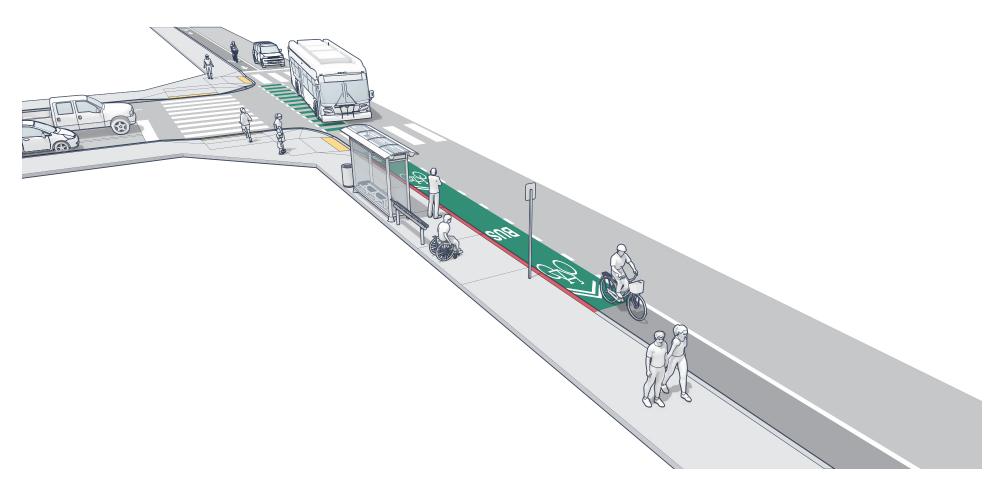
Table 4: Typology 1 Influence Area Minimum Dimensions

## B. Typology 1: Plan View

1 Bus shelter (optional)
2 Accessible landing zone (min. 5' x 8')
3 Rear clear zone (11.5' x 8')
4 Green pavement (optional)
5 Furnishing zone
6 Bus stop pole



## C. Typology 1: Perspective View



4.2 Typology 2 Class II Bicycle Facility between Curbside Parking Lane and a General Traffic Lane

## A. Stop Placement and Bike Facility Alignment

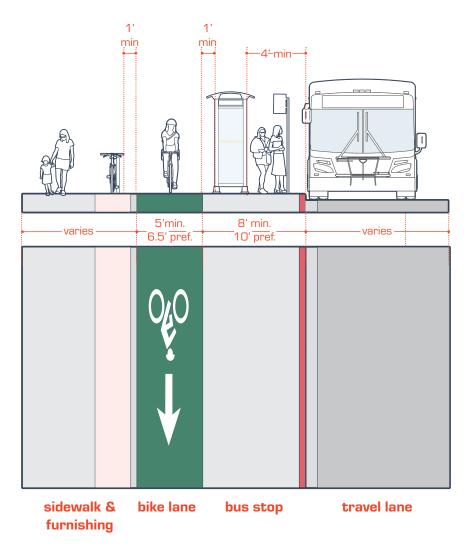
Adding parking to the roadway influences the spatial relationship between the bus boarding/alighting operation and the bike lane. Parking operations may cause conflicts with bus operations, and the door zone of parked vehicles can be a hazard for bicyclists. However, implementing a floating bus stop is an improvement for bicycle and transit operations, because the bus boarding/alighting operations can be performed independently of through bicycle movements.

AC Transit prefers far-side bus stops for a variety of bus-related operational reasons (AC Transit Policy No. 508); however, the designer can consider using near-side or mid-block bus stops. Note that conventional mid-block bus islands are illustrated but are not a preferred design because they create a potential conflict with bicyclists by requiring buses to fully cross the bike lane to pull in and out of the bus stop.

The key design characteristic of Typology 2 is the routing of the bike lane behind the bus stop, which minimizes conflicts between the bicycle movement and the bus boarding/alighting operation. The design elements at the floating bus stop and the furnishing zone should be located at least one foot from the edge of the bike facility. If a bicycle rack is located in the furnishing zone, the edge of a parked bicycle should be at least one foot from the edge of the bike facility, which may necessitate moving the bike rack further toward the building frontage. This shy distance improves bike operations and minimizes safety hazards from handlebar or pedal strikes.

Bus passengers have two designated bike lane crossings from the sidewalk to the floating bus stop, which helps manage pedestrian/bicycle interactions. Importantly, bicyclists are required to yield to pedestrians

## B. Typology 2: Section View



at these designated crossings with the use of yield markings and an optional "Bike Yield to Pedestrians" MUTCD R9-6 sign. The furnishing zone and/or detectable edge assists with managing bus passenger crossings at those two locations.

Furnishing elements could include bicycle racks, trash receptacles, etc. Alternatively, detectable longitudinal panels can be embedded along the bike lane to guide visually impaired pedestrians to the designated bike lane crossing, as shown in exhibit 3 and in the photo to the right. These directional indicators are in accordance with International Standard 23599 and their color should contrast with adjoining concrete or asphalt pavement.

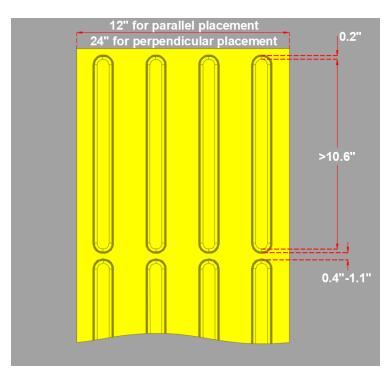
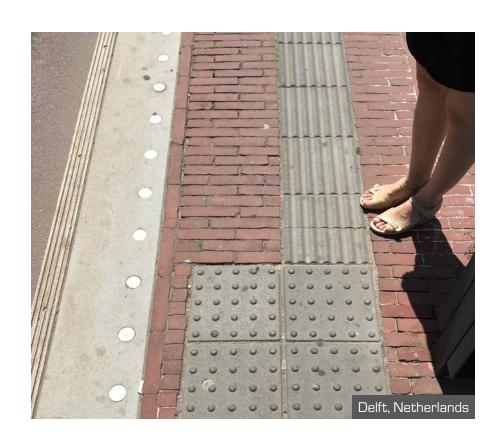


Exhibit 3: Longitudinal detectable edge



**Arterial Speed Limit** 

There are several bike lane-specific design elements which should be included when designing a bus stop based on Typology 2.

6 The bicyclist yield area provides space for bicyclists to stop for crossing pedestrians while also being protected from traffic.

7 The maximum bicycle ramp slope should be 1:12 from street to sidewalk level.

9 The bike lane transition taper of 1:10 is preferred, with a maximum of 1:5.<sup>17</sup>

Providing more space for bicyclists to yield for pedestrians and/or constructing a gentler slope or taper for the bike lane will improve comfort for bicyclists.

Lastly, vertical railings or lean rails may be optionally employed in Typology 2.

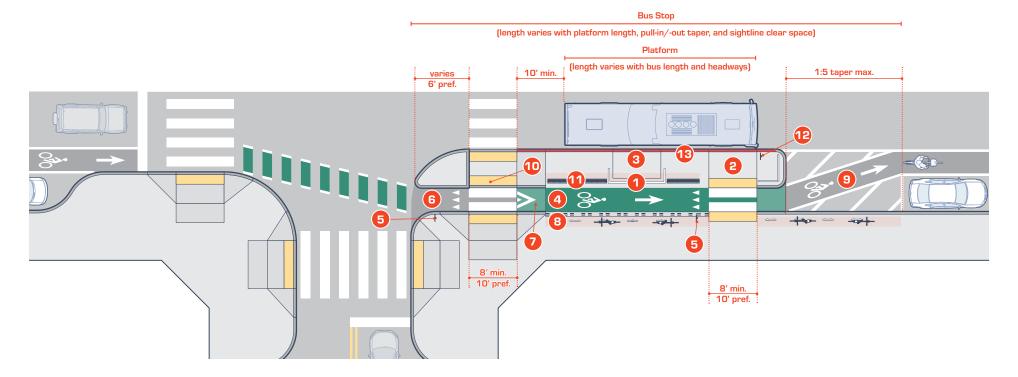
Table 5 provides guidance for these dimensions on Typology 2.

	All Speeds			
Bus Stop Island				
40' Bus	40'			
60' Bus	60'			
Two 40' Buses	120'			
One 40' Bus and One 60' Bus	140'			
Two 60' Buses	180'			
Entering Bike Lane Taper Distance				
Far-side Bus Stop	N/A			
Near-side Bus Stop	24'			
Mid-block Bus Stop	24'			
Exiting Bike Lane Taper Distan	ce			
Far-side Bus Stop	24'			
Near-side Bus Stop	N/A			
Mid-block Bus Stop	24'			
Clearance from Crosswalk				
Far-side Bus Stop	10'			
Near-side Bus Stop	10'			
Mid-block Bus Stop	N/A			

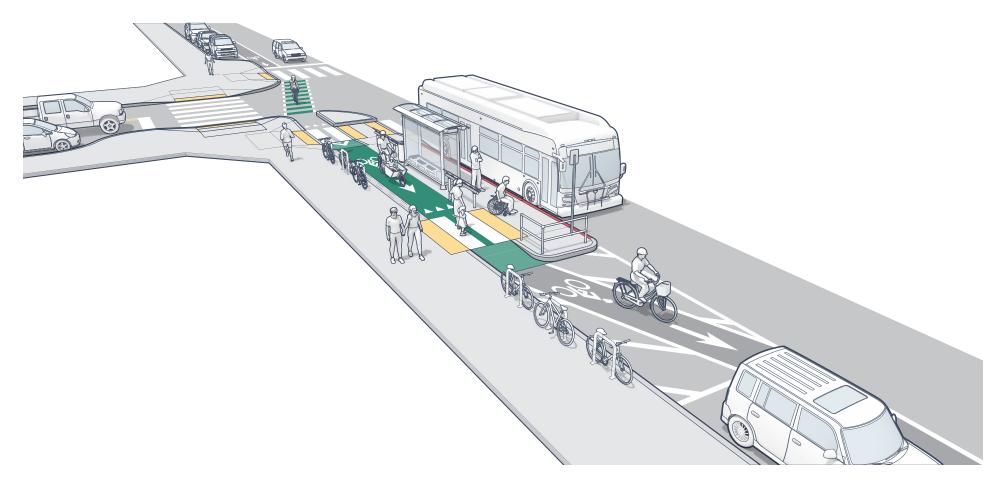
Table 5: Typology 2 Influence Area Minimum Dimensions

## C. Typology 2: Plan View

1 Bus shelter (optional)
2 Accessible landing zone (min. 5' x 8')
3 Rear clear zone (11.5' x 8')
4 Green pavement (optional)
5 Bikes yield to peds sign (optional)
6 Bicyclist yield area
7 Bicycle ramp (max 1:12 slope)
8 Bike lane taper (preferred 1:10 / max. 1:5)
10 Detectable warning surface
11 Vertical railing (optional)
12 Bus stop pole
13 Red curb zone (optional)



## D. Typology 2: Perspective View



## 4.3 Typology 3 Class IV Bicycle Facility (Separated Bikeway) between the Curb and a General Traffic Lane

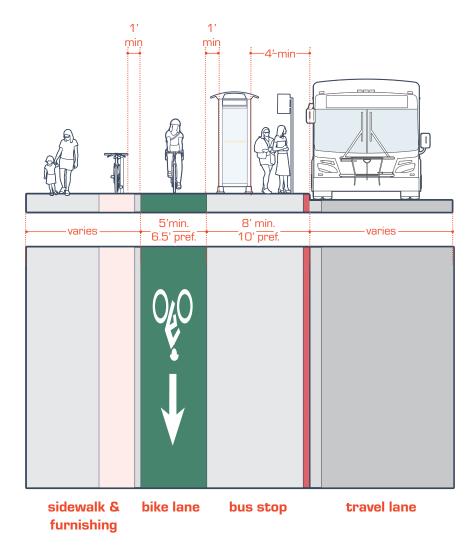
Typology 3 contains the same elements and dimensions in the crosssectional view as Typology 2. Both designs route the bike lane behind the floating bus stop platform with a 1-foot shy distance between the bike lane and any furnishing or bus stop elements.

The difference between Typologies 2 and 3 is the presence of parking. In Typology 2, a parking lane is located to the inside of the bicycle lane; in Typology 3, there is no parking lane. Parked vehicles influence the bike lane taper lengths through intersections and exiting the bus platform area.

Typology 3 illustrates vertical separation with white plastic flexposts between the travel lane and the bikeway. There are many different forms of vertical separation that can be employed and there are several guidebooks discussing their benefits and drawbacks. In general, choosing any form of approved vertical separation will be appropriate in conjunction with a floating bus stop design.

Table 6 provides guidance for these dimensions on Typology 3.

## A. Typology 3: Section View



	Arterial Speed Limit			
	All Speeds			
Bus Stop Island				
40' Bus	40'			
60' Bus	60'			
Two 40' Buses	120'			
One 40' Bus and One 60' Bus	140'			
Two 60' Buses	180'			
Entering Bike Lane Taper Distance				
Far-side Bus Stop	N/A			
Near-side Bus Stop	18'			
Mid-block Bus Stop	18'			
Exiting Bike Lane Taper Distance				
Far-side Bus Stop	18'			
Near-side Bus Stop	N/A			
Mid-block Bus Stop	18'			
Clearance from Crosswalk				
Far-side Bus Stop	10'			
Near-side Bus Stop	10'			
Mid-block Bus Stop	N/A			

Table 6: Typology 3 Influence Area Minimum Dimensions

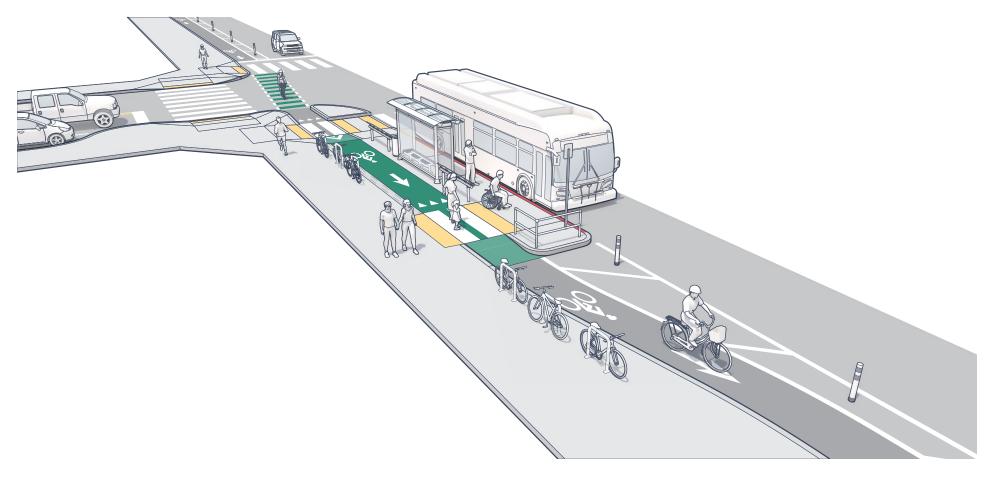
## B. Typology 3: Plan View

Bus shelter (optional) Furnishing zone/Detectable edge Accessible landing zone Bike lane taper (min. 5' x 8') (preferred 1:10 / max. 1:5) Rear clear zone (11.5 x 8') 10 Detectable warning surface Green pavement (optional) Vertical railing (optional) **5** Bikes yield to peds sign Bus stop pole (optional) Bicyclist yield area Red curb zone (optional) Bicycle ramp (max 1:12 slope)

**Bus Stop** 

# (length varies with platform length, pull-in/-out taper, and signtline clear space) Platform (length varies with bus length and headways) 1:5 taper max. 6' pref. 10' min. 8' min. 10' pref. 10' pref. 10' pref. 10' pref. 10' pref.

## C. Typology 3: Perspective View



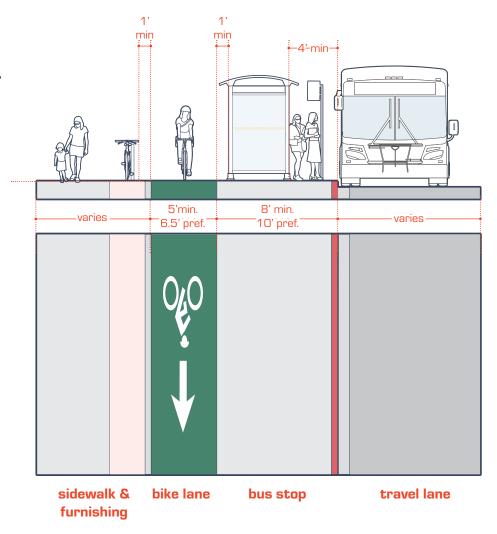
## 4.4 Typology 4 Class IV Bicycle Facility (Separated Bikeway) between the Curb and a Parking Lane

Typology 4's section view is also the same as the section views shown in Typologies 2 and 3.

A separated bikeway adjacent to parking can create a geometric cross section eliminating bikeway tapers through the intersection and exiting the floating bus platform area. Like Typologies 2 and 3, required, preferred, and optional design elements are annotated. The designer should consider the context of the area when including or excluding these design elements.

Table 7 provides guidance for these dimensions on Typology 4.

