



AGENDA
BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE
SPECIAL MEETING

MONDAY, JANUARY 12, 2026

2:30 P.M.

Redwood Room – 2180 Milvia Street, Berkeley, CA 94704

Committee Members:

Mayor Adena Ishii, Councilmembers Terry Taplin and Mark Humbert

Alternate: Ben Bartlett

This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using [Zoom](#). To request to speak, use the “raise hand” function in Zoom. To join by phone: Dial **1-669-254-5252** or **1-833-568-8864 (Toll Free)** and enter **Meeting ID: 160 235 7894**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email policycommittee@berkeleyca.gov. All Committee meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person.

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

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

AGENDA

Roll Call

Public Comment

Review of Agendas

- 1. Approval of Minutes: January 5, 2026**
- 2. Review and Approve Draft Agenda:**
 - a. 1/27/2026 – Regular City Council Meeting
- 3. Adjournments In Memory**

Scheduling

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

Action Calendar

- None

Unscheduled Items

- None

Items for Future Agendas

- Requests by Committee Members to add items to the next agenda

Adjournment – Next Meeting Monday, January 26, 2026

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**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 in advance of the meeting and retained as part of the official record.*

*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 public participation may be addressed to the City Clerk Department (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 [ada@berkeleyca.gov](mailto:ada@berkeleyca.gov), (510) 981-6418 (V), or (510) 981-6347 (TDD) at least three business days before the meeting date. Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.

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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, January 8, 2026.



Mark Numainville, City Clerk

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 policycommittee@berkeleyca.gov.

BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE SPECIAL MEETING MINUTES

MONDAY, JANUARY 5, 2026

2:30 P.M.

Redwood Room – 2180 Milvia Street, Berkeley, CA 94704

Committee Members:

Mayor Adena Ishii, Councilmembers Terry Taplin and Mark Humbert

Alternate: Ben Bartlett

This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using [Zoom](#). To request to speak, use the “raise hand” function in Zoom. To join by phone: Dial **1-669-254-5252** or **1-833-568-8864 (Toll Free)** and enter **Meeting ID: 161 148 7581**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email policycommittee@berkeleyca.gov. All Committee meetings are recorded.

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Roll Call: 2:30 p.m. All present.

Mayor Ishii participated in the meeting remotely pursuant to Government Code Section 54953.8.3.a. due to a contagious illness.

Public Comment – 3 speakers

Review of Agendas

1. Approval of Minutes: November 17, 2025

Action: M/S/C (Taplin/Humbert) to approve the minutes of 11/17/2025.

Vote: All Ayes.

2. Review and Approve Draft Agenda:

a. 1/20/2026 – Regular City Council Meeting

Action: M/S/C (Humbert/Taplin) to approve the agenda of 1/20/2026 with the changes noted below.

- *Item 22 Transportation Design Standards (Ishii) – Councilmember Kesarwani added as a co-sponsor; scheduled for the Consent Calendar*
- *Item 23 Tiny Homes on Wheels (Kesarwani) – Councilmembers Tregub and Humbert added as co-sponsors; scheduled for the Consent Calendar*
- *Item 24 Density Bonus (Kesarwani) – Removed from the Agenda by Councilmember Kesarwani*
- *Item 25 Police Policies (Kesarwani) – Councilmember Humbert added as a co-sponsor; referred to the Public Safety Committee*
- *Item 26 Entertainment Zones (Taplin) – Councilmember Blackaby added as a co-sponsor; referred to HLEEC Committee*
- *Item 27 Artificial Intelligence (O’Keefe) – Referred to HLEEC Committee*
- *Item 28 Employee Recognition (Blackaby) – scheduled for the Consent Calendar*

Order of Action Calendar

Item 20 Sale of ADUs

Item 18 Public Health Fees

Item 19 Recreation and Camps Fees

Item 21 Zoning Amendments

Vote: All Ayes.

3. Adjournments In Memory – None

Scheduling

4. Council Worksessions Schedule – received and filed

5. Council Referrals to Agenda Committee for Scheduling – received and filed

6. Land Use Calendar – received and filed

Action Calendar

- None

Unscheduled Items

- None

Items for Future Agendas

- None

Adjournment

Action: M/S/C (Humbert/Taplin) to adjourn the meeting.

Vote: All Ayes.

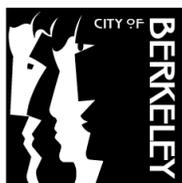
Adjourned at 2:57 p.m.

I hereby certify that the foregoing is a true and correct record of the Agenda & Rules Committee meeting held on January 5, 2026.

Mark Numainville, City Clerk

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DRAFT AGENDA
BERKELEY CITY COUNCIL MEETING
Tuesday, January 27, 2026
6:00 PM

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

ADENA ISHII, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI

DISTRICT 2 – TERRY TAPLIN

DISTRICT 3 – BEN BARTLETT

DISTRICT 4 – IGOR TREGUB

DISTRICT 5 – SHOSHANA O'KEEFE

DISTRICT 6 – BRENT BLACKABY

DISTRICT 7 – CECILIA LUNAPARRA

DISTRICT 8 – MARK HUMBERT

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

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Preliminary Matters

Roll Call:

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

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

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

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

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

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

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

Consent Calendar

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

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

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

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

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

Recess Items

- Contract: West Coast Drilling, Inc. for 2709 Hilgard Avenue Retaining Wall Stabilization**
From: City Manager
Recommendation: Adopt a Resolution ratifying the action taken by the City Manager during recess to execute a contract with West Coast Drilling, Inc. for design-build services for urgent slope and retaining wall stabilization work at 2709 Hilgard Avenue, in the amount of \$585,000 which includes a contingency of \$88,631.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300

Consent Calendar

- Minutes for Approval**
From: City Manager
Recommendation: Approve the minutes for the Council meetings of December 2, 2025 (special and regular), and December 8, 2025 (closed).
Financial Implications: None
Contact: Mark Numainville, City Clerk, (510) 981-6900

Consent Calendar

3. **2025 Annual Commission Attendance and Meeting Frequency Report**

From: City Manager

Recommendation: Adopt a Resolution approving a revised commission meeting frequency schedule, accepting the 2025 Annual Commission Attendance and Meeting Frequency Report, and rescinding Resolution No. 71,109-N.S.