## A. Typology 4: Section View

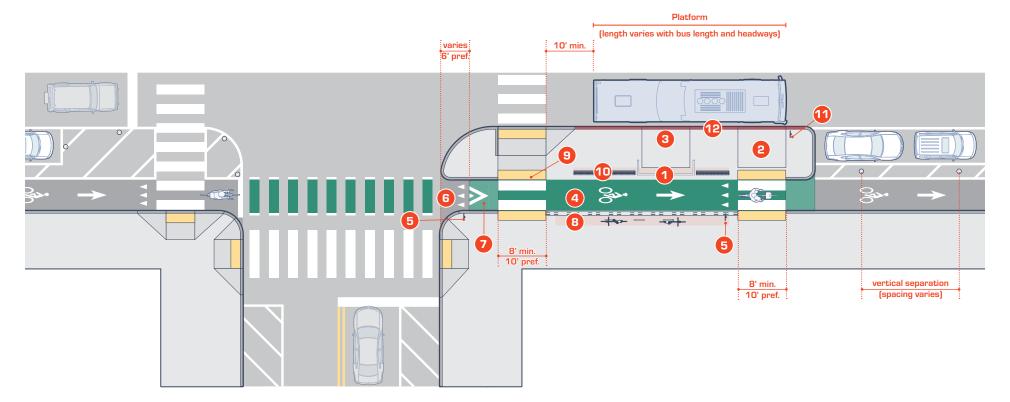


## B. Typology 4: Plan View

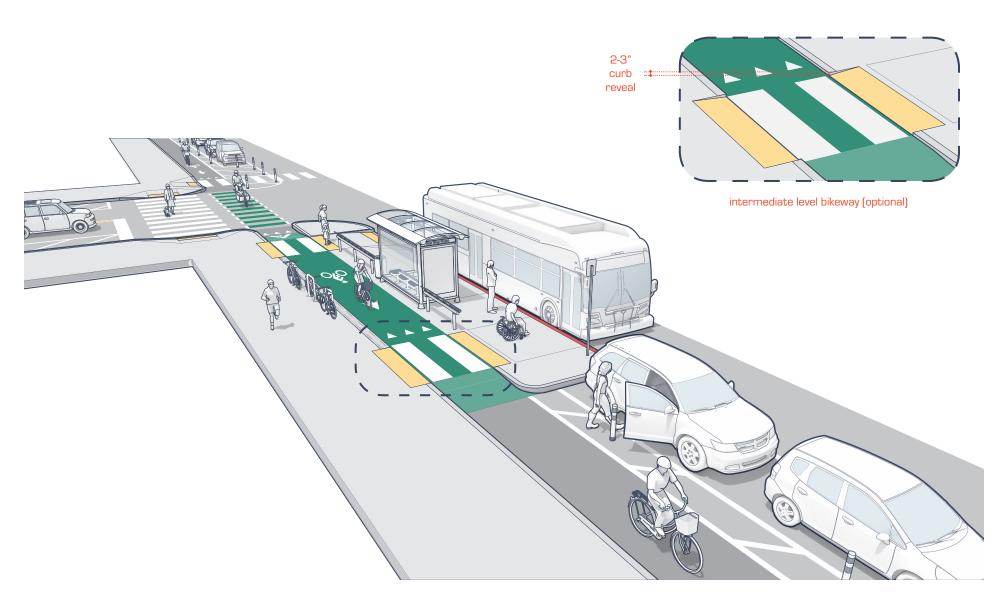
1 Bus shelter (optional)
2 Accessible landing zone (min. 5' x 8')
3 Rear clear zone (11.5' x 8')
4 Green pavement (optional)
5 Bikes yield to peds sign (optional)
6 Bicyclist yield area
7 Bicycle ramp (max 1:12 slope)
8 Furnishing zone/Detectable edge
9 Detectable warning surface
10 Vertical railing (optional)
11 Bus stop pole
12 Red curb zone (optional)

Bus Stop

[length varies with platform length, pull-in/-out taper, and sightline clear space]



## C. Typology 4: Perspective View



**Arterial Speed Limit** 

10'

N/A

	All Speeds		
Bus Stop Island			
40' Bus	40'		
60' Bus	60'		
Two 40' Buses	120'		
One 40' Bus and One 60' Bus	140'		
Two 60' Buses	180'		
Clearance from Crosswalk			
Far-side Bus Stop	10'		

Table 7: Typology 4 Influence Area Minimum Dimensions

Near-side Bus Stop

Mid-block Bus Stop

The perspective view of Typology 4 on the previous page features a callout diagram of an intermediate level bikeway design. A 2- to 3-inch curb reveal can be used to create an intermediate-level bikeway in lieu of a sidewalk-level bikeway adjacent to the floating bus stop island. There are several benefits and drawbacks of this optional design:

Benefits of Intermediate-level Bikeway Design

- Vertical separation helps define the pedestrian and bicycle operating space. Cities with mature bicycling infrastructure regularly construct vertical separation between bicycle and pedestrian facilities.
- · Decreased bike ramp length is needed between the street and bus platform level.
- The curb reveal provides a detectable edge between the sidewalk and the bikeway, eliminating the need for other longitudinal detectable elements. However, ADA-compliant ramps including detectable elements are required at pedestrian crossings of the bikeway.

Drawbacks of Intermediate-level Bikeway Design

- This design increases construction complexity.
- Drainage and maintenance of the bikeway in the bus stop platform area will require extra attention due to water pooling, leaf and debris buildup, etc.

Importantly, curbs 4 inches or greater increase the risk of bicycle pedal strikes, so a 2- to 3-inch curb reveal is critical. Lastly, the 2- to 3-inch curb can be used in Typologies 2 through 5.

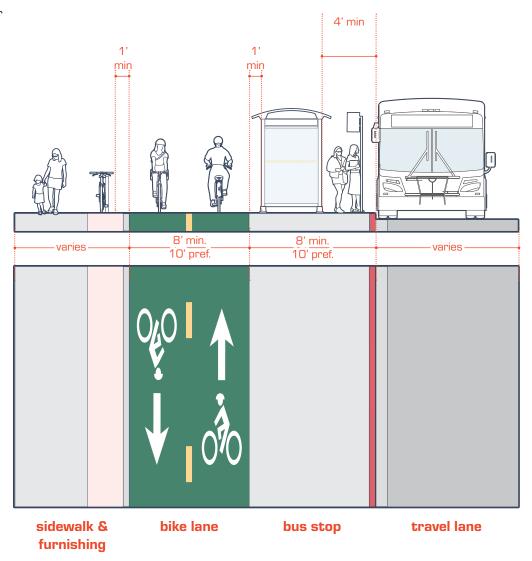
## 4.5 Typology 5 Class IV Bicycle Facility (Two-way Separated Bikeway) between the Curb and a Parking Lane

The cross section of Typology 5 uses the basic form of Typologies 2 - 4 where the bikeway is routed behind the floating bus stop platform and adjacent the sidewalk. Unique to Typology 5, the bikeway is designed for two-way travel, which necessitates increased minimum and preferred bikeway widths.

The plan view in Typology 5 illustrates fully curbed separated bikeway designs adjacent to parking. Again, there are many different vertical buffer treatments available to the designer, who should consider the context and constraints. When implementing Typology 5, special consideration should be given to increasing awareness of two-way bikeway travel at the floating bus stop platform. Signs, pavement markings, and other visual cues should be employed near the bus stop consistent with design guidance for two-way separated bike lanes.

Table 8 provides guidance for these dimensions on Typology 5.

## A. Typology 5: Section View

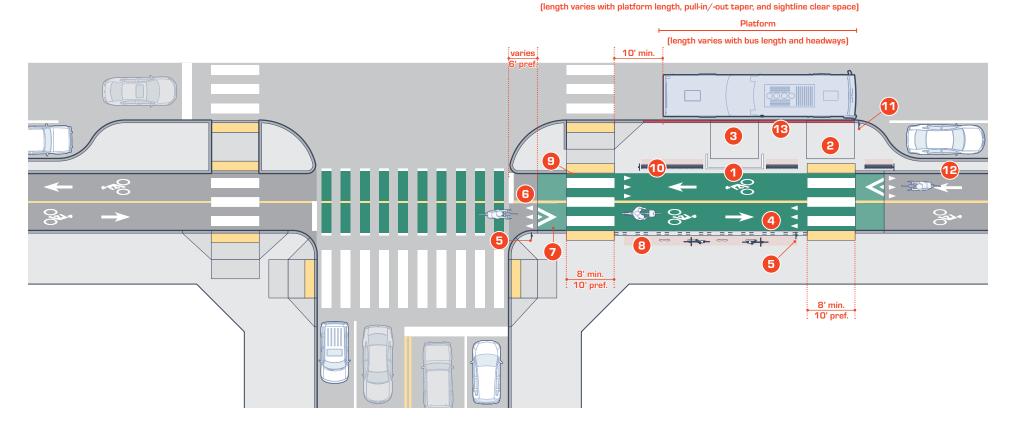


	Arterial Speed Limit
	All Speeds
Bus Stop Island	
40' Bus	40'
60' Bus	60'
Two 40' Buses	120'
One 40' Bus and One 60' Bus	140'
Two 60' Buses	180'
Clearance from Crosswalk	
Far-side Bus Stop	10'
Near-side Bus Stop	10'
Mid-block Bus Stop	N/A

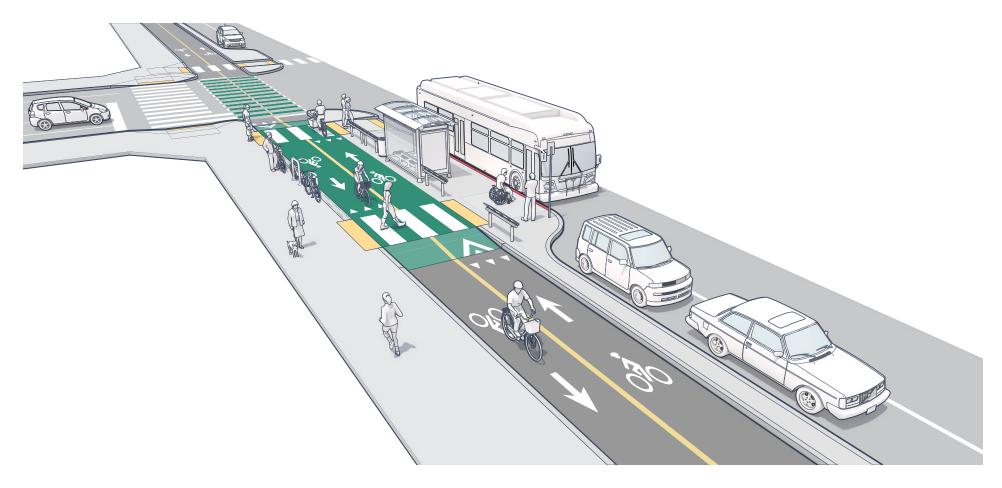
Table 8: Typology 5 Influence Area Minimum Dimensions

## B. Typology 5: Plan View

Bus shelter (optional)
 Accessible landing zone (min. 5' x 8')
 Rear clear zone (11.5' x 8')
 Green pavement (optional)
 Bikes yield to peds sign (optional)
 Bicycle ramp (max 1:12 slope)
 Furnishing zone/Detectable edge
 Detectable warning surface
 Vertical railing (optional)
 Bus stop pole
 Buffer treatment varies
 Red curb zone (optional)



## C. Typology 5: Perspective View



## 5.0 Typology Selection



Designing an appropriate bus stop depends on many factors including but not limited to the roadway configuration, posted/actual vehicle speeds, and bus passenger activity. Due to this contextual variability, it is possible to select multiple typologies on a single transit corridor. Subsequently, tailoring design elements for each bus stop will depend on site constraints, context, and local jurisdictional preference. While designers should strive for consistency, being flexible with the final design could result in a safer, more comfortable, and better-functioning bus stop for all users

## 5.1 Typology Selection Guidance

Selecting a typology is influenced by several factors:

- · Roadway classification
- Roadway constraints
- Traffic posted/actual speeds
- Vehicle volumes
- Bike volumes
- Bus volumes
- · Passenger activity

Choosing a bus stop typology based on the relationship between these factors is challenging because a local jurisdiction may prioritize some roadway uses over others. AC Transit is sensitive to these local priorities and encourages designers to consider these alongside the guiding principles presented in this Guide when selecting a typology and eventual bus stop design.

## Guiding Principle 1 – The proposed roadway configuration should be the primary determinant in the choice of a typology.

The presence of vehicle lanes, parking, buffers, bike lanes, and other roadway elements may be the more static elements of a roadway configuration as compared with dynamic roadway characteristics such as posted speeds, user volumes, and passenger activity. The presence of a bike lane, separated bike lane, or two-way separated bike lane provides one filter of typology choice. The presence of parking is another important consideration in choosing a typology.

Also, some static objects within the roadway configuration are less permanent than others. Vehicle lanes, parking and design elements of

the furnishing zone are commonly removed, rearranged, or re-sized to accommodate other uses. Removing or resizing vehicle lanes and/or parking spaces may be needed to provide appropriate entering/exiting tapers for the bikeway. If there are existing design elements such as bus shelters, they could be too large to fit into a new floating bus stop location based on the typology dimensions. The local jurisdiction should work with AC Transit to develop solutions to design issues considering the range of roadway users.

However, there are several unique roadway configurations which could make selecting a typology difficult:

- Suburban/rural locations with no sidewalks
- · Roadway configurations with mixed-traffic bicycle facilities
- Locations with exclusive bus lanes
- · Roadways with angled parking
- · Shared street
- · Other roadway configurations

In these cases, the stop location should be examined in detail and engineering judgment should be applied to develop a design solution that balances the needs of all roadway users.

## Guiding Principle 2 – Floating bus islands are preferred for bus routes with headways of 15 minutes or less.

Floating bus islands have two types of bus operational benefits. When a bus approaches a floating bus stop, it does not need to exit and re-enter the vehicle lane to serve each request for boarding or alighting. Merging back into the travel lane can be challenging for bus operators due to motorists failing to yield to the merging movement. Eliminating this issue can lead to travel time savings, which translates into operational cost savings and improved travel experience for customers. The other operational benefit includes a designated area for passengers to wait for their bus. This additional space allows AC Transit, and potentially

the local jurisdiction, to add further bus stop amenities to improve the passenger transit experience. Given a bus route with 15-minute headways, the operational and passenger benefits of floating bus islands may accumulate over a typical day and beyond.

## Guiding Principle 3 - Floating bus islands are not preferred for roadways with posted speeds of 35 mph or higher.

Implementing a floating bus island means that a bus will stop in traffic and subsequently block traffic. With posted speeds of 35 mph or higher, a boarding/alighting event may create a safety issue between vehicles and bus operations. In these situations, a bus pull-out may be a more appropriate bus stop design treatment.

Consideration should be given to how bicyclists travel through a bus pullout. Bus pullouts may remove the bus completely from the vehicle and bike lane, allowing an unobstructed bicycle through movement. Designers should consider routing the bikeway behind the bus stop pullout, especially on higher speed roads and where bicycle through movements may be blocked by a stopped bus.

Where roadways have posted speeds of 35 mph or higher, separated bike lanes are recommended due to the increased risk bicyclists face on these types of roads. If separated bike lanes are implemented, their separation should be continued through a bus stop and potential bus pullout. In this situation, Typologies 3 to 5 may be appropriate to reference when designing the bus stop.

## Guiding Principle 4 - A typology choice should incorporate future curbside use and future roadway configurations.

Choosing a typology could involve planning for future transit and/ or roadway projects. AC Transit may make route enhancements or modifications in a corridor, and there could be changes to land use or other transit demand-related contexts. When these transit-related changes are being planned, changes to bus frequency could justify a floating bus stop at certain locations along the new route. Integrating an appropriate typology corresponding to the planned change may be especially important given the presence of bikeways and parking.

Local jurisdictions should consider floating bus stops when redesigning a corridor that carries an existing transit route and has existing bicycle facilities. Even if the transit route is low-frequency, designing the corridor with floating bus stops will allow for higher-quality bikeways and result in a safer, more balanced, comfortable, and functional corridor.



## 6.0 Maintenance Considerations

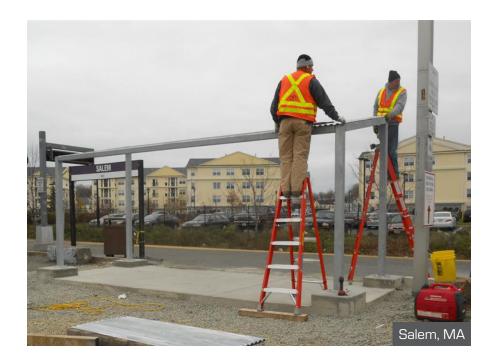


Bus stop locations are typically on the edge of the roadway corridor and located in densely populated environments which accumulate debris during all seasons. Providing and implementing an effective maintenance program ensures continuity throughout the system.

Bus stops require routine maintenance to ensure functionality and provide a pleasant environment for all users. Litter can accumulate at bus stops and trees or other vegetation may drop foliage regularly or seasonally. Vandalism can also occur and should be remedied. Regular, seasonal, and as-needed maintenance agreements should be established with local jurisdictions or property owners. Some of these maintenance costs can be offset with bus stop and bus-related advertising.

Floating bus stops have special maintenance considerations because of the channelization created for the bikeway route. Bikeways may catch debris, dirt, and leaves, which should be swept on a regular or seasonally. Leaves, especially when wet, are very slippery and can create hazards for bicyclists passing through the area. Bus stop maintenance workers can use a variety of techniques to keep these areas clean, including hand sweeping, pressure washing, small hand-operated machines, or narrow maintenance vehicles.

Lastly, bus stops should be regularly inspected and the quality of design elements should be noted over time as they slowly deteriorate and lose their colorful luster. Inspecting and inventorying design elements could yield valuable information on longevity, replacement, and cost expectations. The information could then be used to investigate more robust design elements to be installed for existing or future bus stops.



## 7.0 Reference Endnotes



## Reference Endnotes

- <sup>1</sup> Highway Design Manual, 6th Edition. Caltrans. 2017
- <sup>2</sup> California Manual on Uniform Traffic Control Devices. State of California. Caltrans. California State Transportation Agency. 2014.
- <sup>3</sup> Bus Stop Policy. AC Transit. Policy No. 508 Board Policy. Adopted 1989, Amended 2005.
- <sup>4</sup> Designing with Transit: Making Transit Integral to East Bay Communities. AC Transit. 2004.
- <sup>5</sup> Central County Complete Streets Design Guidelines. Alameda County Transportation Commission. 2016.
- <sup>6</sup> Guide for the Development of Bicycle Facilities, 4th edition. American Association of State Highway Transportation Officials. 2012.
- <sup>7</sup> Urban Street Design Guide. National Association of City Transportation Officials. 2013.
- <sup>8</sup> Transit Street Design Guide. National Association of City Transportation Officials. 2016.
- <sup>9</sup> Urban Bikeway Design Guide. National Association of City Transportation Officials. 2014.

- <sup>10</sup> Manual on Uniform Traffic Control Devices. Federal Highway Administration. 2009 Edition.
- <sup>11</sup> Rhode Island Bus Stop Design Guide. Rhode Island Public Transit Authority. 2017.
- <sup>12</sup> Transit Cooperative Research Program Report 65: Evaluation of Bus Bulbs. Fitzpatrick, et al. Transportation Research Board, Washington DC. 2001.
- <sup>13</sup> Service Standards and Design Policy. AC Transit. Policy No. 550 Board Policy. Adopted 1994, Amended 2004, 2008.
- <sup>14</sup> Essentials of Bike Parking: Selecting and Installing Bike Parking that Works. Association of Pedestrian & Bicycle Professionals. 2015.
- $^{15}\,\mbox{Roadway}$  Lighting RP-8-14. Illuminating Engineering Society. 2014.
- <sup>16</sup> A Summary of Design, Policies, and Operational Characteristics for Shared Bicycle/Bus Lanes. Florida Department of Transportation Research Center. 2012.
- <sup>17</sup> Design Information Bulletin Number 89. Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks). California Department of Transportation (Caltrans). 2015.





CONSENT CALENDAR November 12, 2019

To: Honorable Mayor and Members of the City Council

From: Councilmember Kate Harrison

Subject: Budget Referral: Evaluation and Implementation of Pedestrian and Bicycle

Safety Along Oxford Street

## RECOMMENDATION

Refer \$75,000 to the FY20 2019 AAO Process for the purpose of assessing, identifying, and implementing improvements to pedestrian and bicycle safety across Oxford Street, particularly between University Avenue and Bancroft Street.

## BACKGROUND

Oxford Street connects the University to Downtown Berkeley, and hundreds of pedestrians and cyclists cross it every day. As a four-lane street with a curve at Kittredge Street, drivers approach at high speeds and limited visibility, and there are frequent collisions (see Attachment 2).

Pedestrian safety measures were installed at Addison and Oxford; there have not been collisions involving a pedestrian or cyclist since 2013. Similar measures should be considered for other intersections along this stretch, particularly at Kittredge and/or Allston.

A similar budget referral was passed by the Council in 2017 but not funded (see Attachment 1). Since 2017 the street continues to pose a threat to the safety of pedestrians and cyclists.

## FISCAL IMPLICATIONS

\$75,000 from excess equity.

### **ENVIRONMENTAL SUSTAINABILITY**

Protecting the safety of pedestrians and bicyclists is directly in line with the Climate Action Plan and subsequent plans as it has the potential to lower greenhouse gas emissions by encouraging residents to use bicycles and other low-carbon methods of transportation.

Budget Referral: Evaluation and Implementation of Pedestrian and Bicycle Safety Measures Along Oxford St

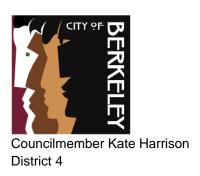
Consent Calendar November 12, 2019

## **CONTACT PERSON**

Councilmember Kate Harrison, Council District 4, (510) 981-7140

## **ATTACHMENTS**

- 1: Item 32, "Budget Referral: Evaluation and Implementation of Pedestrian Safety Features at Oxford Street and Kittredge Street." May 30, 2017 Berkeley City Council Meeting
- 2: Collision data along Oxford Street. Organized by cross-street, then date. Data gathered from TIMS (Transportation Injury Mapping System).



CONSENT CALENDAR May 30, 2017

To: Honorable Mayor and Members of the City

From: Councilmember Harrison

SUBJECT: Budget Referral: Evaluation and Implementation of Pedestrian Safety Features at Oxford Street and Kittredge Street

## RECOMMENDATION

Refer to the City Manager to assess, identify, fund, and implement improvements to pedestrian safety for the crosswalk across Oxford St. at Kittredge St. Our office requests that the Department evaluate the installation of pedestrian activated beacons, such as those at Oxford and Addison, or a similarly effective improvement for the Oxford and Kittredge intersection.

## FISCAL IMPACTS OF RECOMMENDATION

Cost of improvements to be determined.

### **ENVIRONMENTAL SUSTAINABILITY**

No ecological impact.

## **BACKGROUND**

This pedestrian intersection at across Oxford at Kittredge is adjacent to a parking garage, a carwash, an affordable housing development, and a bus stop for the 6 and the F bus lines. At the intersection, Oxford is a four-lane street with limited visibility for drivers, who often approach the crosswalk at high speeds from around a curve. No significant pedestrian safety features currently exist at this crossing.

## Plage 2 of 27



CONTACT PERSON Kathryn Harrison, Councilmember District 4, 510-981-7140

## **Collision Data on Oxford/Fulton**

## **Between University and Durant**

## (Organized by Intersection, then by date)

## Highlights represent collisions involving pedestrians and/or bicyclists.

Cross Street	Month, Year	Kind of Collision	How many injured?	How many killed?
University	January 2011	Broadside: 2 cars	4	0
	August 2012	Broadside: 1 car	<mark>1</mark>	0
		and 1 bicycle		
	October 2014	<mark>Vehicle-</mark>	<mark>1</mark>	<mark>0</mark>
		<mark>Pedestrian</mark>		
Addison	January 2013	<mark>Vehicle-</mark>	<mark>1</mark>	<mark>О</mark>
		Pedestrian Pedestrian		
	November 2013	Sideswipe: 2 cars	1	0
	April 2016	Rear End: 2 cars	1	0
	June 2017	Read End: 2 cars	1	0
Center	September 2011	Rear End: 2 cars	1	0
	September 2012	<mark>Vehicle-</mark>	<mark>1</mark>	0
		Pedestrian Pedestrian		
	July 2013	Rear End: 1 car	<mark>1</mark>	0
		and 1 bicycle		
	September 2015	<mark>Vehicle-</mark>	<mark>1</mark>	0
		Pedestrian Pedestrian		
Oxford Lane	December 2011	<mark>Sideswipe: 1 car</mark>	<mark>1</mark>	<mark>0</mark>
		and 1 bicycle		
	April 2015	<mark>Sideswipe: 1 car</mark>	<mark>1</mark>	<mark>0</mark>
		and 1 bicycle		
	July 2016	Vehicle hit a fixed	3	0
		object		
Allston	January 2011	<mark>Sideswipe: 1 car</mark>	<mark>1</mark>	<mark>О</mark>
		and 1 bicycle		
	April 2013	Rear End: 2 cars	1	0
	April 2016	Vehicle hit a fixed	1	0
		object		
	November 2016	Vehicle hit a fixed	1	0
		object		
	September 2017	Head-on Collision:	1	0
		2 cars		
Kittredge	July 2012	Rear End: 1	1	0
		moving car and 1		
		parked car		
	December 2012	<mark>Vehicle-</mark>	<mark>1</mark>	<mark>0</mark>
		Pedestrian Pedestrian Pedestrian		
	June 2013	Sideswipe: 2 cars	1	0

## Pagge 8 of 87

	February 2016	Vehicle hit a fixed	1	0
		object		
Bancroft	September 2011	Broadside: 1 car	1	0
		and 1 bicycle		
	July 2012	Broadside: 1 truck	0	
		and 1 bicycle		
	October 2013	<mark>Vehicle-</mark>		<mark>0</mark>
		<b>Pedestrian</b>		_
	December 2017	Rear End: 2 cars	1	0
	July 2017	Vehicle hit a fixed	1	0
		object		
Durant	May 2013	Broadside: 2 cars	1	0
	February 2014	Rear End: 1	1	0
		moving car and 1		
		parked car		
	August 2014	Broadside: 2 cars	1	0
	September 2014	Broadside: 2 cars	1	0
	January 2017	<mark>Vehicle-</mark>		0
		<mark>Pedestrian</mark>		
	August 2017	Vehicle-	1	0
		<mark>Pedestrian</mark>	_	_
	September 2017	Sideswipe: 2 cars	1	0



CONSENT CALENDAR September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Harrison

Subject: Budget Referral: Refer \$100,000 to the FY 23 and FY 24 AAO #1 to beautify

Vacant Storefronts in Berkeley Commercial Districts

## RECOMMENDATION

Refer \$100,000 to the FY 23 and FY 24 AAO #1 to help fund art or district branding vinyl window graphics on vacant storefronts in Berkeley Commercial Districts to beautify our Commercial Districts. The fund would be administered by the Downtown Berkeley Association on behalf of all Commercial Districts, and would reimburse property owners for 50% of the entire cost of the project:

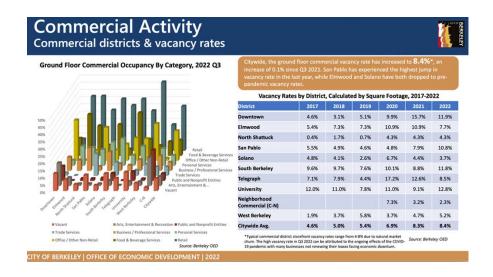
- 1. Artist fee
- 2. Costs associated with non-commercial printed material that is ideally non-plastic (may be vinyl if no alternative exists)
- 3. Installation of non-commercial window graphics

## CURRENT SITUATION AND RATIONALE FOR RECOMMENDATION

As seen below, retail vacancy rates remain high in many of Berkeley's commercial districts<sup>1</sup> due to the lingering impact of the COVID-19 pandemic and the rise in internet sales:

<sup>-</sup>

 $<sup>{}^{1}\,\</sup>underline{\text{https://berkeleyca.gov/doing-business/economic-development/economic-dashboards-and-reports}}$ 



While new retail is slowly returning, closures continue; for example Missing Link Bikes in the Downtown and Annapurna on Telegraph, two Berkeley mainstays, have shuttered in the past year. Not only does the community suffer when foundational businesses are lost, the remaining vacant storefronts are a visual blight to pedestrians visiting and patronizing our commercial districts and discourage new businesses from opening.

Window graphics with district branding and/or artwork are an excellent way to positively engage pedestrians and discourage graffiti and debris. These would be similar to the work shown on banners throughout the Downtown. Cost of window graphics however is quite high, ranging from \$9 to \$20 per square foot installed. Because of the expense, property owners have been reluctant to install graphics on their own.

The Downtown Berkeley Association (DBA), property owners, and the City of Berkeley are invested in the development and stimulation of Berkeley's economy and have devised innovative and creative ways to address blight. Building on the success for the retail damage repair fund introduced during the height of COVID-19, this referral proposes that the City cover half of the installation cost, giving property owners an incentive to install graphics on vacant properties, with the fund administered by the Downtown Berkeley Association although the funds would be available for commercial districts citywide.

## **Case Examples:**

Budget Referral: Refer \$100,000 to the FY 23 and FY 24 AAO #1 to beautify Vacant Storefronts in Berkeley Commercial Districts



# 2200 Block Shattuck Ave:

737sqft vacant window spaces

Total Estimate: \$6,663 to \$14,750 (\$9-\$20/sqft)

50% Share: \$3,331 to \$7,370



# 2300 Shattuck Ave:

561sqft vacant window spaces

Total Estimate: \$5,049 to \$11,220 (\$9-\$20/sqft)

50% Share: \$2,525 to \$5,610

# Other Examples of Blighted Vacant Storefronts:



2524 Shattuck Ave.



2333 Telegraph Ave



2522A Telegraph Ave.



2480 Telegraph Ave

# FISCAL IMPACTS OF RECOMMENDATION

Impact on General Fund of \$100,000. However, the benefit of beautifying formerly blighted buildings could generate budgetary efficiencies, economic stimulation, and better outcomes for Berkeley residents.

#### **ENVIRONMENTAL SUSTAINABILITY**

Pedestrian-oriented design can encourage residents to walk and bike more.

# Page 6 of 6

Budget Referral: Refer \$100,000 to the FY 23 and FY 24 AAO #1 to beautify Vacant Storefronts in Berkeley Commercial Districts

CONSENT CALENDAR September 12, 2023

<u>CONTACT PERSON</u> Councilmember Kate Harrison, (510) 981-7140



CONSENT CALENDAR SEPTEMBER 12, 2023

Councilmember Sophie Hahn City of Berkeley, District 5

**To:** Honorable Mayor and Members of the City Council

From: Councilmember Sophie Hahn (Author); Councilmember Terry Taplin

(Co-Sponsor)

**Subject:** Budget Referral: Miyawaki "Pocket Forest" Pilot Program to Support Carbon

Sequestration, Biodiversity, Cooling, Noise Reduction, Health, and Equity

#### RECOMMENDATION

Refer to the November 2023 Budget Process \$140,000 to fund staffing, materials, and consultants for a Miyawaki Pocket Forest Pilot Project, including the planting of two pocket forests on City of Berkeley sites, preferably in areas most impacted by poor air quality, and a report to Council on opportunities and funding for a broader Citywide Miyawaki Forest program. Should November 2023 funding not be available, refer to subsequent budget processes for consideration.



#### **SUMMARY STATEMENT**

Climate change is one of the greatest challenges of our time. Greenhouse gas emissions have led to catastrophic heatwaves, wildfires, loss of biodiversity, and instability. Large scale deforestation has further escalated the crisis. As carbon dioxide is one of the most commonly emitted greenhouse gasses, carbon sequestration - the removal of carbon dioxide from the Earth's atmosphere - is an important tool to fight global warming.

Miyawaki Forests - small, fast growing "pocket forests" densely planted with native shrubs, bushes and trees. They are a quick and effective method of achieving carbon sequestration, and offer numerous additional environmental benefits, both local and global. Under the leadership of Berkeley Unified School District (BUSD) science teacher Neelam Patil and head of sustainability Steven Collins, with the partnership of BUSD, students and community members

have already successfully planted four Miyawaki forests in Berkeley at Cragmont Elementary, King Middle School, Malcolm X and most recently the Berkeley Technology Academy.<sup>1</sup>

The City of Berkeley can also benefit from the establishment of Miyawaki Forests, especially in areas prone to excessive air pollution and heat. Funding a pilot Miyawaki Forest project with two sites on City property provides the opportunity for the City's Parks/Forestry Division to learn from BUSD's facilities staff and Miyawaki Forest specialists and to establish protocols for the potential establishment of pocket forests in appropriate locations citywide.

Grant funding, including from the State of California as well as via federal Inflation Reduction Act funding, is already available and may become more abundant soon. With the experience of a successful pilot, Berkeley will be better positioned to apply for outside funds, and may decide to allocate future one-time City funds for additional projects, which can likely be delivered at lower cost than the two initial pilot locations. As established Miyawaki forests require only minimal maintenance, ongoing costs for the City will be insignificant, while generating significant environmental, health, and other community benefits.

#### **BACKGROUND**

Miyawaki Pocket Forests (also called micro forests, mini forests, and tiny forests) are densely-planted, multilayered indigenous forests planted in urban spaces that act as self-sustaining ecosystems, reconnecting fragmented habitat and restoring biodiversity. Named after Akira Miyawaki, a Japanese botanist and plant ecologist who had a particular interest in phytosociology, i.e. how plant species interact with each other within communities, the Miyawaki method is an innovative approach to growing forests.

The density of a Miyawaki forest doesn't merely support the growth of biodiversity; it also increases carbon capture, enhances air pollution filtration, and produces an area more resilient to flooding, landslides, and wildfires. In addition, increased canopy cover reduces the amount of rainfall that hits the ground, increases shade, and promotes cooling - as well as providing a sound barrier to reduce ambient noise.

The 40 year old forest at Yokohama National University in Yokohama, Japan, pictured on the following page, was formerly a golf course. It is now a thriving ecosystem that mimics the positive impacts of old growth forests.

2

<sup>&</sup>lt;sup>1</sup> Ally Markovich, "Berkeley Schools' 'pocket Forests' Are Taking Root," Berkeleyside, December 8, 2022, https://www.berkeleyside.org/2022/12/08/miyawaki-pocket-forests-berkeley-unified-school-district.



Yokohama National University

Miyawaki Forest after 40 years



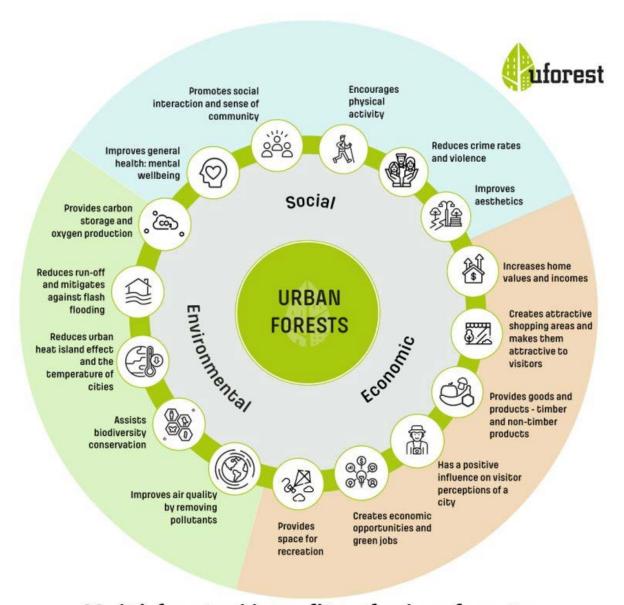
Miyawaki forests do not require significant space. They can be planted almost anywhere in sites as small as 60 square feet. Even at this size they quickly become habitat for species and offer multiple ecosystem services. Pocket Forests planted using the Miyawaki method are an excellent tool for rapid regeneration of urban areas, and have been used across the globe to transform school playgrounds, city parks and curtilage, and urban rivers. Even in the most crowded urban environment, a Miyawaki forest can have an important impact, providing greenery, shade, and cooling the environment.

The Miyawaki method is community-based and people-centered, using volunteers for planting and early maintenance, and providing social and health benefits for both people and the planet.

Dr. Miyawaki, who first developed the method, asserts that "[o]ne of our fundamental tasks is to restore 'native forests of native trees' that will be the main component of ecosystems that will also encompass human beings. That is something each of us can do immediately, wherever we are, no matter what our position; it is the most realistic way to secure the scenery for playing out our future."

According to SUGi, an NGO devoted to restoring biodiversity that plants Miyawaki "Pocket Forests" across the globe, the Miyawaki method of afforestation draws inspiration from nature's ecosystems to create 100% organic, dense and diverse pioneer forests in as little as 20-30 years. <sup>2</sup> They're quick to establish and relatively maintenance-free after the first two-to-three years. As such, Miyawaki pocket forests are viable solutions for cities looking to rapidly build climate resilience.

<sup>&</sup>lt;sup>2</sup> "The Miyawaki Method for Creating Forests," SUGi, accessed August 1, 2023, https://www.sugiproject.com/blog/the-miyawaki-method-for-creating-forests.



# Multi-faceted benefits of urban forests

The Miyawaki forest planting method mimics the way natural habitat would recolonize an area if humans - and their transplanted invasive plants - disappeared. Naturally-occurring native species that have spent thousands of years adapting to their environment would be reestablished, increasing biodiversity and responsiveness to climate change.

The Miyawaki method's afforestation principles are based on the understanding of how local species interact in a natural forest. A diverse mixture of trees is planted close together to maximize density and create balance. As closely planted saplings have to compete for light, they shoot upwards very quickly, creating rapid growth not experienced when trees are planted individually or in more widely spaced configurations.

In addition to fostering extremely rapid growth, planting a wide variety of native trees and other plants close together results in increased biodiversity, providing forage for pollinators and refuge for birds. More dense canopy cover shades weeds, creating a cool home for insects and increased leaf litter enhances soil fertility.

Planting densely provides multiple additional benefits. Mature multi-strata pocket forests create their own precipitation on top of annual rainfall - reducing the need for watering and recycling water through a natural system. This is partly due to the cooling effects of shade and photosynthesis that produce humidity and precipitation - particularly at the upper canopy layer. The lower layers of the forest then cycle the cooler moist air as it naturally sinks down to the forest floor where it is absorbed. This effect doesn't happen within single strata mono plantations where cooler air and moisture are blown away by the wind and lost to evaporation. (see below, a 3-year old Miyawaki Forest)



According to James Godfrey-Faussett, lead SUGi Forest Maker, "Within a forest, biodiversity means balance, birds control pests, insects pollinate plants, and beneficial fungi keep the trees healthy. Every organism has a role to play, and all these roles interact. And if you build a healthy, biodiverse habitat that can look after itself, it becomes self-sustaining. You can step away and let nature get to work."

Miyawaki Pocket Forests support the creation of flourishing forest habitats with a range of social, environmental and ecological benefits, including air purification, water management, climate regulation, oxygen creation, biodiversity, soil health, species habitat, sound mitigation, and shelter. Green spaces have even been found to increase joy and reduce violence.

#### The Miyawaki Method:

Planting a Miyawaki Pocket Forest is a four-step process:

- 1. Species Identification and procurement: Identify local native vegetation best suited to the area being planted, and coordinate with local plant nurseries to grow saplings of the target species. Plants should be grown from locally-collected seeds; in some cases locally-collected cuttings may be used but seeds provide greater genetic diversity to support climate resilience. It is important to arrange for procurement of enough saplings to plant the forest all at once. Forests are multi-layered, and as the Miyawaki method mirrors nature, layers of vegetation build a resilient green assemblage of canopy trees, shrubs, subshrubs, and forbs. A variety of species are used in each forest, maximizing density.
- 2. Soil preparation. In urban areas soil is often degraded, compacted, waterlogged or otherwise impaired. However, freshly planted saplings and other plants need soft, porous, crumbly soil so their roots can establish faster and have better access to nutrients. Forest makers till the soil to add amendments to restore the missing biology, and put it on the path to becoming fertile and self-sustaining. Compost tea is also added as the soil is turned; this contains strains of beneficial fungi (known to interact with the specific tree species) and a stimulant, such as molasses or liquid seaweed, to give the fungi fuel to grow.
- 3. Planting: Plant multiple layers of forest, with the help of community volunteers: canopy tree, tree, sub-tree, and shrub. The Miyawaki method requires randomized planting of small saplings of various indigenous shrubs and trees (grown from local, regionally adapted seeds) in very close proximity together, where no two trees or shrubs of the same height are planted side by side. This complex layering ensures that the trees are able to grow to their ideal sizes without directly competing with a neighboring tree of the same height, while at the same time, maximizing every bit of space in the forest. Planting can often be achieved over just one weekend with the assistance of volunteers, creating an opportunity for community members to learn about and invest in climate resilience.
- 4. Apply a layer of mulch. Once planted, mulching protects the soil and retains moisture. Species such as earthworms, beetles, and other insects feed from the top-down, building soil fertility by pulling the mulch into the ground to be broken down by microbes. As mulching helps soil retain moisture and enhances the ability for soil biology to improve, Miyawaki Pocket Forests require limited watering and only need to be

maintained for the first two-to-three years. Once established, weeding, watering, and mulching are no longer required.