Financial Implications: None

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

4. **Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on January 27, 2026**

From: City Manager

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

Financial Implications: See report

Contact: Henry Oyekanmi, Finance, (510) 981-7300

5. **Contract: Carone and Company, Inc. for the Santa Fe Trackbed to Park Conversion Remediation, Demolition and Perimeter Fencing Project**

From: City Manager

Recommendation: Adopt a Resolution: 1. Approving the plans and specifications for the Santa Fe Trackbed to Park Conversion Remediation, Demolition and Perimeter Fencing Project; and 2. Accepting the bid of the lowest responsive and responsible bidder, Carone and Company, Inc.; and 3. Authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project in accordance with the approved plans and specifications, with Carone and Company, Inc., for the Santa Fe Trackbed to Park Conversion Remediation, Demolition and Perimeter Fencing Project from Blake to Ward Street, along Acton Street at 0 Parker Street, 0 Carleton Street, 0 Derby Street, 0 Ward Street, in an amount not to exceed \$3,396,969 which includes a base contract amount of \$2,953,886, and a 15% contingency in the amount of \$443,083.

Financial Implications: \$3,396,969 - Various Funds

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

6. **Option Agreement with TSA Holding Group, LLC for 199 Seawall Drive**

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute an Option Agreement with TSA Holding Group, LLC (TSA) for up to two years with up to two one-year extensions to conduct environmental review prior to the potential lease and renovation of the City's property located at 199 Seawall Drive; TSA would have the option to enter into a lease for 199 Seawall after environmental review is complete.

Financial Implications: See report

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

Consent Calendar

7. **Contracts: On-Call Equitable Community Engagement Services**

From: City Manager

Recommendation: Adopt nine Resolutions authorizing the City Manager to approve contracts in response to the Request for Qualifications, Specification No. 25-11721-C, "On-Call Equitable Community Engagement Services with City of Berkeley," with the following firms, in not-to-exceed amounts of \$250,000 each, for total contract periods of five years:

1. 360 Total Concept Consulting
2. Be the Change Consulting
3. Community Planning Collaborative
4. D & A Communications, Inc.
5. Denaya Shorter Consulting
6. The Ecology Center
7. Equity First Consulting
8. Moore Iacofano Goltsman, Incorporated (MIG)
9. Plan to Place

Financial Implications: See report

Contact: Alene Pearson, Planning and Development, (510) 981-7400

8. **Contract: B Bros Construction, Inc. for Fire Station #6 Remodel**

From: City Manager

Recommendation: Adopt a Resolution: 1. Approving plans and specifications for Fire Station #6 Remodel (Project), Specification No. 26-11760-C; and 2. Accepting the bid of B Bros Construction, Inc. as the lowest, responsive and responsible bidder; and 3. Authorizing the City Manager to execute a contract and any amendments, extensions, or change orders until the Project is completed in accordance with the approved plans and specifications for an amount not to exceed \$597,913, which includes a contingency of \$99,652.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

9. **Contract: St. Francis Electric for On-Call Electrical Services**

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with St. Francis Electric to provide on-call electrical services for a three year period from March 1, 2026, to February 28, 2029, in an amount not to exceed \$375,000, with an option to extend for two additional one-year terms. The service rates will be adjusted annually in accordance with the pricing outlined in the awarded bid.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

Consent Calendar

10. **Contract: Siemens Industry, Inc. dba SIEMENS for Inspection, Testing, and Monitoring Services for the City's Fire and Life Safety System Equipment.**
From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and subsequent amendments with Siemens Industry, Inc, for Inspection, Testing, Monitoring, and On-Call Maintenance Services for Fire and Life Safety equipment installed in 23 City owned buildings; in an amount not to exceed \$350,000 for the initial contract period March 1, 2026, through February 28, 2029, and with the option to extend the contract term for two additional years, for a total contract term of five years.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

11. **Contract No. 32100070 Amendment: Urban Ore, Inc. for Salvage Operations at the City of Berkeley Transfer Station**
From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract amendment with Urban Ore, Inc. for salvage operations of reusable materials at the City's Transfer Station, increasing the contract by \$75,000 from \$189,848 to \$264,848, for a new not to exceed amount of \$264,848 and extending the term through June 30, 2027.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

12. **Contract No.101280-1 Amendment: On-Call Traffic Engineering Services with AECOM USA, Inc. for Engineering Services**
From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 101280-1 and any subsequent amendments with AECOM USA, Inc. (AECOM) for: 1. The Ashby-San Pablo Intersection Improvements Project (Project), Specification No.18-11182-C, to provide engineering support services to guide the Project through the required design review and encroachment permit process by the California Department of Transportation (Caltrans) for construction on State right-of-way, and 2. Other as-needed traffic engineering services, increasing the overall contract capacity for On-Call Traffic Engineering Services by up to \$800,000, for a total not-to-exceed amount of \$2,000,000.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

Consent Calendar

- 13. Contract No. 108037-1 Amendment: MSR Mechanical, LLC for On-Call Heating, Ventilation and Air Conditioning Services**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract amendment with MSR Mechanical, LLC for on-call HVAC maintenance and repair to increase the contract amount by \$50,000 for a total contract amount not to exceed \$530,000.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300
- 14. Contract No. 32500124 Amendment: Buhler Commercial for FY 2023 Retaining Wall and Storm Drain Improvement Project**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32500124 with Buhler Commercial for work on the FY 2023 Retaining Wall and Storm Drain Improvement Project, Specification Nos. 23-11616-C & 23-11614-C, increasing the contract amount by \$250,000 for an amended total not to exceed \$2,224,009.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300
- 15. goBerkeley Parking Management Program Recommended Adjustments to Address a Forecasted Deficit in the Off-Street and Parking Meter Funds**
From: City Manager
Recommendation: Adopt a Resolution concurring with the Public Works Department's proposed strategies to implement near-term adjustments consistent with the goBerkeley Parking Management Program's (Parking Program) goals to improve parking management and lessen traffic congestion and vehicle emissions; and to direct the City Manager to proceed with public outreach and data collection for long-term strategies, to address a declining fund balance in the Off-Street and Parking Meter funds.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300
- 16. Draft Update to the Bike Plan**
From: Disaster and Fire Safety Commission
Recommendation: Direct staff to modify and revise the Draft Update to the Bike Plan dated July 29, 2025, to take into consideration recommendations from the DFSC outlined in the report.
Financial Implications: See report
Contact: Keith May, Commission Secretary, (510) 981-3473

Council Consent Items

17. AC Transit Berkeley Emeryville Inter-Agency Liaison Committee Appointments From: Mayor Ishii (Author)

Recommendation: Adopt a resolution appointing Councilmembers Terry Taplin and Cecilia Lunaparra to the consolidated AC Transit Berkeley Emeryville Inter-Agency Liaison Committee.