5. Maintenance: A temporary irrigation system is installed to ensure adequate water for young saplings. This will only be necessary for the first 18 months to 3 years. Other than watering during these early months and years, the Miyawaki Forest requires very low to no ongoing maintenance. Weeding can be beneficial in the first year as well, but is not required on an ongoing basis. Community "weeding parties" have brought together volunteers of all ages and offer a much-appreciated opportunity to take action to address climate change and to expose children and families to nature.

#### Benefits of Miyawaki Forests: Environmental, Human Health, and Community

1. Climate Change and Carbon Sequestration: According to the United Nations, climate change refers to long-term shifts in temperatures and weather patterns.<sup>3</sup> Since the 1800s, human activity has been the main driver of climate change, primarily due to burning fossil fuels such as coal, oil and gas, and the release of methane. Energy, industry, transport, buildings, agriculture and land use are among the main emitters of greenhouse gasses (GHGs) including gasoline, coal, animal husbandry, clearing of land and forests, and landfills.

According to the City of Berkeley's 2022 Climate Action Plan and Resilience update, Berkeley's GHG emissions are down 31% since the year 2000, with transportation and buildings accounting for the largest share of emissions.<sup>4</sup> While the city works to create a fossil fuel-free transportation system and benefits from transitioning to the East Bay Community Energy's 100% renewable energy plan, if it is to meet its goal of reducing emissions by 80% below 2000s levels by 2050, more progress must be made.

One method for reducing the impacts of climate change is carbon sequestration. Carbon sequestration is the capturing, removal, and storage of atmospheric carbon. Biological carbon sequestration is when carbon is stored in trees, woodlands, grasslands, and other natural environments. Nature-based solutions such as pocket forests are considered one of the more efficient "carbon sinks," and as such are specifically promoted by State policy and funding. Miyawaki forests are an efficient mechanism of carbon sequestration, helping to mitigate the effects of the climate crisis both locally and globally.

2. **Mitigating the effects of biodiversity loss**: California is a biodiversity hotspot and home to more than 6,500 species of native plant. Roughly 40% of these plant species are found nowhere else and more than 2,000 of California plant species are ranked as

<sup>&</sup>lt;sup>3</sup> "What Is Climate Change?," United Nations, accessed August 1, 2023, https://www.un.org/en/climatechange/what-is-climate-change#.

<sup>&</sup>lt;sup>4</sup> Jesse Arreguin, "Progress on the Climate Action Plan," Mayor Jesse Arreguín, December 7, 2022, https://www.jessearreguin.com/newsletters-2/2022/12/6/progress-on-the-climate-action-plan.

rare, threatened, or endangered.<sup>56</sup> While not specifically including rare or protected plant species, the diversity of native plants used makes Miyawaki forests far more biodiverse than other planting methods. They help bring wildlife to the area by introducing new habitat, reducing existing habitat fragmentation, increasing landscape-scale connectivity, and attracting a diversity of species.

- 3. **Reducing the urban heat island effect**: The urban heat island effect occurs when cities replace natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. This effect increases energy costs (e.g. air conditioning), air pollution levels, and heat-related illness and mortality. Climate change will likely lead to more frequent, more severe, and longer heat waves. Miyawaki forests can help mitigate urban heat islands by shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere.<sup>7</sup>
- 4. Making our air cleaner: Trees remove air pollution by the interception of particulate matter on plant surfaces and the absorption of gaseous pollutants through the leaf stomata.<sup>8</sup> Poor air quality is a critical issue that damages ecosystems and negatively impacts human health and wellbeing. Poor air quality can lead to a myriad of health issues, including bronchitis symptoms, increased risk for glaucoma, heart attacks, changes in vascular function, autism, high blood pressure, cognitive development problems in children, heart failure, and increased mortality. <sup>9</sup> Air quality in Berkeley is especially low in areas close to the freeway and downwind from the Chevron facility in Richmond. Berkeley's health report shows that asthma and other respiratory illnesses are more prevalent in African American and other communities of color. Due to historical redlining, these communities are clustered in areas with poor air quality. Improving air quality is thus a health and equity issue.
- 5. **Reduction in violent crime**: Researchers in South Africa found that, controlling for socio-demographic confounders (such as unemployment, education, income, etc.), for every 1% increase in green space, violent crime decreased by 1.3%. <sup>10</sup> A 2021 study conducted at Michigan State University found that nature can help reduce violence by

<sup>&</sup>lt;sup>5</sup> Soumya Karlamangla, "What Makes California the Most Biodiverse State in the Nation," The New York Times, April 17, 2023, https://www.nytimes.com/2023/04/17/us/california-biodiversity-conservation.html <sup>6</sup> Irene Gutierrez, "California's Role Fighting the Global Biodiversity Crisis" (Natural Resource Defense Council, February 3, 2023), https://www.nrdc.org/bio/irene-gutierrez/californias-role-fighting-global-biodiversity-crisis.

<sup>&</sup>lt;sup>7</sup> "Reduce Urban Heat Island Effect," EPA, July 17, 2023, https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect.

<sup>&</sup>lt;sup>8</sup> Nowak, David, Hirabayashi, Satoshi, Bodine, Allison, Greenfield, Eric, "Tree and forest effects on air quality and human health in the United States," Environmental Pollution, Volume 193 (October 2014), pgs 119-129, https://www.fs.usda.gov/research/treesearch/46102#.

<sup>&</sup>lt;sup>9</sup> Meaghan Weeden, "How Trees Clean the Air," One Tree Planted, June 22, 2023, https://onetreeplanted.org/blogs/stories/how-trees-clean-air.

<sup>&</sup>lt;sup>10</sup> Venter, Zander, Shackleton, Charlie, Faull, Andrew et al., "Is green space associated with reduced crime? A national-scale study from the Global South," Science of the Total Environment, Volume 825, June 2022, https://www.sciencedirect.com/science/article/pii/S004896972201097X.

lowering stress and bolstering mental and physical health.<sup>11</sup> Furthermore, a literature review published in the International Journal of Environmental Research and Public Health found, across the peer-reviewed scientific literature on the subject of the relationship between green spaces and crime, that an increase in green space leads to a statistically significant reduction in crime.<sup>12</sup>

#### **Additional Benefits of Miyawaki Forests:**

In addition to carbon sequestration, reduced temperatures, cleaner air, and biodiversity enhancement, reforestation is healing for the community and brings people together. Previous Miyawaki forest plantings in Berkeley were honored by involvement of local and out-of-state Native American participants, who spoke to the meaning of this restoration. It is a way we can honor Indigenous knowledge and bring in Indigenous communities. Caring for the forest uplifts people through service, increases neighborly connections, and helps address eco-anxiety and eco-grief.

Maintenance of Miyawaki forests requires work and attention in their first three years, typically mulching and weeding. During the first two-to-three years they require watering only every ten days, as the plants are native and once established are able to thrive in the local environment, saving water, time, and money. Once mature they become autonomous.



<sup>&</sup>lt;sup>11</sup> Katherine Cullen, "Can Green Spaces Reduce Violence?," Psychology Today, September 23, 2021, https://www.psychologytoday.com/us/blog/the-truth-about-exercise-addiction/202109/can-green-spaces-reduce-violence.

<sup>&</sup>lt;sup>12</sup> Shepley, Mardelle, Sachs, Naomi, Sadatsafavi, Hessam et al, "The Impact of Green Space on Violent Crime in Urban Environments: An Evidence Synthesis," Int J Environ Res Public Health (December 2019), https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6950486/.

<sup>&</sup>lt;sup>13</sup> Sullivan, Kelly. Posing for a photo as part of the Miyawaki forest project are, top row from left: Vernon Medicine Cloud of the Assiniboine and Turtle Mountain Chippewa nations, Alisha Graves, Marlene Hunt of the Yakama Nation, Tamsin Smith of SUGi, Joelle Jones of the Yakama Nation, Jeff Smith, Mary Lee Jones of the Yakama Nation, Ethan Bryson of Natural Urban Forests, Monica Arellano of the Muwekma

#### THE PILOT PROJECT PROPOSAL - TWO MIYAWAKI FORESTS

Refer to the November 2023 Budget Process \$140,000 to fund staffing, materials, and consultants for a Miyawaki Pocket Forest Pilot Project. These will allow City Staff, working with consultants, to plan, organize, and plant two approximately 10,000 square foot pilot Miyawaki forests on City of Berkeley property, preferably in an area in West Berkeley where the tree canopy is less dense and air pollution and its health impacts are more prevalent.

Carrying out a pilot project with two sites will allow the City to establish protocols appropriate for City locations (conditions at City sites are significantly different from BUSD sites) and to better understand how the City can more broadly disseminate this uniquely powerful carbon sequestration, biodiversity, shade, and air quality intervention to support our climate action, health, and equity goals. Once completed and evaluated, the City Council may consider seeking and allocating additional funds, including state and/or private funds, for a larger rollout of Miyawake forests throughout Berkeley.

Due to the accelerated carbon sequestration, cooling, habitat provisions, and other benefits of Miyawaki forests, this pilot program is likely to offer a valuable complement to the city's existing efforts. Staff should report back to the City Council on progress and outcomes of the Pilot Project and may use existing tree-planting funds, grant funds, or additional one-time City of Berkeley funds to roll out a broader program of Miyawaki forests citywide.

#### REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES AND LAWS

- The City of Berkeley has recognized the benefits of planting trees and has taken on tree planting initiatives over the past few years:
  - The city has planted over 200 trees in industrial areas in West Berkeley, courtesy
    of a \$725,000 grant awarded by the state in 2020.<sup>14</sup>
  - In March of 2022, the City was awarded a further \$500,000 grant from the California Transportation Commission to continue its work planting trees, especially in underserved neighborhoods in Berkeley.
  - Berkeley's Climate Action Plan calls for "a healthy urban forest" that will be able to reduce energy consumption, reduce temperatures, intercept stormwater, improve quality of life, and serve as a carbon sequestration mechanism.<sup>15</sup>
  - Berkeley has plans to plant significantly more trees. There have been pledges to plant over 1000 trees in residential neighborhoods, as well as a "wall of trees" along the I-580 to reduce freeway noise.

Ohlone Tribe, Elise Van Middelem of SUGi, Kat Livingston, science teacher Neelam Patil, Sofia Peltz of BUSD, Travis Andy of National Urban Forests. Bottom row: Principal Candy Cannon, Grounds Supervisor Genaro Macchiavello, and Stephen Collins, December 8, 2022, Berkeleyside.

 <sup>&</sup>lt;sup>14</sup>Jesse Kathan, "Berkeley Residents Can Request Free Saplings to Combat Tree Inequity,"
 Berkeleyside, August 4, 2022, https://www.berkeleyside.org/2022/03/08/trees-make-life-better-berkeley.
 <sup>15</sup> Climate Action Plan, City of Berkeley, 2009. https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Climate-Action-Plan.pdf

- Through the Trees Make Life Better program, residents can apply to have a tree planted in front of their residence.<sup>16</sup>
- BUSD has already planted several thriving Miyawaki forests. Miyawaki forests have been planted on the Cragmont Elementary, Martin Luther King Jr. Middle School, Berkeley Technology Academy, and Malcolm X campuses (see photos below). Through this process, Indigenous groups, BUSD students, and other members of the community have joined efforts to solve the climate crisis. Community members and BUSD Staff have expertise in planting, growing, and maintaining these forests and are committed to supporting the city in pursuing and expanding Miyawaki Forests.



- The State of California is encouraging tree-planting programs around the state:
  - California allocated \$74.8 million in 2022 for urban forestry, via the California Department of Forestry and Fire Protection Urban Forestry Program, and has recently allocated additional amounts.<sup>18</sup>

<sup>&</sup>lt;sup>16</sup> "Get a Tree in Front of Your Home or Business – or Help Plant One," City of Berkeley, April 7, 2022, https://berkeleyca.gov/community-recreation/news/get-tree-front-your-home-or-business-or-help-plant-one.

<sup>&</sup>lt;sup>17</sup> Sullivan, Kelly. *Students plant saplings in the Miyawaki forest at Cragmont Elementary*, November 15, 2021, Berkeleyside. https://www.berkeleyside.org/2022/12/08/miyawaki-pocket-forests-berkeley-unified-school-district

<sup>&</sup>lt;sup>18</sup> "Urban and Community Forestry Program," California Climate Investments, November 30, 2022, https://www.caclimateinvestments.ca.gov/urban-forestry.

- In the 2022 budget, the state appropriated a total of \$292 million for Resilient Forests and Landscapes, including \$20 million for urban forestry.
- In the 2023-2024 budget, the Governor proposed an additional \$290 million for Resilient Forests and Landscapes, with \$10 million earmarked to support urban forestry.<sup>19</sup>
- In 2022 the Governor signed into law AB 2251, requiring the creation of a plan to increase urban tree canopy cover by 10% by 2035.
- CA Assembly Bill No. 57, introduced by Assemblymember Ash Kalra and coauthored by Assemblymember Buffy Wicks, would establish a Pocket Forest program through CAL FIRE for "pocket forests" initiatives rooted in the Miyawaki method. It was originally introduced during the 2021-2022 legislative session, and reintroduced in 2023.<sup>20</sup> AB 57 has passed through the Assembly and is nearing passage in the Senate.
- The Inflation Reduction Act of 2022 made funding available for conservation and forestry through the Urban and Community Forestry Program.
  - This includes \$1 billion in grants available to increase equitable access to trees and green spaces in urban and community forests.

The Miyawaki Forest pilot program will be an extension of these existing efforts, bringing greenery to the City while also combating poor air quality, loss of biodiversity, and climate change. Even this small proposed investment would give the City a significant advantage in applying for these and other funds.

#### **ACTIONS/ALTERNATIVES CONSIDERED**

The City of Berkeley could forgo exploring Miyawaki forests and continue with only traditional tree planting methods that yield less environmental, health, community, and other benefits, and whose benefits accrue more slowly. California lost 2.65 million hectares of tree cover from 2001 to 2021, leading the nation in tree loss.<sup>21</sup> Given these circumstances, and the acceleration of Global Warming, the City will be well-served by piloting this proven method of rapid urban reforestation, at very low initial and long-term cost, and considering the addition of a broader Miyawaki forest initiative to the City's reforestation programs.

#### CONSULTATION/OUTREACH OVERVIEW AND RESULTS

Councilmember Hahn and her office have consulted with City Staff, BUSD, and Miyawaki Forest experts, as well as undertaking an extensive literature review. Throughout the planning, planting, and growth of King Middle School's Miyawaki forest in District 5, Councilmember Hahn met and worked with BUSD Miyawaki Forest project sponsor Science Teacher Neelam Patil,

<sup>&</sup>lt;sup>19</sup> Legislative Analyst's Office, *Wildfire and Forest Resilience Package*, January 22, 2022, https://lao.ca.gov/Publications/Report/4495

<sup>&</sup>lt;sup>20</sup>California Pocket Forests Initiative, AB-57, California State Assembly (2023-2024), https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill id=202320240AB57

<sup>&</sup>lt;sup>21</sup> Sabrina Toppa, "Neelam Patil: Time Innovative Teachers 2022," Time, June 8, 2022, https://time.com/6181167/neelam-patil-innovative-teachers-2022.

BUSD facilities staff, Foundations providing funds for BUSD's projects, community volunteers, and students. She also participated in planting events at other BUSD locations.

Councilmember Hahn invited City Parks and Forestry staff to visit the King Middle School forest site and meet with BUSD facilities staff to examine the forest and learn about the school's processes. City Staff has expressed support for a pilot for the City of Berkeley, as the reforestation method has been successful at BUSD, and can offer significant environmental benefits more quickly than traditional plantings. There are factors around siting of forests on City vs. BUSD property which are best addressed via a pilot program, prior to moving forward to incorporate Miyawaki Forests citywide.

#### IMPLEMENTATION, ADMINISTRATION AND ENFORCEMENT

The Parks Department has expressed interest in taking on this pilot, and BUSD has generously offered to provide technical support and guidance. Hiring of a consulting group with expertise in Miyawaki forests will further ensure that the pilot is successfully implemented, documented, and evaluated. Once established, Miyawaki Forests require little, if any, maintenance, which can be carried out by existing City of Berkeley Forestry staff. As more trees are planted citywide via a variety of programs, it is expected that additional staffing may be needed to maintain those trees; the Miyawaki Forests are likely to have less costs and staffing impacts than traditionally planted trees and greenery while providing more rapid and concentrated benefits.

#### **ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE**

See above.

#### FISCAL IMPACTS

\$140,000 for the pilot project, including two sites. In the future, existing City tree planting funds, grant funding, federal funding, and funds from the State of California may be used to roll-out a citywide Miyawaki Forest program.

#### **OUTCOMES AND EVALUATION**

City Parks and Forestry staff, with the support of the Miyawaki Forest consultant, should evaluate outcomes on an ongoing basis and report back to the City Council on benefits, challenges, costs, and savings associated with a potential expansion of the Miyawaki Forest program. Suggested evaluation metrics could include: ease/difficulty of implementation, environmental benefits/costs, community benefits/challenges, and cost/savings/benefits to implement and maintain Miyawaki Forests, with comparisons to alternative reforestation programs and a "no program" alternative. Speed of deployment and regeneration and other measurable benefits (average tree height after 12 months and 24 months, air and surface temperatures within and next to the forest, amount of water used per square foot, amount of volunteers engaged, amount of hours people are exposed to nature in areas typically starved of nature, increase in tree equity scores, air quality, sound reduction, species return, level of volunteer involvement, etc.) can provide useful metrics to form the basis of the evaluation.

If the experience is deemed positive and public or private grant funding becomes available during the Pilot Project implementation period, staff should apply for funding, even if no report has yet been issued to the City Council.

### **CONTACT PERSON**

Councilmember Sophie Hahn, (510) 981-7150





Students at Cragmont Elementary School in approx. 1 year's growth



ACTION CALENDAR September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Homeless Services Panel of Experts

Submitted by: Carole Marasovic, Acting Chair, Homeless Services Panel of Experts

Subject: Accommodating Client Literacy and Cognitive Challenges in Community

Agency Allocation Funding Process as to Homeless Providers

#### RECOMMENDATION

That Council refer to staff to include in the community agency allocation funding RFP a question to homeless services providers as to how homeless services providers plan to accommodate clients with literacy and cognitive challenges.

#### FISCAL IMPACTS OF RECOMMENDATION

There should be minimal, if any, fiscal impacts.

#### <u>CURRENT SITUATION AND ITS EFFECTS</u>

Many persons who engage with the homeless services system have literacy and cognitive challenges. They are frequently provided documents to sign without knowing the content of those documents. Homeless services providers should be providing accommodations to these persons so that they understand the nature of what they are agreeing to in these documents.

#### BACKGROUND

On July 13, 2023, the Homeless Services Panel of Experts passed the following motion:

**Action:** M/S/C Meany/Wachspress move that Council refer to staff to include a question, to homeless services providers, in the community agency allocation funding RFP as to how homeless services providers plan to accommodate clients with literacy and cognitive challenges.

Vote: Ayes: Meany, Hynes, Kealoha-Blake, Bookstein, Feller, Jones, Wachspress and

Marasovic.

Noes: None. Abstain: None. Absent: None.

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no known identifiable environmental impacts.

ACTION CALENDAR September 12, 2023

#### **RATIONALE FOR RECOMMENDATION**

HSPE can only make recommendations to Council instead of directly to staff.

During previous site visits to homeless services programs, clients of programs indicated that literacy and cognitive challenges were a major issue for clients who frequently are presented with forms requiring their consent that they do not understand.

The community agency allocation funding process is an opportunity for providers to respond to this important issue and how they will accommodate these clients. Staff, in a prior community agency funding cycle, incorporated the Homeless Commission's concern on another matter, grievance procedures, into RFPs. Thus, this issue can be easily addressed.

#### ALTERNATIVE ACTIONS CONSIDERED

To not take any action.

#### **CITY MANAGER**

See City Manager's companion report.

#### **CONTACT PERSON**

Josh Jacobs, Homeless Services Coordinator, Neighborhood Services, (510) 225-5435



CONSENT CALENDAR September 12, 2023

To: Honorable Members of the City Council

From: Mayor Jesse Arreguín

Subject: Excused Absence for Councilmember Kate Harrison

#### RECOMMENDATION

Excuse Councilmember Kate Harrison from the September 19, 2023 Council meeting as a result of attending to official business of the City.

#### **BACKGROUND**

Pursuant to the City Charter, Article V, § 19, the City Council must approve an absence by a Councilmember from a meeting in order for that absence to be considered excused. Specifically, it states:

If the Mayor or any member of the Council is absent from one or more regular meetings of the Council during any calendar month, unless excused by the Council in order to attend to official business of the City, or unless excused by the Council as a result of their own illness or the illness or death of a "close family member" as defined in the City's bereavement policy from attending no more than two regular meetings in any calendar year, they shall be paid for each regular meeting attended during such months in an amount equal to the monthly remuneration divided by the number of regular meetings held during such month.

Councilmember Harrison is unable to attend the September 19, 2023 Council meeting due to her presentation at the Zero Carbon Retreat near Arcata, California, which is taking place on September 19-20, 2023. Councilmember Harrison is one of the speakers at this event, where she will present on the actions the Council and City of Berkeley has taken towards electrification and related energy and environmental policies, namely the City's groundbreaking Just Transition Residential Electrification Pilot Program.

Current and past speakers have included members of Congress, members of the California Energy Commission, representatives of Community Choice Aggregators and utilities, municipal governments, and zero carbon building professionals.

#### Excused Absence for Councilmember Kate Harrison

CONSENT CALENDAR September 12, 2023

Redwood Energy's 15th Zero Carbon Retreat						
	Tuseday 9/19	Wednesday 9/20				
9:30	Sean Armstrong - Redwood Energy	Kate Harrison - Berkeley City Councilmember				
10:00	Claire Halbrook - Director at Gridworks	Will Vicent & Muhammad Fasical - California Energy Commission				
	BREAK	BREAK				
11:00	David Kaneda - IDeAsC	Emily Higbee, Dylan Anderson, & Jessie Lee - Redwood Energy				
11:30	Misti Bruceri - Principal of Misti Bruceri and Associates	Mckenna Dunbar - Sierra Club				
	LUNCH	LUNCH				
1:30	Nick Jiles - Rocky Mountain Institute	Greg Pfotenhauer - Artemisia Energy & Justin Kjeldsen - Franklin Energy				
2:00	Jenny Low - Build it Green	Weldon Kennedy - Channing St. Copper Co.				
2:30	Gibran Washington - Manager of Eco-D	Rachelle Boucher - Building Decarbonization Coalition				
	BREAK	BREAK				
3:30	Roxana Rojas - Rising Sun	Mark Hall - Revalue.io				
4:00	Maria Diaz/Jonathan Sander - Redwood Energy	Christine Tam - Utilities Department at the City of Palo Alto				
4:30	Quency Phillips - Founder & Executive Director of Lighthouse Silicon Valley	Shawn Oram - Ecotope				

Representatives from the City of Berkeley have been routinely invited to present and regularly attend each year.

The conference is well attended and remains a key opportunity for disseminating Berkeley's innovative climate policies to other jurisdictions.

# FINANCIAL IMPLICATIONS None

ENVIRONMENTAL SUSTAINABILITY Not applicable

# CONTACT PERSON

Mayor Jesse Arreguín 510-981-7100



CONSENT CALENDAR September 12, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Harrison

Subject: Designating Open Space Adjacent to Old Berkeley City Hall, Alameda County

Berkeley Courthouse, and the City of Berkeley Public Safety Building as a

Linear City Park Pursuant to BMC 6.42

#### RECOMMENDATION

Adopt a resolution designating open space in front of Old City Hall as linear City park space and formally dedicate this site for permanent recreational use pursuant to BMC 6.42.

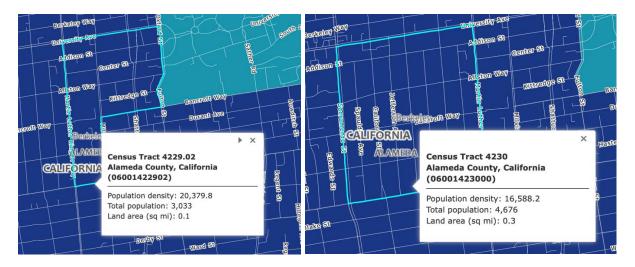
CURRENT SITUATION, EFFECTS, AND RATIONALE FOR RECOMMENDATION
The built environment of Downtown Berkeley lacks an abundance of open space and recreational facilities. Parks and open space are critical for the well-being of residents.

Measure 'L', the *Berkeley Public Parks and Open Space Preservation Ordinance*, adopted by the City of Berkeley in 1986 and codified as Berkeley Municipal Code (BMC) Section 6.42, designates "census tracts containing less than the master plan provision of two acres of parks and open space per one thousand population shall be singled out as having a high priority for funding the acquisition, development and maintenance of parks and recreational facilities."

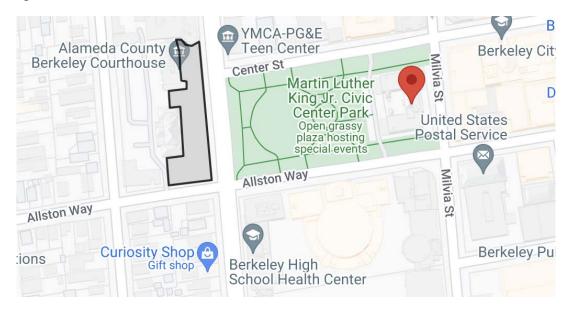
The Downtown Census tracts 4229.02 and 4230 with respective populations of 3,033 and 4,676 fall short of this threshold and should be prioritized for additional open space. The only park in Census tract 4229.02 is Civic Center Park with 3.46 acres of open space, nearly half the amount of space recommended by Measure L. Similarly, tract 4230 in Central Berkeley has a mere .63 acres of open space, when according to Measure L it should have approximately just under 10 acres.

Designating Open Space Adjacent to Old Berkeley City Hall, Alameda County Berkeley Courthouse, and the City of Berkeley Public Safety Building as a Linear City Park Pursuant to BMC 6.42

CONSENT CALENDAR September 12, 2023



Pursuant to BMC 6.42, this item would contribute approximately an additional .8 acres of Parks and Open space for use by residents and visitors to these two Central/Downtown census tracts by converting the open space in front of Old City Hall, the Alameda County Berkeley Courthouse and the City of Berkeley Public Safety Building.



#### **BACKGROUND**

The District 4 Council District, where Old City Hall is located, contains nearly 14,082 residents according to the 2020 census but only contains roughly 4.02 acres of open space and park land. This means that, according to Measure L, District 4 has a high priority for funding, acquisition, development, and maintenance of new open space.

The open space and landscaping along the western side of MLK and in front of and to the sides of Old City Hall, the Courthouse and Public Safety Building is currently designated a landscaping associated with civic buildings. The space does not currently enjoy the same

Designating Open Space Adjacent to Old Berkeley City Hall, Alameda County Berkeley Courthouse, and the City of Berkeley Public Safety Building as a Linear City Park Pursuant to BMC 6.42 CONSENT CALENDAR September 12, 2023

status of a City park, which would confer additional maintenance and protection benefits via the Parks, Recreation & Waterfront Department.

The open space in front of these three public buildings is already often used for variety of civic events and as a lunch spot for residents, workers, and Berkeley High students.

Within Berkeley's Open Space and Recreational Element of the General Plan, adopted April 3, 2002, the objectives are stated as follows and are consistent with the goals of this item:

- preserving, maintaining, and repairing the city's existing open space and recreational resources and facilities;
- expanding open space and recreational resources to meet the evolving open space and recreational needs of all segments of this community through land acquisitions and improvements;
- increasing funding for parkland, recreational facilities, and open space maintenance, improvement, and expansion; and

In addition, designating this area as an official public park would help achieve the goals ED-2 and OS-1 of the Berkeley Downtown Area Plan, to "maintain a safe and inviting streets, parks and plazas that contribute to the success of businesses and the wellbeing of residents" and "create new public gathering places that support nearby uses and Downtown as a destination."

In 2019, Council previously designated Berkeley's portion of Ohlone Greenway and the West Street Bike Path as linear City parks pursuant to BMC 6.42. It is the public interest to similarly designate the Berkeley-owned open space and land included in this item as an official part of Berkeley park infrastructure.

#### FISCAL IMPACTS OF RECOMMENDATION

This area is already owned and maintained by the City of Berkeley so the fiscal impacts of making it an official park would be small. A minimal use of staff time would be required to dedicate the area as a park and add park signage.

#### **ENVIRONMENTAL SUSTAINABILITY**

Designating the open space along the western stretch of MLK as linear City parks will enable the City to better maintain these dedicated these spaces as safe and enjoyable low-carbon and carbon sequestering recreation areas.

#### **CONTACT PERSON**

Councilmember Kate Harrison, (510) 981-7140

#### **ATTACHMENTS**

- 1. Resolution
- 2. Voter Information Pamphlet Text of Measure L

#### RESOLUTION ##,###-N.S.

DESIGNATING THE BERKELEY-OWNED OPEN SPACE ADJACENT TO OLD CITY HALL, THE ALAMEDA COUNTY BERKELEY COURTHOUSE, AND THE PUBLIC SAFETY BUILDING AS AN OFFICIAL PART OF CITY PARK INFRASTRUCTURE

WHEREAS, in Berkeley's Open Space and Recreational Element of the General Plan, adopted April 3rd, 2002, the objectives are stated as:

- preserving, maintaining, and repairing the city's existing open space and recreational resources and facilities;
- expanding open space and recreational resources to meet the evolving open space and recreational needs of all segments of this community through land acquisitions and improvements;
- increasing funding for parkland, recreational facilities, and open space maintenance, improvement, and expansion; and

WHEREAS, in Berkeley's Downtown Area Plan, adopted March 20th, 2012, the objectives are stated as:

- maintaining a safe and inviting streets, parks and plazas that contribute to the success of businesses and the wellbeing of residents;
- creating new public gathering places that support nearby uses and Downtown as a destination; and

WHEREAS, Measure L, the *Berkeley Public Parks and Open Space Preservation Ordinance* adopted by the City of Berkeley in 1986 requires the Council "To preserve and maintain the public parks and open space which exist in Berkeley, as well as To acquire and maintain public parks and open space in the census tracts and Neighborhoods of Berkeley having less than the minimum amount of open Space relative to population (2 acres per 1,000)"; and

WHEREAS, District 4 and the census tracts therein adjacent to Old City Hall contains less than 2 acres of public parks and open space per 1,000 residents and therefore has a high priority for funding, acquisition, development, and maintenance of open space; and

WHEREAS, the above goals and ordinances establish the protection of open space and the establishment of public parks as an important City priority; and

WHEREAS, the open space and land along the western side of MLK and in front of Old City Hall, the Courthouse and Public Safety Building are already being used for civic and recreational activities and are comparable to existing Park Space in the adjacent Civic Center Park.

NOW THERFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Berkeley-owned open space and land adjacent to Old City Hall, the Alameda County Berkeley Courthouse and the Berkeley Public Safety Building are designated as an official part of City park land and infrastructure.

# MEASURE L: Shall an ordinance be adopted to require voter approval of non-recreational uses of parks or open space and require acquisition of open space controlled or leased by the City if acquisition is the only means of preserving the open space? Financial Implication: Increase in landscape assessment fees; acquisition costs unknown.

#### **FULL TEXT OF MEASURE L**

LET IT HEREBY BE ORDAINED that an Ordinance shall be passed which shall provide:

THE BERKELEY PUBLIC PARKS AND OPEN SPACE PRESERVATION ORDINANCE: PROPOSAL FOR AN ORDINANCE TO REQUIRE THE BERKELEY CITY COUNCIL TO PRESERVE AND MAINTAIN THE PUBLIC PARKS AND OPEN SPACE WHICH EXIST IN BERKELEY, AS WELL AS TO ACQUIRE AND MAINTAIN PUBLIC PARKS AND OPEN SPACE IN THE CENSUS TRACTS AND NEIGHBORHOODS OF BERKELEY HAVING LESS THAN THE MINIMUM AMOUNT OF OPEN SPACE RELATIVE TO POPULATION (2 ACRES PER 1,000) IDENTIFIED IN THE BERKELEY MASTER PLAN OF 1977; AND TO REQUIRE THE CITY TO SUBMIT TO A POPULAR VOTE ALL PROPOSALS TO WITHDRAW FROM RECREATIONAL USE PUBLIC PARKS OR PUBLIC OPEN SPACE.

#### FINDINGS:

WHEREAS the Berkeley Master Plan of 1977 (hereinafter Master Plan) provides for a minimum standard of two acres of public open space per 1,000 persons and identifies specific Berkeley census tracts as having high population density and high open space demands, and attainment of the minimum standard is jeopardized by continued loss of Public open spaces.

WHEREAS the City of Berkeley is the second most densely populated city in California, undeveloped land is at a high premium in Berkeley, there are significant pressures to convert City owned or controlled open space to permanent or long-term non-park, non-open space uses and there exists a clear and present emergency in that the threatened loss of open space, parks and recreational opportunities in the neighborhoods in Berkeley will cause irreparable damage to the health and welfare of Berkeley residents.

WHEREAS the Berkeley City Council has failed to provide and fund the Master Plan minimum standard of public parks and open space in every Berkeley neighborhood, and in particular in those census tracts having high park and open space requirements.

WHEREAS, specific procedures and directives to the Berkeley City Council are necessary to insure that the Master Plan's minimum park and open space goals are not rendered impossible through the continued loss of public open spaces;

#### VOTER AUTHORIZATION PROCEDURE

Section 1: That no public parks (hereinafter defined) or public open space (hereinafter defined) owned or controlled or leased by the City of Berkeley or agency thereof, shall be used for any other purpose than public parks and open space, without The Berkeley City Council first having submitted such use to the citizens for approval by a majority of registered Berkeley voters voting at the next occurring general election.

#### FUNDING LEVELS TO ALLOW FULL USE

Section 2(a): That wherever public parks and open space currently exist in Berkeley, such use shall continue and be funded at least to allow the maintenance of the present condition and services. (b) That all undedicated or unimproved open space owned or controlled by the City of Berkeley (including land held by the City in trust) shall be retained and funded by the Berkeley City Council to enable public recreational use of those lands. (c) That those census tracts containing less than the Master Plan provision of two acres of parks and open space per 1,000 population shall be singled out as having a high priority for funding the acquisition, development and maintenance of parks and recreational facilities.

# Pages operinitions

Section 3(a): Public parks shall be defined as City of Berkeley parks, public school playgrounds or lands held in trust by a public entity, which have been formally dedicated to permanent recreational use by the City of Berkeley, and funded for recreational use by City of Berkeley public funds.

Section 3(b) Public open space shall be defined as all City of Berkeley parks, public school playgrounds, and vacant public land, whether dedicated formally to park use or being used de facto as open space with recreational use or potential use on or after January 1, 1985.

#### ADOPTION OF THIS ORDINANCE

Section 4(a): If the petition accompanying this proposed ordinance is signed by the number of voters required by the Berkeley City Charter, Article XIII, Section (3) or (4) or (5), the Berkeley City Council is hereby directed to submit this ordinance forthwith to the vote of the people pursuant to the appropriate Charter Section that applies to the highest number of voter signatures certified by the City Clerk, unless the Council passes this ordinance pursuant to the Charter, Article XIII, Section (3)(a).

#### RETROACTIVITY

Section 5(a): Upon passage of this initiative, all actions taken on or after January 1, 1985, by the Berkeley City Council, Housing Authority, or any agency of the City of Berkeley which contravane the provisions herein shall be declared null and void.

Section 5(b): Upon passage of this initiative, all actions, even administrative, taken by the Berkeley City Council, or Housing Authority or agency of the City of Berkeley occurring after the date this initiative is certified for placement on the next occurring general election ballot, which actions are not in full conformity with this Ordinance, shall be declared null and void.

#### **SEVERABILITY**

Section 6: If any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application and, to this and, the provisions of this Ordinance are severable.

# BERKELEY CITY ATTORNEY ANALYSIS OF MEASURE L

The initiative ordinance would have the following effect:

- 1. Require that all existing public parks and vacant public land, either formally or informally devoted to recreational use after January 1, 1985, be retained and maintained at their present level of service. This requirement would only apply to land owned or controlled by the City of Berkeley, since the City does not have the authority to regulate land owned by other public entities such as the school district or the University of California. The Berkeley Redevelopment Agency and the Berkeley Housing Authority are independent state agencies and thus would be immune from regulation in this manner.
- 2. Require prior voter approval if such City of Berkeley public parks or open space are to be used for any other purpose. This measure requires the City to acquire land it does not presently own, if acquisition is the only means to retain the land as open space or public park. As of the date this analysis was prepared, several City parks are owned by others, including: sections of Ohlone Park, leased from Bay Area Rapid Transit District; six school parks owned by the Berkeley Unified School District and maintained, in part, by the City; and Douglas Park on Dwight Way which is owned by the University. The City has plans underway to acquire the remaining section of Ohlone Park.
- Census tracts that do not meet the Master Plan open space requirements will have priority for the funding, acquisition, development and maintenance of parks and recreational facilities.

#### Financial Implications

Currently park maintenance is funded by fees through the Landscape Assessment District. Increase in fees will be required to maintain additional land. Costs to acquire land owned by others is unknown at this time, but may be significant.

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#### ARGUMENT IN FAVOR OF MEASURE L

Approval of this citizen's initiative ordinance will allow Berkeley Voters to directly participate in decisions to change the use of Public Parks and Open Space.

Berkeley's parks and public open spaces are highly used and valued by all parts of the community. They help provide for the health, fitness, children's play, entertainment, and recreational needs of all citizens. Decisions to reduce our presently insufficient number of parks belong on the ballot where all citizens can express their opinion with their vote.

This initiative ordinance requires that the voters must approve new uses for city lands held in public trust. It does not limit or prohibit any potential new uses approved by the majority of the voters.

Approval of this ordinance would certify that Berkeley Census tracts that presently contain less public open space than the Master Plan standard of two acres per 1,000 residents be given priority funding in acquisition, development and maintenance of parks/recreational facilities. It will help make distribution of parks more equitable throughout Berkeley. This is a minimal standard, since Berkeley has fewer parks than state and national averages.

The provisions of the Master Plan combined with the approval of Measure Y (1974) park funding, strongly suggests that the Citizens of Berkeley believe that Public Parks and Open Space need expansion. Since there is no indication that Berkeley has changed its opinion, it is all the more appropriate to require voter approval when potential development removes parks and open space called for in the Berkeley Master Plan. You can help Preserve Berkeley's parks and open space by voting YES on Measure L.

s/Martha Nicoloff, Co-Author, Neighborhood Preservation Ordinance s/Clifford Fred s/Dorothy Bryant s/Carroll B. Williams, Former Berkeley School Director s/John G. Cecil, Chair, Preservation Initiatives Committee

#### REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE L

The need for parks is a serious issue which should not be the subject of the scare tactics employed by the proponents of Measure L.

City parks are designated in the Master Plan for recreational use. Contrary to implications made by the proponents of this measure, no one can recall any City plan—past, present, or future—to reduce the number of parks serving Berkeley's recreational needs. Open space, sometimes a vacant lot, on the other hand, is usually held by owners other than the City. They may, or may not, have plans for future use of their property.