Financial Implications: None

Contact: Adena Ishii, Mayor, (510) 981-7100

Action Calendar

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

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

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

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

Action Calendar – Public Hearings

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

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

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

Action Calendar – Public Hearings

- 18. Implement Residential Preferential Parking (RPP) Program on the 1700 Block of Cedar Street**
From: City Manager
Recommendation: Conduct a public hearing and upon its conclusion, adopt a Resolution amending Resolution No. 56,508-N.S. Section 25P by adding a subsection to implement Residential Preferential Parking (RPP) on the north side of Cedar Street, between McGee and Edith Streets (1701-1721 Cedar Street) in RPP Area E.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300
- 19. Selected Marina Fee Increases**
From: City Manager
Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution approving new fees and increasing current fees for select Marina fees; and rescinding Resolution No. 71,840-N.S. and all amendatory resolutions.
Financial Implications: \$247,500 in revenue.
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700
- 20. Zoning Adjustment Board Appeal: 2109 Virginia, Use Permit #ZP2024-0066**
From: City Manager
Recommendation: Conduct a public hearing, and upon conclusion adopt a Resolution denying the appeal and affirming the Zoning Adjustment Board (ZAB) decision to approve Use Permit #ZP2024-0066 to demolish a two-story, 4,604-square-foot non-residential building and surface parking lot, and construct an eight-story (89 feet and 4 inches), 112,969 square-foot mixed-use residential building containing 110 dwelling units (including 9 Very Low-Income and 9 Moderate Income Density Bonus qualifying units), 690 square feet of ground-floor commercial space, 109 off-street vehicle parking spaces and 64 bicycle parking spaces, on a 22,513 square foot lot.
Financial Implications: None
Contact: Jordan Klein, Planning and Development, (510) 981-7400

Council Action Items

21. Rescission and replacement of the Police Equipment and Community Safety Ordinance *(Reviewed by the Public Safety Policy Committee)*

From: Councilmember Humbert (Author), Councilmember O'Keefe (Co-Sponsor)

Recommendation: Adopt Ordinance No. xxxx-N.S. which rescinds and replaces Ordinance 7760-N.S. the Police Equipment and Community Safety Ordinance (enacted May 11, 2021) because the State-level reporting requirements mandated by California AB 481 already provide a comprehensive and sufficient framework for police equipment oversight.

This item would bring Berkeley's local reporting requirements into alignment with those of AB 481 and allow for one consolidated report, beginning with the 2025 report due in March 2026. The item would also maintain additional targeted reporting requirements for equipment deployment and ongoing use of force reporting under Policy 300.

Policy Committee Recommendation: To send the item with a qualified positive recommendation to Council, recognizing the intention for one report, with the following matters noted for further consideration: -Clarifying the role of public reporting of data through the Transparency Hub. -Continued consideration of less-lethal deployment policies, including a possible review of Policy 300. -Consideration of reporting on the acquisition and use of controlled equipment, aligning with AB 481 and allowing for review by the Police Accountability Board.

Financial Implications: See report

Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180

Action Calendar – Policy Committee Track Items

22. Refer to the City Manager to include in the Community Survey a Poll Question about Increasing Sales Tax in the City of Berkeley

From: Councilmember Kesarwani (Author)

Recommendation: Refer to the City Manager to include in the upcoming community survey for the November 2026 election a question about increasing the sales tax in the City of Berkeley from 10.25 percent to the maximum of 10.75 percent to help address the City's projected budget deficit of \$27 million.

Financial Implications: Staff time

Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

23. Creating Accessible Routes For Riders, Equity, and the Environment (CAR FREE): Budget Referral to Fund Limiting Cars on Telegraph Avenue

From: Councilmember Lunaparra (Author)

Recommendation: Refer \$1,325,000 to the Long Range Development Plan and Measure FF funding processes to study limiting car access and develop pedestrian-centered design concepts for Telegraph Avenue between Bancroft Way and Dwight Way.

Financial Implications: See report

Contact: Cecilia Lunaparra, Councilmember, District 7, (510) 981-7170

Action Calendar – Policy Committee Track Items

24. **Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning From: Councilmember Humbert (Author), Councilmember Bartlett (Author)**
Recommendation: Refer to the City Manager the Project to Increase Telegraph and Claremont Housing (PITCH) as a standalone rezoning effort to proactively and equitably increase housing stock in southeast Berkeley’s high-resource areas. This project would seek to:
1. Rezone the Telegraph Avenue corridor south of Parker Street from the current C-C (Commercial-Corridor) district to the C-T (Telegraph Avenue Commercial) district (or similar), allowing for taller mixed-use housing development, with a goal of base zoning of 8 stories/85 feet.
 2. Identify and upzone specific auto-oriented C-N (Neighborhood Commercial) parcels in the Claremont and Ashby area (near Domingo Avenue) from their current 2–3 story limits to 4–6 stories using existing or new zoning districts.
 3. Allocate funding to begin required planning and California Environmental Quality Act (CEQA) review for the proposed zoning changes.
- Financial Implications:** See report
Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180

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

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

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

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

COMMUNICATION ACCESS INFORMATION:

This meeting is being held in a wheelchair accessible location.

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

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

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Office of the City Manager

CONSENT CALENDAR  
January 27, 2026

To: Honorable Mayor and Members of the City Council  
 From: Disaster and Fire Safety Commission  
 Submitted by: Greg Murphy, Chair  
 Subject: Draft Update to the Bike Plan

**RECOMMENDATION**

Direct staff to modify and revise the Draft Update to the Bike Plan dated July 29, 2025, to take into consideration recommendations from the DFSC noted below.<sup>1</sup>

**SUMMARY**

The DFSC believes that the Draft Update should align more clearly with existing City of Berkeley plans and policies, including Council's June 17, 2025 *Resolution Reaffirming Our Commitment to Vision Zero and Transportation-Related Plans and Policies*;<sup>2</sup> and specifically with the recently established Street Trauma Prevention (STP) program. We recommend the Council take into consideration recommendations from the DFSC noted below.