The real reason for Measure L is the Housing Authority's plan to build 12 single-family townhouses for low income families on a small portion of School District property at Savo Island (MLK, Jr. Way between Derby and Ward). The remaining piece of land is large enough to accommodate a football field. The neighborhood will still be able to enjoy the use of this open space.

Measure L does more than require a vote for new uses for City lands held in public trust. It requires the City to acquire land. But where will the money come from? Given the tremendous federal budget cuts to municipalities and the demands on the City's budget, from what other City services will the trade-off come? And given the pressure of Measure L on the City, property owners would be foolish to negotiate.

If we want additional parks, someone has to pay. And since we will ultimately pay, we should know the cost before we make such an important decision.

Don't let the proponents of this measure scare you into believing that our parks will disappear. Quite honestly, they won't.

#### VOTE NO ON MEASURE L

s/Wesley E. Hester, Chair, Council Committee on Revenue and Finance s/Arlene Irlando, Member, Berkeley Chicano/Latino Network s/Maudelle Miller Shirek, Berkeley City Council s/Stacy Wilson, Chair, Citizens Budget Review Commission s/Carole K. Davis, Former Vice-Mayor

#### ARGUMENT AGAINST MEASURE L

On its face as a statement of community values, Measure L seems harmless. What could be wrong with wanting additional parks? However, the difference between the outcome of Measure L and the kind of program which can come from a thoughtful parks proposal such as Measure Y (1974) is a budget—a specific amount dedicated to acquiring and maintaining parks and open space.

In 1974 voters passed a park acquisition, renovation and development ordinance: Measure Y. It raised more than \$5 million. As a result, the City was able to create 9 new parks and 8 parks on school grounds. That measure was a direct result of the recognition that Berkeley was deficient in park space and was able to accomplish what it did because it included a budget.

As a community we are stretched thin in trying to fund a variety of City Services ranging from police services to sidewalk repair. New parks and additional open space cost money (if and when the City can get title to the property. In fact, this measure may well prejudice City negotiations with landowners who will use this measure in their bargaining. The proponents of Measure L are irresponsible in offering this proposal without including the means by which to finance it. They have made promises but have not provided any way of keeping them. The citizens deserve to know how the money will be obtained, and what the price tag will be.

s/Hynetha Hewitt, Parks and Recreation Commissioner s/Carole Davis, Former Vice-Mayor s/Maudelle Shirek, Berkeley City Council s/Carole Lewis, Social Services Director s/Rich Illgen, President, Planning Commission

#### REBUTTAL TO ARGUMENT AGAINST MEASURE L

The opponents of Measure L have missed its major provision.

Measure L prevents the City Council from using the existing public parks and open spaces for any new use without the approval of the community.

If the Council wants to remove/develop existing public parks and open space, prior voter approval is required.

At this time, no law prevents our elected officials from placing such decisions on the ballot.

Measure L also requires that the minimal standard for parks already in existence be observed in areas that presently have less than their "fair share" of parks called for in the Berkeley Master Plan of 1977.

We do not agree with the opponents financial argument.



BM-33



Despite the implication of the opponent's argument, responsibility for implementing and financing the Master Page Plan has not shifted from Council and Staff to individual community members. It should be noted that determined citizens who believe in the importance of parks and recreational facilities in everyone's quality of life, have and will continue to assist in the search for sources of new and additional funding.

Measure L ensures the community will be directly involved in decisions to re-use existing Public Parks and Open Space by placing every proposed development plan on the ballot and letting the voters decide between parks and development.

Vote YES on Measure L.

s/Michael Winter, Executive Director, Center for Independent Living s/Pamela J. Ferguson s/Gloria A. Belsky s/John G. Cecil, Chair, Preservation Initiatives Committee s/Janet M. Maestre

	CITY OF BERKELEY INITIATIVE ORDINANCE	
M	MEASURE M: Shall an ordinance be adopted requiring voter approval for non-educational and/or non-recreational uses of Berkeley Unified School District	YES
	property?	NO
Financi	al Implications: Unknown.	

#### **FULL TEXT OF MEASURE M**

BE IT ORDAINED BY THE PEOPLE OF THE CITY OF BERKELEY: FINDINGS:

WHEREAS the Berkeley City Council and Berkeley Housing Authority have attempted to acquire, develop, use or approve Berkeley Unified School District property for non-educational purposes.

WHEREAS the Berkeley Unified School District (hereinafter School District) has been given a public trust in real property to use for the educational benefit of the Citizens of Berkeley.

WHEREAS the School District has purchased and developed real property with monies received in trust and intended to be expended for the educational benefit of the citizens of Berkeley, which property if lost to the originally intended and dedicated educational and related recreational uses, will be unavailable or irreplaceable when needed for those uses.

WHEREAS there is a potential that use or development of School District property for non-educational uses will ultimately act to the detriment of the Citizens of Berkeley and will violate the wishes of a majority of the Citizens of Berkeley regarding the use of that property.

WHEREAS these actions have been proposed and are being undertaken without the approval of the voters of Berkeley.

WHEREAS there exists a clear and present emergency in that the threatened sale or long-term lease of School District real property and buildings for non-educational or non-recreational use will cause irreparable damage to the health and welfare of Berkeley residents.

#### THEREBY BE ORDAINED that an Ordinance shall be passed which shall prove

#### **VOTER AUTHORIZATION PROCEDURE**

Section 1: That should the Berkeley City Council, Housing Authority or any other agency of the City of Berkeley propose to acquire, or approve the use of, School District property (hereinafter defined) for other than educational or existing recreational purposes, and should that approval or use require the purchase, sale or long-term encumbrance (hereinafter defined) of that property, the Berkeley City Council shall first submit that specific proposal, detailing the specific use, transaction sought, and the site involved, after being approved officially by the appropriate City agency and the Berkeley City Council, to the Citizens for approval by a majority of registered Berkeley voters voting at the next occurring general election.

#### DEFINITIONS

Section 2(a): School District property shall be defined to include the land and buildings which have been used by the Berkeley Unified School District for educational purposes, child-care, recreation or School District support services (including maintenance) at any time since January 1980.

Section 2(b): A long-term encumbrance shall include a lease whose term is greater than five years or where options are granted such that the term may be extended beyond five years by option of the lessee. In addition, a long-term encumbrance shall include any mortgage transaction which pledges the property as security.

#### ADOPTION OF THIS ORDINANCE

Section 3(a): If the petition accompanying this proposed ordinance is signed by the number of voters required by the Berkeley City Charter, Article XIII, Section (3) or (4) or (5), the Berkeley City Council is hereby directed to submit this ordinance forthwith to the vote of the people pursuant to the appropriate Charter Section that applies to the highest number of voter signatures certified by the City Clerk, unless the Council passes this ordinance pursuant to the Charter, Article XIII, Section (3) (a).

#### RETROACTIVITY

Section 4(a): Upon passage of this initiative, all actions taken on or after January 1, 1985, by the Berkeley City Council, Housing Authority or any agency of the City of Berkeley which contravene the provisions herein shall be declared null and void.

Section 4(b): Upon passage of this initiative, all actions, even administrative, taken by the Berkeley City Council, Housing Authority or agency of the City of Berkeley occurring after the date this initiative is certified for placement on the next occurring general election ballot, which actions are not in full conformity with this Ordinance, shall be declared null and void.

#### **SEVERABILITY**

Section 5: If any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application and, to this end, the provisions of this Ordinance are severable.

#### BERKELEY CITY ATTORNEY ANALYSIS OF MEASURE M

The initiative ordinance would have the following effect:

- 1. Require the City Council to submit to the voters for prior approval any proposal to acquire, encumber or lease for a period longer than five years, or approve the use of property owned by the Berkeley Unified School District, if the property is not intended to be devoted to educational or recreational uses. Under current law; voter approval of such a proposal would be required only if the property was to be used for specified kinds of public housing and the City had exhausted its current voter approved authority to construct such units. The Housing Authority is an independent state agency implementing statewide laws and is not subject to this ordinance. Zoning or other City land use approvals of projects proposed by other private or public persons or entities would not be subject to prior voter approval under current case law.
- 2. Provide that any actions taken by the City Council or the Berkeley Housing Authority or other City agency after January 1, 1985, which contravene the ordinance in the above respect, are null and void. The Berkeley Housing Authority has entered into a long-term lease with the Berkeley Unified School District

Upcoming Worksessions and Special Meetings start time is 6:00 p.m. unless otherwise noted				
Scheduled Dates				
Sept 19 (4:00 pm)	Dispatch Needs Assessment Presentation			
Sept 26	ZAB Appeals: 1598 University Avenue and 705 Euclid Avenue			

# Unscheduled Workshops and Special Meetings

1. Re-Imagining Public Safety Update (proposed date: Thursday, November 30, 2023)

# Unscheduled Presentations (City Manager)

- 1. Draft Waterfront Specific Plan (proposed date: Thursday, November 2, 2023)
- 2. Fire Dept Standards of Coverage and Community Risk Assessment

	City Council Referrals to the Agenda & Rules Committee and Unfinished Business for Scheduling
1.	58. Status Report - Berkeley's Financial Condition (FY 2012 – FY 2021): Pension Liabilities and Infrastructure Need Attention (from the June 27, 2023 agenda) From: City Manager Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

# **CITY CLERK DEPARTMENT WORKING CALENDAR FOR SCHEDULING LAND USE MATTERS BEFORE THE CITY COUNCIL** Appeal Period Public Board/ **Address** Commission Ends Hearing **NOD - Notices of Decision Public Hearings Scheduled** 705 Euclid Avenue (new single family dwelling) ZAB 9/26/2023 1598 University Avenue - (construct 8-story mixed-use building) ZAB 9/26/2023 3000 Shattuck Avenue - (construct 10-story mixed-use building) ZAB TBD Remanded to ZAB or LPC **Notes**

8/21/2023

## Major Item Legislative, Budgeting & Implementation Systems Redesign

FIRST SKETCH OF DRAFT #1

Presented to Agenda & Rules Committee

June 12, 2023

## Goal

## Sketch a PROCESS OVERVIEW

for the introduction, vetting, passage, funding, and implementation of Major Council Items

## Terminology

#### **MAJOR ITEMS**

are items meeting the *current/existing* definition of Policy Committee Track Items:

Moderate to significant administrative, operational, budgetary, resource, or programmatic impacts

## Big Ideas

City Clerk - Consistency in process of how Major Items are developed, budgeted and implemented

**City Manager** - Help the Organization deliver without overwhelm; allow staff to be successful in their work

Council/Mayor - Successfully implement state of the art and/or innovative programs and policies to serve Berkeley, and to model best practices for other Cities/States

## Yearly Cycle:

### Built around June 30 Budget Adoption/Update

July - September

COUNCIL: Finalization of Y2 Items
CITY MANAGER: Implement Y1 Items

October - March

Committee Season

April - June

Council + Budget
Season

## Legislative Session: One Cycle - Benefits

- Every Year, opportunity to Submit and have Council hear/vote on Major Items
- Four subject matter Committees only meet during a Committee
  Season (except if emergency or special reason to convene), reducing
  time commitment by Councilmembers and staff.
- Staff can turn to implementation during "off season," and Councilmembers can work on the next year's items.

## Major Item Development & Submission

All Year → End of September

- Must use Major Item Guidelines Format
- September 30 submission deadline
- Major Items can be submitted prior to September 30 but won't be assigned to Committees
- Timeline allows for Councilmembers to work all year on items
- Staff input at Pre-submission = high level/conceptual

# Agenda Committee October

Review & Assign Major Items to Committees

- Early October special meeting(s)
- Review Major Items for compliance with Guidelines (Could also do this on rolling basis as items come in)
- Assign compliant Major Items to Policy Committees
- Send non-compliant Major Items back to Authors for resubmission by End of October

# Policy Committees October - March

- Organizing meeting(s) Mid-October
- Major Items heard by Committee and move out on Rolling Basis, October - March
- Committees may also prioritize/score items they review
- All Major Items OUT of Policy Coms by March 30

# City Council April

- Vote on all Major Items, as reviewed and sent forward by Committees, no later than April 30
- May require special meeting(s) in April
- City Attorney must sign off on legal conformity of Ordinances
- Council Approved items sent to Budget Committee

# Budget Prioritization *Early May\**

- All Major Items that have been passed by Council, both NEW and PENDING/previously unfunded, to be prioritized by Councilmembers
- Prioritization due May 15/second Friday in May

\*Not the same as all-item prioritization

# Budget Committee May - June

- Council [and Committee?] Prioritizations provided to Budget Committee as guides, but not binding
- Budget Committee makes recommendations to full Council along with Budget
- Budget passed; Major Items funded move forward to Implementation
- ROLLOVER: Major Items passed by Council but NOT funded get automatically rolled-over to future funding opportunities

# Implementation July +

- Implementation Lead assigned by City Manager
- Implementation Team assembled by Lead + CM
- Meet with Author(s) to clarify intentions, sketch timelines, discuss opportunities, ideas, challenges
- Implementation Team prepares
  - Launch Plan
  - Operating Plan
- Program/Policy is Launched + Implemented

# OVERRIDE for Time Sensitive Items to respond to unforeseen events

- Rules of Procedure and Order already provide Override:
  - An item that would otherwise be assigned to a Policy Committee may bypass Policy Review if the Agenda Committee deems it Time Critical. Agenda & Rules Committee retains discretion to decide the Time Critical nature of an item
- Time Critical definition may need to be amended
- May still go to a Policy Committee or directly to Council, per A&R
- [Possible Add: Council-level override/appeal if Author doesn't agree with the A&R decision on Time Critical nature of a Major Item].

# Special Topic: Page 15 of 44 Special Topic: Pre-Submission

- Guidelines mandatory for Major Items
- Only Authors (no Co-Sponsors) allowed at Pre-Submission and Committee stages, to reduce Brown Act issues
- Available: Pre-Submission Consult with City Manager to recommend internal subject matter experts for high level input
- Available: Pre-Submission Consult with City Attorney
- Consider a more formalized role for COMMISSIONS in Pre-Submission

# **Special Topic:**Strengthen Committee Process Enhanced Review

Develop checklist of what must be reviewed and addressed

- Relevance to existing Strategic Priorities or Current needs/Events
- Added value of program/policy
- Potential opportunities/costs of Program/Policy to community and COB
- Alternative means to achieve same or similar goals
- Phasing/timelines for implementation
- Staffing and Resources needed to Launch and Operate
- Evaluation/metrics/Enforcement
- Rate items as they go to Council?
- Increase options re: positive and negative recommendations?
- Other?

## Public & Staff input @ Committee

- Specific Outreach to Identifiable Stakeholders
- Several Opportunities for Comment (items heard more than once)
- Clarify staff's role
- Schedule will help get the right staff to meetings
- Empower staff to participate more fully in discussions, even if formal reports are not available

### **Special Topic:** Prioritization *Backlog*

Need a process to "clear the backlog" of items currently in the queue.

Send all pending (but not initiated) items to Policy Committees for review to suggest:

- Folding items together and/or updating referrals
- Re-approval of items "as is"
- Sunsetting/removal of moot items
- Recommend disposition of all items, ranked within each Lead Department
- Council reviews and approves Committee recommendations for consolidation, removal, restatement, and re-support of items
- May need some criteria to ensure all council members get at least some of their priorities addressed
- May also want to integrate an RRV-type ranked prioritization?

## **Special Topic:** Prioritization *Regular/Ongoing*

- Long Term, enhanced process should result in fewer or no backlogs and items implemented in a reasonable timeframe
- "Prioritization" becomes less of a BIG ISSUE.

Prioritization in a rationalized new Legislative system should result naturally from:

- More fully conceived and vetted items
- Better review at Committee, including merger of similar items to avoid piecemeal legislation
- Fewer, more impactful/comprehensive items moving forward

## Special Topic:

## Need Process & Criteria for funding Items at AA01 and AA02

Suggestions - this question needs discussion/input from Budget & Finance Committee

- ? Only Time Critical and Rollover (previously approved but unfunded) items considered at these junctures - same rule for Council and City Manager items
- ? Not all extra funds (if any) get allocated reservation for the annual budget process so funds are available for Council initiatives
- ? AA01 and 02 only for one-time and/or time sensitive expenses

# Special Topic: Implementation

Once Major Item is passed + funded, move to Implementation Process

- Implementation Lead is assigned by City Manager Single Individual Responsible for managing and ensuring implementation
- Implementation Team assembled by Lead + City Manager
- Consult with Author(s) to clarify intentions, sketch timelines, discuss opportunities, ideas, challenges
- Implementation Team prepares LAUNCH and OPERATING Plans
  - Launch is a unique undertaking requiring special/one-time work
- LAUNCH elements + Timeline
- OPERATING Plan
  - Long term/ongoing operation of program/policy

### DISCUSSION + QUESTIONS

#### MAJOR ITEM LEGISLATIVE, BUDGETING & IMPLEMENTATION SYSTEMS REDESIGN

#### Goal:

Sketch a full process for introduction, vetting, passage, funding, and implementation of Major Council Items and initiatives.

#### Terminology:

"Major Items" are items meeting the current definition of *Policy Committee Track Items*:

"Moderate to significant administrative, operational, budgetary, resource, or programmatic impacts."

#### **Big Ideas for Major Items:**

**City Clerk** - Consistency in process of how Major Items are developed, budgeted and implemented

**City Manager** - Help the Organization deliver without overwhelm; allow staff to be successful in their work

**Council/Mayor** - Successfully implement state of the art and/or innovative programs and policies to serve Berkeley, and to model what's possible for other Cities/States

#### **OVERVIEW: YEARLY CYCLE - BUILT AROUND JUNE BUDGET ADOPTION/UPDATE:**

- 1. Major Item Development & Submission Cut Off All Year End of September
  - a. Must use Major Item Guidelines Format
    - i. Guidelines prompt meaningful research, consult with experts and community, etc.
  - b. September 30 Major Item submission deadline
    - i. Agenda Committee requests updates if not compliant with Guidelines
    - ii. 3rd Friday of October updated submissions, if any, due (as may be required by Agenda Committee)
  - c. Major Items can be submitted prior to September 30 but won't be assigned to Committees
  - d. Timeline allows for Councilmembers to work all year on items, including over the summer, and to submit after Council resumes for the Fall.
  - e. Staff input at Presubmission = high level/conceptual

#### 2. Agenda Committee - October

- a. Early October special meeting(s)
- b. Review for compliance with Guidelines
  - i. Items not fulfilling Major Items Guidelines sent back to Authors for Resubmission at "late" deadline, or in future year, per Authors' choice
- c. Review and assign compliant Major Items to Policy Committees

#### 3. Policy Committees - October - March

- a. Organizing meeting(s) Mid-October
  - i. Create Calendar/agree on schedule for Items to be heard
  - ii. Group similar/topical items together
  - iii. Other organizing/housekeeping per Committee
- Major Items heard by Committee and move out on Rolling Basis, October -March
  - i. Review of items includes Enhanced Review (See below)
  - ii. Staff input more specific/involved but not requiring significant research
    - 1. If areas of significant unknowns are implicated, referral for item should include funds to support future research
  - iii. Input from City Attorney's Office as appropriate Review ordinances
- c. [Committees may also be asked to prioritize/score items they review]
- d. All Major Items OUT of Policy Coms by March 30.

#### 4. Council - April

- a. Vote on all Major Items, as reviewed by Committees, no later than April 30
- b. May require special meetings in April
- c. City Attorney must sign off on legal conformity of Ordinances
- d. Approved items sent to Budget Committee so they are aware of them

#### 5. Budget Prioritization - Early May

(not the same as all-item prioritization)

- a. All Major Items that have been passed by Council, both new and pending/previously unfunded, to be prioritized by Councilmembers
- b. Council scoring due the second week of May

#### 6. Budget Committee - May - June

- a. Council [and Committee?] Prioritizations provided to Budget Committee as guides, but not binding
- b. Budget Committee makes recommendations to full Council along with Budget
- c. Budget passed; Major Items funded move forward to Implementation (details below)
- d. ROLLOVER: Major Items passed by Council but NOT funded get automatically rolled-over to future funding opportunities, to be considered with other rollover (and new) items until funded or retired/removed.

#### 7. Implementation - July +++

- a. Implementation Lead assigned by City Manager
- b. Implementation Team assembled by Lead + CM
- c. Meet with Author(s) to establish clarity of intentions, sketch timelines, discuss opportunities, ideas, challenges, etc.
- d. Implementation Team prepares
  - 1. Launch Plan
  - 2. Operating Plan
- e. PROGRAM/POLICY is LAUNCHED

#### Legislative Session: One Cycle - Benefits

- 1. Every Year, opportunity to Submit and have Council hear/vote on Major Items
- Four subject matter Committees only meet during a Committee Season (except if emergency or special reason to convene), reducing time commitment by Councilmembers and staff.
- 3. Staff can turn to implementation during "off season," and Councilmembers can work on the next year's items.
- 4. Override for Time Sensitive Items provided for, to respond to unforeseen events:
  - a. Rules of Procedure and Order already provide Override:
    - i. "An item that would otherwise be assigned to a Policy Committee may bypass Policy Review if the Agenda Committee deems it Time Critical. Agenda & Rules Committee retains discretion to decide the Time Critical nature of an item."
    - ii. Time Critical definition may need to be amended to add criteria to accept a Major Item later than the September 30 submission deadline).
    - iii. May still go to a Policy Committee or directly to Council, per A&R.
  - Epossible Add: Council-level override/appeal if the Author doesn't agree with the Agenda & Rules Committee decision on Time Critical nature of a late Major Item].

#### **SPECIAL TOPIC: Pre-Submission - Details:**

- 1. Guidelines mandatory for Major Items
  - a. Review Guidelines for update/Adoption by Council (change name?)
  - b. Clerk to make new Major Item submission templates and provide adopted requirements for research and writing of Major Items
- 2. Only Authors (no Co-Sponsors) allowed at Pre-Submission and Committee stages, to reduce Brown Act issues
- 3. Available: Pre-Submission Consult with City Manager to recommend internal subject matter experts for high level input
  - a. Staff available for High Level input on Major Items
- 4. Available: Pre-Submission Consult with City Attorney
  - a. Identify possible Legal Issues early

- b. If Ordinance needed, discuss drafting and review
- Consider a more formalized role for Commissions in Pre-Submission.
   [Councilmembers can go directly to Chairs to request items be placed on Commission agenda to receive feedback on a legislative proposal?]

#### SPECIAL TOPIC: Strengthen Committee Process - Enhanced Review

- 1. Policy Committees meet during a "season" (except Agenda & Budget)
  - i. Likely need to meet more frequently during the season
  - ii. Can be convened at other times (outside of the "season") for special circumstances
- 2. First Committee Meeting(s) in October
  - i. Organize and Publish Committee Calendar
    - 1. Group similar items together
    - 2. Decide what to hear first/in what order to take up items
    - 3. Plan at least two hearings for each Major Item
    - 4. Identify stakeholders/special communities for outreach to participate
- 3. Clarify Committee tasks (to be further defined)
  - i. Develop checklist of what must be reviewed and addressed
    - 1. Relevance to existing Strategic Priorities or Current needs/Events
    - 2. Added value of program/policy
    - 3. Potential opportunities/costs of Project/Policy to community and to COB
    - 4. Alternative means to achieve same or similar goals
    - 5. Phasing/timelines for implementation
    - 6. Staffing and Resources needed to Launch and Operate
    - 7. Evaluation/metrics
    - 8. Enforcement
  - 4. Staff input at Committee level (to be further defined)
    - 1. Clarify staff's role at Committees
    - 2. Get the right people to meetings, based on schedule
    - 3. Empower staff to participate more fully in discussions, even if formal reports are not available
    - 4. Etc.
  - ii. Committee Evaluation of Merits/Relative Merits of items
    - 1. Ask Committees to rate items as they go to Council?
      - a. Urgency, added value, cost/complexity, etc.?
    - 2. Increase options re: positive and negative recommendations?
    - 3. Other?
    - 5. Items passed out of Committee to be updated by Author and re-submitted to Clerk in both original format and format passed by the Committee, for inclusion on Council agenda. *Clerk adds Committee recommendation*.
      - i. Clerk to provide clear process/direction on resubmission requirements, including timelines
        - 1. Original item included
        - 2. Redlined updated item with Committee-approved changes

- 3. ADD CO-SPONSORS
- 4. Possible proposed additional changes/final version from Author(s)?
- ii. Deadline to resubmit updated items April 10 (most items will leave Committees before the March 30 deadline)
- iii. April special meeting agendas reserved for Major Items
- 6. Allow CO-SPONSORS after items leave Committees and go to Council Author(s) can add via Resubmission of item and/or via Supplemental process

#### SPECIAL TOPIC: Prioritization of Items for Budgeting and Implementation

1. ONE-TIME - TO CLEAR CURRENT BACKLOG:

Need a process to "clear the pile" of items currently in the queue.

- a. This should be "One time" to clear current backlog
  - i. May take a few years, but not necessary after that
- b. Send all pending (but not initiated) items to appropriate Policy Committees for review to suggest:
  - i. Folding items together and/or updating referrals
    - 1. Consolidate similar referrals
    - 2. Restate and/or strengthen referral language
    - 3. Update budget requests
    - 4. Etc.
  - ii. Re-approval of items "as is"
    - 1. Some items are still fresh, relevant
  - iii. Sunsetting/removal of moot items
    - 1. Moment has passed/No longer a priority
    - 2. Other similar work in progress
    - 3 Ftc
- c. Recommend disposition of all items, ranked within each LEAD DEPARTMENT
- d. Council reviews and approves Committee recommendations for consolidation, removal, restatement, and re-support of items
- e. May need some criteria to ensure all council members get at least some of their priorities addressed
- f. May also want to integrate an RRV-type ranked prioritization, but this may not be necessary after items are culled down, merged, removed, and prioritized by Lead Department

#### 2. POST-BACKLOG/REGULAR PRIORITIZATION PROCESS:

Long Term, enhanced process should result in fewer or no backlogs and Council items actually being implemented in a reasonable timeframe; "Prioritization" becomes less of a Big Issue.

- i. Prioritization in a rationalized new system should result naturally from:
  - 1. More fully conceived and vetted items being submitted
  - 2. Items better vetted and formed at Committee, including merger of similar items to avoid piecemeal of smaller similar items
  - 3. Fewer, more impactful/comprehensive items moving forward
- ii. Some Prioritization still may be necessary
  - Possibly have Committees rank all items they reviewed in their session, and/or rank with previous items in their purview that have not been initiated
  - 2. Possibly have Council engage in a ranking process RRV or similar
  - 3. All rankings, whatever the system, are non-binding and will be reviewed and finalized by Council

#### SPECIAL TOPIC: Process & Criteria for Items to be funded at AAO1 and AAO2

[Suggestions - this question needs input from Budget & Finance Committee]

- 1. Only Time Critical and Rollover (previously approved but unfunded) items considered at these junctures same rule for Council *and City Manager* items
- 2. Not all extra funds (if any) get allocated reservation for the annual budget process so funds are available for Council/CM initiatives
- 3. AA01 and 02 for one-time and/or time sensitive expenses

#### SPECIAL TOPIC: Post-Approval Launch of new Initiatives/Policies/Programs:

Once a Major Item is passed and funded, move to Implementation Conference with Author(s) and City Manager

- 1. Implementation Lead is assigned by City Manager
  - a. Responsible for managing and ensuring implementation
    - i. Need project management, implementation, and communications expertise do not necessarily have to be *subject matter* experts
- 2. Implementation Team assembled by Lead + CM
  - a. Meets with Author(s) to establish clarity of intentions, sketch timelines, discuss opportunities, ideas, challenges, etc.
  - b. Implementation Team prepares Launch and Operating Plans
    - Launch Plan Launch is a unique undertaking requiring special/one-time works products

- 1. Launch elements determined
  - a. Staffing
  - b. Communications/events
  - c. Online & Paper information/forms/processes
  - d. Education
- 2. Timeline for Launch
- ii. Operating Plan
  - 1. Long term/ongoing operation of program/policy
  - 2. Staffing/Systems
  - 3. Benchmarks for progress
  - 4. Evaluation/Updates/Continuous Improvement
  - 5. Enforcement

#### APPENDIX B. GUIDELINES FOR DEVELOPING AND WRITING COUNCIL AGENDA ITEMS

These guidelines are derived from the requirements for Agenda items listed in the Berkeley City Council Rules of Procedure and Order, Chapter III, Sections B(1) and (2), reproduced below. In addition, Chapter III Section C(1)(a) of the Rules of Procedure and Order allows the Agenda & Rules Committee to request that the Primary Author of an item provide "additional analysis" if the item as submitted evidences a "significant lack of background or supporting information" or "significant grammatical or readability issues."

These guidelines provide a more detailed and comprehensive overview of elements of a complete Council item. While not all elements would be applicable to every type of Agenda item, they are intended to prompt Authors to consider presenting items with as much relevant information and analysis as possible.

Chapter III, Sections (B)(1) and (2) of Council Rules of Procedure and Order:

- 2. Agenda items shall contain all relevant documentation, including the following as Applicable:
  - a. A descriptive title that adequately informs the public of the subject matter and general nature of the item or report and action requested;
  - b. Whether the matter is to be presented on the Consent Calendar or the Action Calendar or as a Report for Information;
  - c. Recommendation of the City Manager, if applicable (these provisions shall not apply to Mayor and Council items.);
  - d. Fiscal impacts of the recommendation;
  - e. A description of the current situation and its effects;
  - f. Background information as needed;
  - g. Rationale for recommendation;
  - h. Alternative actions considered;
  - For awards of contracts; the abstract of bids and the Affirmative Action Program of the low bidder in those cases where such is required (these provisions shall not apply to Mayor and Council items.);
  - j. Person or persons to contact for further information, with telephone number. If the Primary Author of any report believes additional background information, beyond the basic report, is necessary to Council understanding of the subject, a separate compilation of such background information may be developed and copies will be available for Council and for public review in the City Clerk Department, and the City Clerk shall provide limited distribution of such background information depending upon quantity of pages to be duplicated. In such case the agenda item distributed with the packet shall so indicate.

#### Guidelines for City Council Items:

- Title
- Consent/Action/Information Calendar
- 3. Recommendation
- 4. Summary Statement/Current situation and its effects
- Background
- 6. Review of Existing Plans, Programs, Policies and Laws
- 7. Actions/Alternatives Considered
- 8. Consultation/Outreach Overview and Results
- 9. Rationale for Recommendation
- 10. Implementation, Administration and Enforcement
- 11. Environmental Sustainability
- 12. Fiscal Impacts
- 13. Outcomes and Evaluation
- 14. Contact Information
- 15. Attachments/Supporting Materials

#### 1. Title

A descriptive title that adequately informs the public of the subject matter and general nature of the item or report and action requested.

#### 2. Consent/Action/Information Calendar

Whether the matter is to be presented on the Consent Calendar or the Action Calendar or as a Report for Information.

#### 3. Recommendation

Clear, succinct statement of action(s) to be taken. Recommendations can be further detailed within the item, by specific reference.

Common action options include:

- Adopt first reading of ordinance
- Adopt a resolution
- Referral to the City Manager (City Manager decides if it is a short term referral or is placed on the RRV ranking list)
- Direction to the City Manager (City Manager is directed to execute the recommendation right away, it is not placed on any referral list)
- Referral to a Commission or to a Standing or Ad Hoc Council Committee
- Referral to the budget process
- Send letter of support
- Accept, Approve, Modify or Reject a recommendation from a Commission or Committee
- Designate members of the Council to perform some action

#### 4. Summary Statement/ "Current situation and its effects"

A short resume of the circumstances that give rise to the need for the recommended action(s).

- Briefly state the opportunity/problem/concern that has been identified, and the proposed solution.
- Example (fictional):

Winter rains are lasting longer than expected. Berkeley's winter shelters are poised to close in three weeks, but forecasts suggest rain for another two months. If they do not remain open until the end of the rainy season, hundreds of people will be left in the rain 24/7. Therefore, this item seeks authorization to keep Berkeley's winter shelters open until the end of April, and refers to the Budget Process \$40,000 to cover costs of an additional two months of shelter operations.

#### 5. Background

A full discussion of the history, circumstances and concerns to be addressed by the item.

 For the above fictional example, Background would include information and data about the number and needs of homeless individuals in Berkeley, the number and availability of permanent shelter beds that meet their needs, the number of winter shelter beds that would be lost with closure, the impacts of such closure on this population, the weather forecasts, etc.

#### 6. Review of Existing Plans, Programs, Policies and Laws

Review, identify and discuss relevant/applicable Plans, Programs, Policies and Laws, and how the proposed actions conform with, compliment, are supported by, differ from or run contrary to them. What gaps were found that need to be filled? What existing policies, programs, plans and laws need to be changed/supplemented/improved/repealed? What is missing altogether that needs to be addressed?

Review of all pertinent/applicable sections of:

- The City Charter
- Berkeley Municipal Code
- Administrative Regulations
- Council Resolutions
- Staff training manuals

Review of all applicable City Plans:

- The General Plan
- Area Plans
- The Climate Action Plan
- Resilience Plan
- Equity Plan

- Capital Improvements Plan
- Zero Waste Plan
- Bike Plan
- Pedestrian Plan
- Other relevant precedents and plans

Review of the City's Strategic Plan

Review of similar legislation previously introduced/passed by Council Review of County, State and Federal laws/policies/programs/plans, if applicable

#### 7. Actions/Alternatives Considered

- What solutions/measures have other jurisdictions adopted that serve as models/cautionary tales?
- What solutions/measures are recommended by advocates, experts, organizations?
- What is the range of actions considered, and what are some of their major pros and cons?
- Why were other solutions not as feasible/advisable?

#### 8. Consultation/Outreach Overview and Results

- Review/list external and internal stakeholders that were consulted
  - External: constituents, communities, neighborhood organizations, businesses and not for profits, advocates, people with lived experience, faith organizations, industry groups, people/groups that might have concerns about the item, etc.
  - Internal: staff who would implement policies, the City Manager and/or deputy CM, Department Heads, City Attorney, Clerk, etc.
- What reports, articles, books, websites and other materials were consulted?
- What was learned from these sources?
- What changes or approaches did they advocate for that were accepted or rejected?

#### 9. Rationale for Recommendation

A clear and concise statement as to whether the item proposes actions that:

- Conform to, clarify or extend existing Plans, Programs, Policies and Laws
- Change/Amend existing Plans, Programs, Policies and Laws in **minor** ways
- Change/Amend existing Plans, Programs, Policies and Laws in **major** ways
- Create an exception to existing Plans, Programs, Policies and Laws
- Reverse/go contrary to or against existing Plans, Programs, Policies and Laws

Argument/summary of argument in support of recommended actions. The argument likely has already been made via the information and analysis already presented,

but should be presented/restated/summarized. Plus, further elaboration of terms for recommendations, if any.

#### 10. Implementation, Administration and Enforcement

Discuss how the recommended action(s) would be implemented, administered and enforced. What staffing (internal or via contractors/consultants) and materials/facilities are likely required for implementation?

#### 11. Environmental Sustainability

Discuss the impacts of the recommended action(s), if any, on the environment and the recommendation's positive and/or negative implications with respect to the City's Climate Action, Resilience, and other sustainability goals.

#### 12. Fiscal Impacts

Review the recommended action's potential to generate funds or savings for the City in the short and long-term, as well as the potential direct and indirect costs.

#### 13. Outcomes and Evaluation

State the specific outcomes expected, if any (i.e., "it is expected that 100 homeless people will be referred to housing every year") and what reporting or evaluation is recommended.

#### **14. Contact Information**

#### 15. Attachments/Supporting Materials



On March 14, 2023, the City Council referred the relevant concepts of this item to the Agenda & Rules Committee for consideration under the existing committee agenda item regarding enhancements to the City's legislative process.

Action Calendar March 14, 2023

**To**: Honorable Mayor Jesse Arreguín and Members of the City Council

From: Councilmember Lori Droste

Subject: Bureaucratic Effectiveness and Referral Improvement and Prioritization Effort (BE

RIPE)

#### Recommendation

In order to ensure that the City focuses on high-priority issues, projects, and goals and affords them the resources and funding such civic efforts deserve, the City Council should consult with the City Manager's Office to develop and adopt a suite of revisions to the City Council Rules of Procedure and Order that would implement the following provisions:

- Beginning in 2023, Councilmembers shall submit no more than one major legislative proposal or set of amendments to any existing ordinance per year, with the Mayor permitted to submit two major proposals, for a maximum of ten major Council items per year.
- 2. In 2023 and all future years, Councilmembers shall be required to submit major items before an established deadline. Council shall then prioritize any new legislative items as well as any incomplete major items from the previous year using the Reweighted Range Voting (RRV) process. This will help establish clear priorities for staff time, funding, and scheduling Council work sessions and meetings. For 2023 alone, the RRV process should include outstanding/incomplete Council items from all previous years. In 2024 and thereafter, the RRV process should only incorporate outstanding/incomplete major items from the prior year. However, Councilmembers may choose to renominate an incomplete major policy item from an earlier year as their single major item.
- 3. During deliberations at a special worksession, Council retreat, and/or departmental budget presentations, Council and the City Manager should develop a work plan that establishes reasonable expectations about what can be accomplished by staff given the list of priorities as ranked by RRV. Council should also consult with the City Manager and department heads, particularly the City Attorney's office, Planning Department, and Public Works Department on workload challenges (mandates outside Council priorities, etc.), impacts, reasonable staff output expectations, and potential corrective actions to ensure that mandated deadlines are met, basic services are provided, and policy proposals are effectively implemented.
- 4. Budget referrals and allocations from City Council must be explicitly related to a previously established or passed policy/program, planning/strategy document, and/or an external funding opportunity related to one of these. As a good government practice, councilmembers and the Mayor may **not** submit budget referrals which direct funds to a

specific organization or event. Organizations which receive City funding must submit at least annually an application detailing, at a minimum: the civic goal(s)/purpose(s) for which City funds are used, the amount of City funding received for each of the preceding five years, and quantitative or qualitative accounting of the results/outcomes for the projects that made use of those City funds. Organizations receiving more than \$20,000 in City funds should be required to provide quantitative data regarding the number of individuals served and other outcomes.

5. Ensuring that any exceptions to these provisions are designed to ensure flexibility in the face of an emergency, disaster, or urgent legal issue/liability and narrowly tailored to be consistent with the goals of enhanced efficiency, effectiveness, fairness, and focus.

#### **Policy Committee Recommendation**

On February 14, 2023, the Agenda and Rules Committee adopted the following action: M/S/C (Hahn/Arreguin) to send the item to the City Council with a Qualified Positive Recommendation to refer the relevant concepts of the original item to the Agenda & Rules Committee for consideration under the existing committee agenda item regarding enhancements to the City's legislative process. Vote: All Ayes.

#### **Current Situation and Its Effects**

Over the past few years (excluding the COVID-19 state of emergency), City Council has grappled with potential options to reduce the legislative workload on the City of Berkeley staff. While a significant portion of this workload is generated from non-legislative matters and staffing vacancies, it is important to recognize that staff also continue to struggle to keep up with Council directives while still accomplishing the City's core mission or providing high quality public infrastructure and services.