**FISCAL IMPACTS OF RECOMMENDATION**

As currently drafted, the Draft Update will not effectively meet its stated objective of serving as a "citywide planning document that presents recommendations for improving bicycle safety, comfort, and connectivity at a network level." The Draft Update will therefore require substantial revisions. Costs associated with these revisions will vary depending on who performs them, and how.

**CURRENT SITUATION AND ITS EFFECTS**

The DFSC is concerned regarding the considerable emphasis in the Draft Update on street trauma response and the relative absence of strategies associated with street trauma prevention. Safer streets and efficient emergency response are mutually beneficial, and yet the language of trauma response as a policy priority over trauma prevention appears as an unstated bias throughout the report. A more balanced

<sup>1</sup> City of Berkeley Bicycle Plan (July 2025). Produced by Alta.

[https://berkeleybikeplan.org/storage/app/media/uploaded-files/draft/DRAFT\\_Berkeley\\_Bike\\_Plan\\_08072025.pdf](https://berkeleybikeplan.org/storage/app/media/uploaded-files/draft/DRAFT_Berkeley_Bike_Plan_08072025.pdf).

<sup>2</sup>Resolution Reaffirming Our Commitment to Vision Zero and Transportation-Related Plans and Policies (June 17, 2025). Consent Calendar. Mayor Adena Ishii (Author), Councilmember Lunaparra (Co-Sponsor), Councilmember Taplin (Co-Sponsor), Council Humbert (Co-Sponsor).

<https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2026%20Resolution%20Reaffirming%20Our%20Commitment.pdf>

approach is needed throughout the Draft Update that more clearly reflects: (1) existing City policies and plans; (2) the Council's June 17, 2025, Resolution; and (3) the Council's intentions in establishing the Street Trauma Prevention (STP) program at Berkeley Fire.

### **BACKGROUND**

The DFSC shares the Council's goal of "creating a safer, more sustainable, and equitable transportation system for all its travelers." Toward this goal, the DFSC supported the creation of the Street Trauma Prevention Program under the management of Berkeley Fire in March 2024.<sup>3</sup>

The Duty Statement for the Street Trauma Prevention Program Manager states: "STPPM will develop a Street Trauma Prevention Program and coordinate with multiple city departments, community organizations, and stakeholders to strengthen the Fire Department's role in street safety improvements across the city, while ensuring the Fire Department continues to have access to respond to all emergencies."<sup>4</sup>

The Transportation and Infrastructure Commission has also identified several problems in the Draft Update in their September 18, 2025<sup>5</sup> letter to Council. The DFSC concurs with the TIC that requiring numerous, separate and undefined studies before individual projects can move forward could set the stage for delaying or vetoing street safety improvements.

The May 2024 DFSC Memo to Council described the STP program as "a new initiative within the Department to support the transportation and infrastructure projects of Vision Zero," and that "to be successful, this will require the Department to adopt street trauma prevention as a core element of its public safety mission, just as the fire service adopted a prevention function within its fire suppression mission over the last 50 years, with remarkable success." The DFSC pointed out that on the current trajectory, traffic-related street trauma, and the demand for the Department's EMS services that accompany it, is expected to increase alongside increases in housing density. The Department already reports that the growing number of EMS calls is taxing its resources and personnel.

### **RECOMMENDED ACTIONS:**

1. Reiterate staff's intention as discussed at the October 29, 2025 Disaster & Fire Safety Commission Meeting to use the July 15, 2025, Evacuation Time Study by KLD Associates as a technical resource amongst others and not as a policy document.

<sup>3</sup> Revised Agenda Material for Supplemental Packet 1. Consent Calendar (May 7, 2025). Support the Fire Department to Fund a Program Manager II Position

<sup>4</sup> Communication to the DFSC from BFD, dated 4/24/2025

<sup>5</sup> Transportation and Infrastructure Commission, Regular Meeting Agenda (Sept 18, 2025)

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2025-09-18%20Agenda%20packet.pdf>.

See p. 58

2. Modify the Draft Update to integrate the objectives of the STP program. In approving funding for the STP program, the Council called on Berkeley Fire to “(1) engage consistently and constructively in the City’s Vision Zero planning and implementation processes; (2) collaborate with other City departments, as well as the Fire Marshal, to advance Vision Zero and other policies; and (3) build an evidence-based approach to balancing street trauma response and prevention.” The purpose of the STP program and the charge by Council does not appear in the Draft Update. We recommend that greater emphasis be given in the Draft Update to the purpose of the STP program and the prevention charge to the Fire Department by Council.
3. Carefully evaluate the metrics used in assessing response times and their applicability to the City of Berkeley. The metrics used to evaluate Berkeley Fire’s response times are worth careful consideration, given their prominence in the Draft Update. Conditions in the hills vary considerably from those in the flats, for example, and the use of National Fire Protection Association (NFPA) values might be less relevant than comparing Berkeley Fire’s response times with those of comparable California cities.

RATIONALE FOR RECOMMENDATION

As presently drafted, the Draft Update to the Bike Plan does not adequately reflect existing policies and plans, nor does it reflect the balanced approach of the STP program or the wishes of Council as asserted in its June 17, 2025 Resolution. As a consequence, the Draft Update will require substantial revisions.

Vote: 6 Ayes: Katz, Wilson, Kinosian, Murphy, Gordon, Hertzner-Baptiste, Bradstreet  
Nays: 0  
Abstain: 0  
Absent: Dean, Darling

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager acknowledges and agrees with the Commission’s recommendations and is implementing as follows:

**Recommendation 1:** Staff’s intention is to use the July 15, 2025, Evacuation Time Study by KLD Associates as a technical resource amongst others and not as a policy document.

**Recommendation 2:** Although the DFSC feedback on the Draft Update to the Bike Plan was provided after the conclusion of the public comment period, staff coordinating the document's update were present at the October 29, 2025 Disaster & Fire Safety Commission Meeting to engage in discussion with the DFSC. DFSC feedback is being considered in development of the Final Draft Update to the Bike Plan.

**Recommendation 3:** Staff agree that metrics used to evaluate Berkeley Fire's response times must carefully consider local conditions. The assessment recommended by the DFSC occurred when the City commissioned the Standards of Cover and Community Risk Assessment. During that process the contractor performed an analysis of the city and what realistic response time performance metrics should be given local conditions. The contractor found that *"Based on fifth-minute coverage in the core of the City, and **due to the fact that the waterfront and upper hills areas cannot be covered as quickly due to road design and topography**, Citygate recommends the City adopt a 5:00-minute travel time goal which, when added to an improved, best practice dispatch time of 1:30 minutes and a turnout goal of 2:00 minutes, yields a total response time goal of 8:30 minutes."* (2023 Standards of Coverage and Community Risk Assessment, page 4).

CONTACT PERSON

Keith May, Deputy Fire Chief, 510-981-5508



CONSENT CALENDAR  
January 27, 2026

To: Honorable Members of the City Council  
From: Mayor Adena Ishii

Subject: AC Transit Berkeley Emeryville Inter-Agency Liaison Committee Appointments

RECOMMENDATION

Adopt a resolution appointing Councilmembers Terry Taplin and Cecilia Lunaparra to the consolidated AC Transit Berkeley Emeryville Inter-Agency Liaison Committee.

BACKGROUND

On October 22, 2025, AC Transit Board of Directors approved the Charter for the Inter-Agency Liaison Committees (ILC), combining Berkeley and Emeryville into one committee. The Mayor's office received a request from the AC Transit Board of Directors on December 12, 2025 to appoint two Councilmembers by the end of January to serve as liaisons on the Berkeley Emeryville ILC.

AC Transit District's efforts to consolidate the Berkeley and Emeryville Inter-Agency Liaison Committee will set a strong example of how cities and transit agencies can work together to deliver coordinated and responsive public transit. This consolidated committee will reduce duplication, save staff time, and better align our priorities, strengthening communication and problem-solving to benefit residents across the corridor. The attached ILC Charter provides details on the committee's purpose, structure, roles, and meetings.

FINANCIAL IMPLICATIONS

There are no financial implications to the City of Berkeley.

ENVIRONMENTAL SUSTAINABILITY

There are no adverse effects to the environment.

CONTACT PERSON

Mayor Adena Ishii  
510-981-7100

Attachments:

1. Resolution
2. AC Transit Charter for Inter-Agency Liaison Committee

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

APPOINTING COUNCILMEMBERS TERRY TAPLIN AND CECILIA LUNAPARRA TO THE ALAMEDA CONTRA COSTA TRANSIT DISTRICT BERKELEY EMERYVILLE INTER-AGENCY LIAISON COMMITTEE

WHEREAS, on October 22, 2025, AC Transit Board of Directors approved the Charter for the Inter-Agency Liaison Committees (ILC), combining Berkeley and Emeryville into one committee.

WHEREAS, the Mayor's office received a request from the AC Transit Board of Directors on December 12, 2025 to appoint two Councilmembers by the end of January to serve as liaisons on the Berkeley Emeryville ILC; and

WHEREAS, the AC Transit District Board of Directors' effort to consolidate the Berkeley and Emeryville Inter-agency Liaison Committee will set a strong example of how cities and transit agencies can work together to deliver coordinated and responsive public transit. This consolidated committee will reduce duplication, save staff time, and better align our priorities, strengthening communication and problem-solving to benefit residents across the corridor. The attached ILC Charter provides details on the committee's purpose, structure, roles, and meetings.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that Councilmembers Terry Taplin and Cecilia Lunaparra are hereby appointed as the City of Berkeley's liaisons to the AC Transit Berkeley Emeryville Inter-Agency Liaison Committee for a term commencing on January 27, 2026 ending January 1, 2027.



Alameda-Contra Costa Transit District

**Board of Directors**

Diane Shaw, President  
Ward 5

Murphy McCalley, Vice President  
Ward 4

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Ward 1

Jean Walsh  
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Ward 3

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Ward 6

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General Manager/  
Chief Executive Officer

Aimee L. Steele  
General Counsel/  
Chief Legal Officer

Linda A. Nemeroff  
Board Administrative Officer/  
District Secretary

**VIA EMAIL**

December 12, 2025

Honorable Sukhdeep Kaur, Mayor  
City of Emeryville  
1333 Park Avenue  
Emeryville, CA 94608

Honorable Adena Ishii, Mayor  
City of Berkeley  
2180 Milvia Street  
Berkeley, CA 94704

Dear Mayors Kaur and Ishii,

On behalf of the AC Transit Board of Directors, I want to thank you for supporting the District’s efforts to consolidate the Berkeley and Emeryville Inter-agency Liaison Committees. Your commitment to collaboration sets a strong example of how cities and transit agencies can work together to deliver coordinated and responsive public transit.

This consolidated committee will reduce duplication, save staff time, and better align our priorities, strengthening communication and problem-solving to benefit residents across the corridor. We respectfully request that the Cities of Berkeley and Emeryville each appoint two liaisons from your city councils by January 2026. Once appointments are made, please notify AC Transit’s District Secretary, Linda Nemeroff, at [lnemeroff@actransit.org](mailto:lnemeroff@actransit.org) so we can coordinate the committee’s first meeting. The attached ILC Charter provides details on the committee’s purpose, structure, roles, and meetings. The Charter was approved by the AC Transit Board of Directors on October 22, 2025.

Your willingness to work collaboratively with AC Transit and with one another demonstrates a proactive vision for public governance. We are grateful for your engagement and trust, and we look forward to advancing our shared goals for the communities we serve.

Thank you again for your partnership. Please contact me at (510) 891-7171 or [dshaw@actransit.org](mailto:dshaw@actransit.org) with any questions.

Sincerely,

Diane Shaw  
President, Board of Directors

December 12, 2025

Page 2

Enclosure

cc:

Director Jean Walsh, Ward 2, AC Transit

Director Joel Young, At-Large, AC Transit

Salvador Llamas, General Manager, AC Transit

Paul Buddenhagen, City Manager City of Berkeley

LaTanya Bellow, City Manager, City of Berkeley

Mark Helmbrecht, Transportation Manager, City of Berkeley

Mohamed Alaoui, Public Works Director, City of Emeryville

Ramakrishna Pochiraju, Exec. Director of Planning & Engineering, AC Transit

Robert del Rosario, Director of Planning & Service Development, AC Transit

# AC Transit Inter-agency Liaison Committee (ILC) Charter

## 1. Overview

The AC Transit Inter-agency Liaison Committees (ILCs) are formal Brown Act committees established by the AC Transit Board of Directors to promote collaborative planning and coordination between AC Transit and its partner jurisdictions or agencies. Each ILC includes elected representatives from AC Transit and the respective partner city or agency.