#### **Background and Rationale**

Berkeley faces an enormous staffing crisis due in part to workload concerns; as such, Council should take steps to hone its focus on legislative priorities. November 2022's Public Works Off-Agenda Memo offers a benchmark for problems faced by City departments. Public Works staff struggles to complete its top strategic plan projects, respond to audit findings, and provide basic services, in addition to fulfilling legislative priorities by Council. While the "Top Goals and Priorities" outlined by Public Works is tied to 130+ directives by the City Council, it is not reasonable to assume that all will be implemented.

The challenges faced by the Public Works department are not an anomaly. Other departments share the same challenges. In addition to needing to ensure that the City can adopt a compliant state-mandated Housing Element, process permits, secure new grant funding, mitigate seismic risks, and advance our Climate Action Plan, Planning Department staff have been tasked with addressing multiple policy proposals from the City Council. The sheer number of referrals also impacts the ability of staff in the City Attorney's office to vet all ordinances, protect the City's interests, participate in litigation, and address the City's other various legal needs.

#### **Best Practices**

A number of nearby, similarly-sized cities were contacted to request information about how these cities approach Councilmember referrals and prioritizations processes. Cities contacted

included Richmond, Vallejo, Santa Clara, Concord, and Sunnyvale. Of these cities, Santa Clara, Concord, and Sunnyvale replied.

#### Santa Clara

Overall, Santa Clara staff indicated that—similar to Berkeley—the Council referrals and prioritization process is not especially formalized, with additional referrals being made outside of the prioritization process.

Each year, the Council holds an annual priority setting session at which the Council examines and updates priorities from the previous year and considers what progress was made toward those priorities. The prioritization process takes place in February so that any priorities that rise to the top may be considered for funding ahead of the budget process. In any given year, some priorities may go unfunded and even holding those priorities over to a second year is not necessarily a guarantee of funding.

Despite conducting this annual prioritization exercise, Councilmembers in Santa Clara often still do bring forward additional referrals outside of this process. Part of this less restricted approach in Santa Clara's 030 ("zero thirty") policy, which allows members of the Council to add items to the Council agenda with sufficient notice and even allows members of the public to petition to have items added to a special section of the Council agenda.

Despite the overally looseness of Santa Clara's approach. Council members still rely upon staff to provide direction with respect to what priorities are or are not feasible based upon available funding and staff bandwidth.

#### Concord

According to Concord City staff, although Concord—like Berkeley and Santa Clara—does have a process for Councilmembers to request items be added to Council agendas, Councilmembers generally agree not to add referrals outside of the formal priority-setting process.

Concord City staff only work on "new" items/policies that are mandated by law, recommended by the City Manager, and have been recommended for review/work of some kind by a majority (three of the five members) of the City Council.

In general, Councilmembers agree to not add work items outside of the Council's formal priority setting process. The Concord City Council has a once-a-year goal setting workshop each spring where the City plans its Tier 1 and Tier 2 priorities for the year (or sometimes for a 2-year cycle). Most Councilmembers abide by this process and refrain from bringing forward additional items. However any Councilmember may put forward a referral outside of the process and use the method outlined below.

Outside of the prioritization process, Councilmembers can request that their colleagues (under Council reports at any Council meeting) support placing an item on a future Council meeting agenda for a discussion. The Concord City Attorney has advised councilmembers that they can make a three sentence statement, e.g. "I would like my colleagues' support to agendize [insert item]" or "to send [insert item] to a Council standing committee for discussion." Followed by: "This is an important item to me or a timely item for the Council because [insert reasoning]. Do I have your support?" The other Councilmembers then cannot engage in any detailed discussion or follow up, but may only vote yes or no to agendizing the item.

If two of the Councilmember's colleagues (for a total of 3 out of 5) agree to the request to have the item agendized for a more detailed discussion by Council, then the item will be added to a future agenda for fuller consideration. An additional referral outside the prioritization process is suggested perhaps once every month in Concord, but the Concord City Council usually does not provide the majority vote to agendize these additional items.

# Sunnyvale

Of all the cities surveyed, Sunnyvale has the most structured approach for selecting, rating, and focusing on City Council priorities. "Study issues" require support from multiple councilmembers before being included in the annual priority setting, and then must go through a relatively rigorous process to rise to the top as Council priorities. And, perhaps most importantly, policy changes *must* go through the priority setting process to be considered. The Sunnyvale City Council's Policy 7.3.26 Study Issues reads, in part:

Any substantive policy change (large or relatively small) is subject to the study issues process (i.e. evaluated for ranking at the Council Study Issues Workshop).

Policy related issues include such items as proposed ordinances, new or expanded service delivery programs, changes to existing Council policy, and/or amendments to the General Plan. Exceptions to this approach include emergency issues, and urgent policy issues that must be completed in the short term to avoid serious negative consequences to the City, subject to a majority vote of Council.

If a study issue receives the support of at least two Councilmembers, the issue will go to staff for the preparation of a study issue paper. Council-generated study issues must be submitted to staff at least three weeks ahead of the priority-setting session, with an exception for study issues raised by the public and carried by at least two Councilmembers, if the study issues hearing takes place less than three weeks before the priority setting.

At the Annual Study Issues Workshop, the Council votes whether to rank, defer, or drop study issues. If a majority votes to drop the issue, it may not return the following year; if the issue is deferred, it returns at the following year's workshop; and if a majority votes to rank an issue, it proceeds to the ranking process. Sunnyvale's process uses "forced ranking" for "departments" with ten or fewer issues and "choice ranking" for departments with eleven or more issues. (The meaning of "departments" and the process for determining the number of issues per department are not elucidated within the policy.) Forced ranking involves assigning a ranking to every policy within a given subset, while choice ranking only assigns a ranking to a third of policies within a given subset, with the others going unranked.

After the Council determines which study issues will be moving forward for the year based on the rankings, the City Manager advises Council of staff's capacity for completing ranked issues. However, if the Council provides additional funding, the number of study issues addressed may be increased.

In 2022, Sunnyvale had 24 study issues (including 17 from previous years and only 7 new ones) and **zero** budget proposals. Although Sunnyvale does consider urgency items outside the prioritization process, this generally happens only 1 to 3 times per year and usually pertains to highly urgent items, such as gun violence.

#### Status Quo and Its Effects

Council currently uses a reweighted range proportional representation voting method to determine which priorities represent both a) a consensus and b) district/neighborhood concerns. This process allows Council to coalesce around a particular common area of concern; but if there is a specific neighborhood or district issue that is not addressed by Council consensus, it also allows for that district's councilmember's top priority to be elevated in the ratings even without broad consensus, so long as there are not multiple items designated as that councilmember's "top" item. More information about this process can be found <a href="here">here</a>. This <a href="here">system was established</a> in 2016 due to the sheer amount of referrals by Council and the lack of cohesive direction on which of the 100+ referrals the City Manager should act upon.

Subsequent to this effort, Council created a "short-term referral" pool which was intended to be light-lift referrals that could be accomplished in less than 90 days. However, that designation was always intended to be determined by the City Manager, not Council, with respect to what was operationally feasible in terms of the 90 day window. The challenge with Council determining what is a short-term referral is that it is not always realistic given other duties that the staff has to attend to and inappropriate determinations can stymy work on other long term priorities if staff have to drop everything they are doing to attend to an "short-term" or "emergency" referral.

An added challenge is that the City Auditor reported in 2018 that the City of Berkeley's Code Enforcement Unit (CEU) had insufficient capacity to enforce various Municipal Code provisions. This was due to multiple factors, including understaffing—some of which have since improved. Nevertheless, the City Auditor wrote,

"Council passes some ordinances without fully analyzing the resources needed for enforcement and without understanding current staffing capacity. In order to enforce new ordinances, the CEU must take time away from other enforcement areas. This increases the risk of significant health and safety code violations going unaddressed. It also leads to disgruntled community members who believe that the City is failing to meet its obligations. This does not suggest that the new ordinances are not of value and needed. Council passes policy to address community concerns. However, it does mean that the City Council routinely approves policy that may never result in the intended change or protections."

Subsequent to that report, <u>an update</u> was published in September of 2022. A staffing and resource analysis for Code Enforcement is still needed to ensure that the laws Council passes can be implemented.

#### **Fiscal Impacts**

These reforms are likely to result in significant direct savings related to reduced staff time/overtime as well as potential decreases to costs associated with the recruitment/retention of staff.

#### **Alternatives Considered**

Alternatives were considered using effectiveness and efficiency as the evaluative criteria for referrals. One missing criterion that will be necessary in developing this process will be operational considerations so the City of Berkeley can continue to deliver basic services in an efficient manner.

#### All-Council determination

Council could vote as a body on the top 10 legislative priorities. The drawback of this method is that it, by default, eliminates any remaining priorities that have been passed by Council. It also eliminates "minority" voices which may disproportionately impact neighborhoodspecific concerns as the remainder of the Council may not value district-specific concerns outside of their council district.

### Councilmember parameters

Councilmembers could select their top two legislative priorities (as a primary author) for the year and the Mayor could select four legislative priorities for the year for a total of 10 legislative priorities per year. These "legislative priorities" would not include resolutions of support, budget referrals for infrastructure or traffic mitigations or other non-substantive policy items.....

# Status Quo Sans Short-Term Referrals

The status quo of rating referrals is the fairest and most equitable if Council wishes to continue to pass the same quantity of referrals; however, it does not address the overall volume and that certain legislative items skip the prioritization queue due to popularity or perceived community support. Council enacts ordinances that fall outside of the priority setting process and designates items as short-term referrals. This loophole has made this process a bit more challenging. One potential option is to continue the prioritization process but eliminate the short-term referral option unless it is undeniably and categorically an emergency or time-sensitive issue.

# **Contact Person**

Councilmember Lori Droste (legislative aide Eric Panzer) erpanzer@cityofberkeley.info

Phone: 510-981-7180

### **Attachments**

Update on Public Works' Goals, Projects, Measures, and Challenges



November 15, 2022

To: Honorable Mayor and Members of the City Council

Re: Update on Public Works' Goals, Projects, Measures, and Challenges

This memo shares an update on the department's *Performance Measures* and *FY 2023 Top Goals and Projects*, and identifies the department's highest priority challenge. I am proud of this department's work, its efforts to align its work with City Council's goals, and the department's dedication to improving project and program delivery.

### Performance Measures

The department's performance measures were first placed on the department's website (<a href="https://berkeleyca.gov/your-government/about-us/departments/public-works">https://berkeleyca.gov/your-government/about-us/departments/public-works</a>) in 2020. They are updated annually in April. Progress continues in preventing trash from reaching the Bay, reducing waste, increasing bike lane miles, reducing the City fleet's reliance on gas, increasing City-owned electric chargers, expanding acres treated by green infrastructure, and reducing the sidewalk repair backlog. Challenges remain with the City's street condition and safety.

### Top Goals and Projects

Public Works' top goals and projects are also on the department's website (<a href="https://berkeleyca.gov/your-government/about-us/departments/public-works">https://berkeleyca.gov/your-government/about-us/departments/public-works</a>). Department goals are developed annually. This year, after reviewing the 130+ directives from open City Council referrals, FY 2023 adopted budget referrals, audit findings, and strategic plan projects, staff matched existing resources with City Council's direction and the ability to deliver on this direction while ensuring continuity in baseline services.

The FY 2023 Top Goals and Projects is staff's projection of the work that the department has the capacity to advance this fiscal year. This list is intended to be both realistic and a stretch to achieve. More than tthree-quartersof the work on the FY 2023 Top Goals and Projects is tied to the existing 130+ directives from City Council referrals, budget referrals, audit findings, and strategic plan projects. The remainder are initiatives internal to the department aimed at increasing effectiveness and/or improving baseline services.

Public Works conducts quarterly monitoring of progress on the goals and projects, and status updates are shared on the department's website using a simple status reporting

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November 15, 2022

Re: Update on Public Works' Goals, Projects, Measures, and Challenges

procedure. Each goal or project is coded green, yellow, or red. A project coded green is either already completed or is on track and on budget. A project in yellow is at risk of being off track or over budget. A project in red either will not meet its milestone for this fiscal year or is significantly off track or off-budget. Where a project or goal has multiple sub-parts, an overall status is color-coded for the numbered goal and/or project, and exceptions within the subparts are identified by color-coding. Quarter 1's status update is here. The 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> quarter results will be posted at the same location.

# Challenge

Besides the volume of direction, the most significant challenge in delivering on City Council's directions is the department's high vacancy rate. The Public Works Department is responsible for staff retention and serves as the hiring manager in the recruitment and selection process. Both retention and hiring contribute to the department's vacancy rate, and the department collaborates closely with the Human Resources Department to reduce the rate. Over the last year, the vacancy rate has ranged from 12% to 18%, and some divisions, such as Equipment Maintenance (Fleet), Transportation,¹ and Engineering, have exceeded 20%. While the overall vacancy rate is lower than in Oakland and San Francisco, it is higher than in Public Works Departments in Alameda, Albany, Emeryville, and San Leandro.

The high vacancy rate obviously reduces the number of services and projects that staff can deliver. It leaves little room for new direction through the course of the fiscal year and can lead to delays and diminished quality. It also detracts from staff morale as existing staff are left to juggle multiple job responsibilities over long periods with little relief. The department's last two annual staff surveys show that employee morale is in the lowest quarter of comparable public agencies and the vacancy rate is a key driver of morale.

Attachment 1 offers an excerpted list of programs and projects that the department is unable to complete or address in this fiscal year due to the elevated vacancy rate and/or the volume of directives.

Attachment 1: Selected list of program, project, referral, and audit finding impacts

cc: Paul Buddenhagen, Deputy City Manager
LaTanya Bellow, Deputy City Manager
Jenny Wong, City Auditor
Mark Numainville, City Clerk
Matthai Chakko, Assistant to the City Manager

<sup>&</sup>lt;sup>1</sup> Three of the City's five transportation planner positions will be vacant by December 3. Before January 1, 2023, the City Manager will share an off agenda memo that explains the impact of transportation-specific vacancies on existing projects and programs.

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November 15, 2022

Re: Update on Public Works' Goals, Projects, Measures, and Challenges

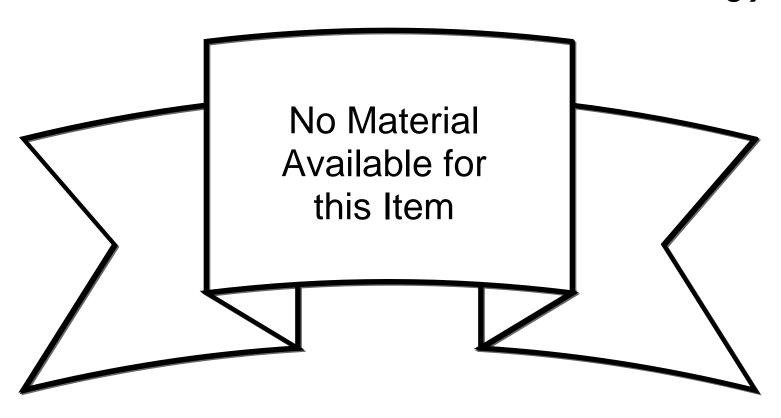
# Attachment 1: Selected list of program, project, referral, and audit finding impacts

# Project and Program Impacts

- Major infrastructure planning processes are 6+ months behind schedule, including comprehensive planning related to the City's Zero Waste goal, bicycle, stormwater/watershed, sewer, and streetlight infrastructure.
- Some flashing beacon installations have been delayed for more than 18 months, new traffic maintenance requests can take 2+ months to resolve, and the backlog of neighborhood traffic calming requests stretches to 2019.
- The City may lose its accreditation status by the American Public Works Association because of a lack of capacity to gain re-accreditation.
- Some regular inspections and enforcement of traffic control plans for the City's and others' work in the right of way are missed.
- Residents experience missed waste and compost pickups as drivers and workers cover unfamiliar routes and temporary assignments.
- Illegal dumping, ongoing encampment, and RV-related cleanups are sometimes missed or delayed.
- The backlog of parking citation appeals has increased.
- Invoice and contracting approvals can face months-long delays.
- The Janitorial Unit has reduced service levels and increased complaints.
- Maintenance of the City's fleet has declined, with preventative maintenance happening infrequently, longer repair response times, and key vehicles being unavailable during significant weather events.

### Prior Direction Deferred or Delayed

- Referral: Expansion of Paid Parking (DMND0003994)
- Referral: Long-Term Zero Waste Strategy (DMND0001282)
- Referral: Residential Permit Parking (PRJ0016358)
- Referral: Parking Benefits District at Marina (DMND0003997)
- Referral: Prioritizing pedestrians at intersections (DMND0002584)
- Referral: Parking Districts on Lorin and Gilman (DMND0003998)
- Budget Referral: Durant/Telegraph Plaza, 12/14/2021
- Referral: Traffic Calming Policy Revision (PRJ0012444)
- Referral: Public Realm Pedestrianization Opportunities (PRJ0019832)
- Referral: Long-Term Resurfacing Plan (PRJ0033877)
- Referral: Street Sweeping Improvement Plan (DMND0002583)
- Audit: Leases: Conflicting Directives Hinder Contract Oversight (2009)
- Audit: Underfunded Mandate: Resources, Strategic Plan, and Communication Needed to Continue Progress Toward the Year 2020 Zero Waste Goal (2014)
- Audit: Unified Vision of Zero Waste Activities Will Help Align Service Levels with Billing and Ensure Customer Equity (2016)



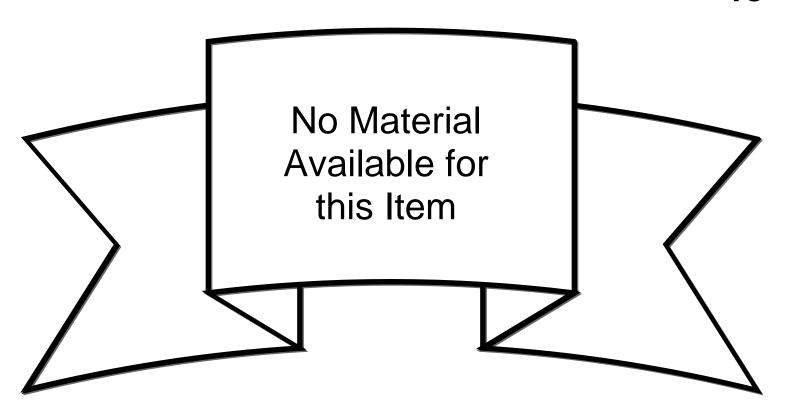
There is no material for this item.

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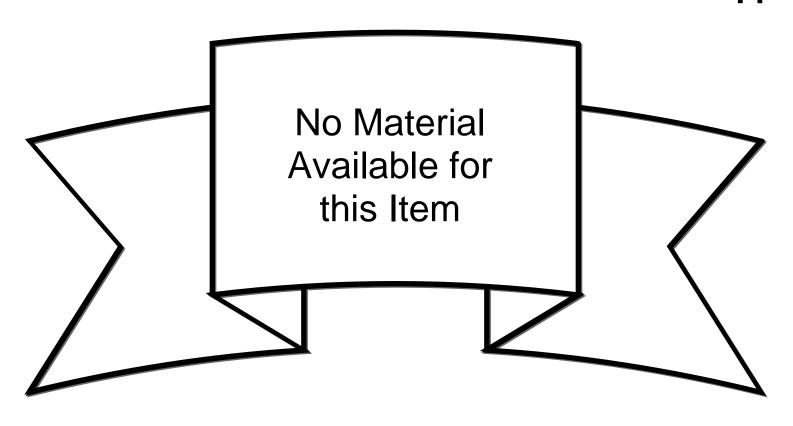


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