---

## 2. Purpose

The purpose of the ILCs is to improve service planning coordination and strengthen partnerships between AC Transit and partner cities or agencies. The ILCs provide a forum for discussion and collaboration on a range of transit-related topics, including:

- New residential and commercial developments
  - Roadway and right-of-way projects
  - Service planning, including routes, schedules, and bus stops
  - Service partnerships (e.g., service to a new development)
  - Transit corridor projects (e.g., Rapid Bus, Bus Rapid Transit)
  - Area Service Plans or Comprehensive Operations Analyses
  - Intermodal connections between transit systems
- 

## 3. Scope and Authority

ILCs are formed for collaborative purposes only and do not possess decision-making authority, nor can they bind respective partner city or agency to any particular course of action. Their primary function is to facilitate dialogue, coordination, and alignment on mutual interests and initiatives.

---

## 4. Committee Structure

### 4.1 Participating Committees (Effective January 1, 2026)

- City of Berkeley – City of Emeryville / AC Transit ILC
- City of Fremont – City of Newark / AC Transit ILC
- BART / AC Transit ILC
- City of Hayward / AC Transit ILC
- City of Alameda / AC Transit ILC

## AC Transit Inter-agency Liaison Committee (ILC) Charter

- City of Oakland / AC Transit ILC

### 4.2 Membership

- **BART and Oakland ILCs:**
  - 3 elected representatives from AC Transit
  - 3 elected representatives from the partner agency or local jurisdiction
- **All Other ILCs:**
  - 2 elected representatives from AC Transit
  - 2 elected representatives from each city or partner agency

### 4.3 Alternates

- Each city or partner agency may appoint at least one (1) and no more than two (2) alternate members.

The appointments outlined in Sections 4.2 and 4.3 shall be selected in accordance with each jurisdiction's internal rules and procedures concerning appointments.

### 4.3 Notification

Each partner city or agency shall provide notice to the AC Transit District Secretary's Office whenever changes in appointments occur.

---

## 5. Meetings

### 5.1 Frequency

- Each ILC shall meet no fewer than two (2) times and no more than three (3) times per calendar year.
- Meetings shall not be held in January, to accommodate appointment cycles.
- Additional meetings may be scheduled for urgent or emergency issues if there is consensus from the ILC.
- Staff-level coordination meetings may occur more frequently between formal ILC meetings.

### 5.2 Duration

- Meetings shall not exceed 90 minutes; however, this time limitation shall not preclude the public from offering public comment at meetings.

### 5.3 Location

## AC Transit Inter-agency Liaison Committee (ILC) Charter

- Meetings will be held in the jurisdiction of the partner city or agency, to encourage local public participation.
  - Meeting venues shall be accessible to the public and ideally reachable via public transit.
  - Remote meetings may be held in compliance with the Brown Act, provided there is a physical location available for public access within the partner city or agency's jurisdiction.
- 

### 6. Agenda Planning and Management

- Agenda items may be proposed by committee members at prior meetings.
  - A draft agenda is prepared by staff, with input from both agencies.
  - Final approval of the agenda rests with the AC Transit General Manager and the AC Transit ILC members.
  - The partner city or agency shall approve agenda items following its own internal procedures.
- 

### 7. Governance and Joint Meetings

- ILCs are Brown Act Committees formed solely for collaborative purposes.
  - ILCs do not have authority to make binding decisions on behalf of AC Transit or any partner jurisdiction.
  - Joint meetings may be scheduled when two ILCs have overlapping concerns or regional alignment.
- 

### 8. Staff Responsibilities

AC Transit's Service Development and Planning Department shall coordinate staff support for all ILC meetings. Key responsibilities include:

- Administrative and logistical coordination
- Taking and maintaining action minutes
- Convening internal staff preparation meetings one month prior to ILC meetings
- Collaborating with partner city or agency staff to develop briefings and agenda materials
- Reviewing draft agendas with partner agency staff

## AC Transit Inter-agency Liaison Committee (ILC) Charter

- Publishing agendas through the AC Transit District Secretary's Office, unless otherwise arranged
  - Ensuring compliance with all Brown Act posting and notification requirements
- 

### 9. Staff Participation

- The AC Transit General Manager and the counterpart executive at the partner agency, or their designees, are encouraged to attend all ILC meetings.
  - Departmental staff shall attend as needed based on the agenda.
  - Meeting administration is the responsibility of the Service Development and Planning Department.
- 

### 10. Public Notification and Compliance

- In compliance with the Brown Act, AC Transit will publish:
    - Regular meeting agendas and materials at least 72 hours in advance
    - Special meeting notices at least 24 hours in advance
  - If the partner agency has stricter posting requirements, those timelines will be honored.
  - Agendas shall be posted:
    - At the physical location of the meeting
    - In the lobby of AC Transit's General Office in Oakland
    - At applicable teleconference locations
- 

### 11. Amendments

This Charter may be amended by action of the AC Transit Board of Directors.



**Berkeley City Councilmember**  
**Mark Humbert, District 8**  
2180 Milvia Street, 5th Floor  
Berkeley, CA 94704  
mhumbert@cityofberkeley.info  
www.MarkHumbert.com

**02a.21**

ACTION CALENDAR

~~June 17, 2025~~ [January 27, 2026](#)

**To:** Honorable Mayor and City Councilmembers  
**From:** Councilmember Mark Humbert (Author) and Councilmember Shoshana O’Keefe (Co-sponsor)  
**Subject:** Rescission [and replacement](#) of the Police Equipment and Community Safety Ordinance

RECOMMENDATION

[Adopt Ordinance No. xxxx-N.S. which rescinds and replaces Ordinance 7760-N.S.](#) ~~and A adopt a resolution to rescind~~ the Police Equipment and Community Safety Ordinance (~~Ord. 7760-NS~~, enacted May 11, 2021) because the State-level reporting requirements mandated by California AB 481 already provide a comprehensive and sufficient framework for police equipment oversight.

[This item would bring Berkeley’s local reporting requirements into alignment with those of AB 481 and allow for one consolidated report, beginning with the 2025 report due in March 2026. The item would also maintain additional targeted reporting requirements for equipment deployment and ongoing use of force reporting under Policy 300.](#)

POLICY COMMITTEE RECOMMENDATION

On July 21, 2025, the Public Safety Committee adopted the following action: M/S/C (Kesarwani/Blackaby) to send the item with a qualified positive recommendation to Council, recognizing the intention for one report, with the following matters noted for further consideration:

- Clarifying the role of public reporting of data through the Transparency Hub.
- Continued consideration of less-lethal deployment policies, including a possible review of Policy 300.
- Consideration of reporting on the acquisition and use of controlled equipment, aligning with AB 481 and allowing for review by the Police Accountability Board.

Vote: All Ayes.

Rescission [and replacement](#) of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17-26, 2025~~ [January 27, 2026](#)

### CURRENT SITUATION AND ITS EFFECTS

The City currently operates under a local ordinance that imposes specific reporting and oversight requirements on police equipment. Five months after the enactment of this ordinance, state law under California AB 481 established a uniform reporting framework that fully meets the oversight objectives originally intended by the local ordinance. This overlap has led to duplicative reporting that unnecessarily burdens City staff, reduces officer availability, and complicates administration.

### BACKGROUND

The Police Equipment and Community Safety Ordinance, adopted on May 11, 2021, aimed to strengthen local oversight, transparency, and accountability in the use of police equipment. However, soon after its adoption, the state enacted AB 481, which established a standardized statewide reporting framework for police equipment across the state. Under AB 481, BPD must annually report:

1. A summary of how military equipment was used and for what purpose;
2. Any complaints or concerns received about such equipment;
3. Results of internal audits, any violations of the equipment use policy, and corrective actions taken;
4. Total annual costs for each equipment type, including acquisition, maintenance, and funding sources for the following year;
5. The quantity of each type of military equipment currently held; and
6. Any planned acquisitions and their quantities for the upcoming year.

While AB 481 excludes certain items such as batons and Oleoresin Capsicum (OC) spray, their use is already documented under BPD's Use of Force Policy and made public via the City's Transparency Hub, maintaining public accountability. As a result, the local ordinance has become redundant—duplicating state requirements, consuming staff resources, and complicating administrative processes without adding meaningful oversight.

### PROPOSED CHANGES AND REASONING

It is proposed that the Police Equipment and Community Safety Ordinance be rescinded [and replaced](#) in favor of adhering solely to the State-mandated reporting requirements established by AB 481. Eliminating the local ordinance will streamline reporting and remove redundant administrative requirements. This change will allow City staff to focus on higher-priority operational matters while maintaining robust oversight and transparency. The State law already incorporates the necessary reporting elements and even extends its scope to include additional equipment categories not specifically covered under the local ordinance, making the local requirements duplicative and unnecessary. In essence, the proposed rescission reflects a

Rescission [and replacement](#) of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17-26, 2025~~ [January 27, 2026](#)

practical alignment with State law, ensuring that local practices do not impose additional burdens where a comprehensive framework already exists.

[The replacement ordinance would continue to require local reporting of specific instances of deployment and/or use of military equipment, but with more targeted definitions and requirements.](#)

#### RATIONALE FOR RECOMMENDATION

The recommendation to rescind the Police Equipment and Community Safety Ordinance is based on the recognition that California AB 481 provides an adequate, statewide reporting framework that meets the intended goals of transparency and accountability. Maintaining both the local ordinance and the state law creates redundancy that diverts valuable City resources from more pressing priorities. Aligning with the State-mandated reporting not only simplifies administrative procedures but also ensures consistency across jurisdictions. This approach supports effective governance by reducing unnecessary duplication, enhancing operational efficiency, and reinforcing the City's commitment to progressive policy that is both practical and fiscally responsible. Relying on the State-mandated reporting ensures that BPD collects and publishes data that will allow them to compare their work with other agencies, support transparency and balance oversight with fiscal responsibility, administrative burden and best allocation of limited personnel resources. The City will continue to make information about police equipment and use of force publicly available, ensuring that rescinding the ordinance does not reduce public transparency or oversight.

#### FISCAL IMPACTS

No significant additional expenditures are anticipated as a result of these revisions. The changes are expected to generate significant administrative efficiencies and may yield cost savings that can be redirected to other operational public safety needs.

#### CONTACT INFORMATION

Councilmember Mark Humbert  
[mhumbert@berkeleyca.gov](mailto:mhumbert@berkeleyca.gov)

#### ATTACHMENTS

1. Resolution
2. [Ordinance](#)

Rescission [and replacement](#) of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17 26, 2025~~ [January 27, 2026](#)

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

**Resolution Rescinding the Police Equipment and Community Safety Ordinance**

**WHEREAS**, on May 11, 2021, the City Council adopted the Police Equipment and Community Safety Ordinance (Ord. 7760-NS) to enhance local oversight, transparency, and accountability in the management of police equipment; and

**WHEREAS**, on October 1, 2021, California AB 481 was enacted, establishing a comprehensive statewide reporting framework for police equipment that fully satisfies the oversight objectives originally intended by the local ordinance; and

**WHEREAS**, maintaining both the local ordinance and the State-mandated reporting requirements results in duplicative reporting efforts that unnecessarily burden City staff and complicate administrative processes; and

**WHEREAS**, rescinding the Police Equipment and Community Safety Ordinance will streamline reporting processes, eliminate redundant administrative tasks, and allow City staff to focus on higher-priority operational matters while maintaining robust oversight and transparency; and

**WHEREAS**, the reporting framework mandated by AB 481 incorporates all necessary oversight elements and extends coverage to additional equipment categories not specifically addressed in the local ordinance, thereby rendering the local requirements superfluous; and

**WHEREAS**, rescinding the local ordinance in favor of the State-mandated reporting framework supports effective governance, enhances operational efficiency, and reinforces the City's commitment to progressive and fiscally responsible policy;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Berkeley that:

1. The Police Equipment and Community Safety Ordinance (Ord. 7760-NS, enacted May 11, 2021) is hereby rescinded in its entirety [and replaced by Ordinance NO. X.XXX-N.S. 2026, below.](#)
2. ~~The Police Equipment and Community Safety Ordinance (Ord. 7760-NS, enacted May 11, 2021) is hereby rescinded in its entirety.~~
3. ~~The City shall adhere solely to the reporting requirements mandated by California AB 481 for police equipment oversight.~~

Rescission [and replacement](#) of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17 26, 2025~~ [January 27, 2026](#)

~~ORDINANCE NO. X,XXX-N.S.  
RESCINDING ORDINANCE 7760-N.S. POLICE EQUIPMENT AND COMMUNITY SAFETY  
ORDINANCE~~

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

**~~Section 1. Findings and Purpose~~**

~~A. On May 11, 2021, the City Council adopted Ordinance No. 7760-NS, the Police Equipment and Community Safety Ordinance, to enhance local oversight, transparency, and accountability in the management of police equipment.~~

~~B. On October 1, 2021, the State of California enacted Assembly Bill 481 (AB 481), establishing a comprehensive statewide framework for police equipment reporting and oversight.~~

~~C. The State-mandated requirements of AB 481 satisfies the objectives originally intended by the City's local ordinance, while also extending oversight to additional categories of equipment not addressed by Ordinance No. 7760-NS.~~

~~D. The continued implementation of both the local ordinance and the State-mandated reporting requirements has resulted in duplicative administrative burdens and inefficiencies for City staff.~~

~~E. Rescinding Ordinance No. 7760-NS will streamline the City's reporting processes, eliminate redundant tasks, and enable staff to focus on higher-priority operational responsibilities, while maintaining robust public transparency and accountability under State law.~~

~~F. The City Council finds that rescission of Ordinance No. 7760-NS is consistent with the City's goals of effective governance, operational efficiency, and fiscally responsible policymaking.~~

**~~Section 2. Rescission~~**

~~Ordinance No. 7760-NS, known as the Police Equipment and Community Safety Ordinance, is hereby rescinded in its entirety.~~

**~~Section 3. Compliance with State Law~~**

~~The City of Berkeley shall comply with all applicable provisions of California Assembly Bill 481 and any subsequent amendments thereto governing the acquisition, funding, use, and reporting of police equipment.~~

**~~Section 4. Effective Date~~**

~~This amendment shall become effective 30 days after adoption of this ordinance.~~

**~~Section 5. Posting, Filing, and Publication Requirements~~**

Rescission and replacement of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17 26, 2025~~ January 27, 2026

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

**ORDINANCE NO. X,XXX-N.S.**

**RESCINDING AND REPLACING ORDINANCE 7760-N.S. POLICE EQUIPMENT AND COMMUNITY SAFETY ORDINANCE WITH THE POLICE EQUIPMENT ORDINANCE**

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

Section 1. Findings

A. On May 11, 2021, the City Council adopted Ordinance No. 7760-NS, the Police Equipment and Community Safety Ordinance, to enhance local oversight, transparency, and accountability in the management of police equipment.

B. On October 1, 2021, the State of California enacted Assembly Bill 481 (AB 481), establishing a comprehensive statewide framework for police equipment reporting and oversight.

C. The State-mandated requirements of AB 481 satisfy the objectives originally intended by the City's local ordinance, while also extending oversight to additional categories of equipment not addressed by Ordinance No. 7760-NS.

D. The continued implementation of both the local ordinance and the State-mandated reporting requirements has resulted in duplicative administrative burdens and inefficiencies for City staff.

E. Rescinding Ordinance No. 7760-NS will streamline the City's reporting processes, eliminate redundant tasks, and enable staff to focus on higher-priority operational responsibilities, while maintaining robust public transparency and accountability under State law.

F. The City Council finds that rescission and replacement of Ordinance No. 7760-NS is consistent with the City's goals of effective governance, operational efficiency, and fiscally responsible policymaking.

Section 2. Rescission

Ordinance No. 7760-NS, known as the Police Equipment and Community Safety Ordinance, is hereby rescinded in its entirety and replaced by Ordinance No. X,XXX-N.S. Police Equipment Ordinance

Section 3. Compliance with State Law

Rescission and replacement of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17-26, 2025~~ January 27, 2026

The City of Berkeley shall comply with all applicable provisions of California Assembly Bill 481 and any subsequent amendments thereto governing the acquisition, funding, use, and reporting of police equipment.

#### Section 4. Effective Date

This amendment shall be effective immediately upon adoption and its provisions shall apply to the 2025 report due in March 2026 and to all subsequent reports.

#### Section 5. Posting, Filing, and Publication Requirements

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

**Chapter 2.100 POLICE EQUIPMENT AND COMMUNITY SAFETY ORDINANCE of the Berkeley Municipal Code is repealed and replaced in its entirety with the following revised ordinance**

### **Chapter 2.100 POLICE EQUIPMENT ORDINANCE**

#### **2.100.010 Name of Ordinance**

(A) This Ordinance shall be known as the Police Equipment Ordinance. (Ord. XXXX-NS § X, 2026)

#### **2.100.020 Purposes of Ordinance**

(A) The purposes of this ordinance are to:

- (1) Restate requirements for the Berkeley Police Department (BPD) to produce policies and reports regarding the acquisition, funding, deployment, and use of covered Military Equipment.
- (2) Ensure ongoing consistency between local and State requirements with respect to Military Equipment policies, acquisition, funding, and reporting.
- (3) Avoid duplication of reporting and other effort by the Berkeley Police Department and the Police Accountability Board (PAB).
- (4) Ensure that local requirements remain in place in the event State-level requirements established by Assembly Bill 481 Law enforcement and state agencies: military equipment: funding, acquisition, and use (Chiu, 2021) (“AB 481” hereafter) are rescinded or struck down.
- (5) Specify how local requirements differ from State-level requirements.
- (6) Clarify roles and timelines with respect to BPD provision of AB 481 documents, the Police Accountability Board, the PAB’s involvement in effectuating AB 481.

#### **2.100.030 Local consistency with California State standards**

Rescission and replacement of the Police Equipment and Community Safety Ordinance **CONSENT ACTION** CALENDAR: ~~June 17-26, 2025~~ January 27, 2026

(A) All provisions of AB 481, including definitions, reporting requirements, policy requirements, review by elected officials, public meetings, and all other provisions, is hereby incorporated into the Berkeley Municipal Code by reference.

(1) In the event that AB 481 and/or its requirements are amended/alterd by the State Legislature or by a court whose jurisdiction covers Berkeley, those revisions shall also be incorporated by reference; this includes amendments made to the original statute or new statutes that may add to the requirements of AB 481.

(B) The Berkeley Police Department shall be responsible for fulfilling the requirements and provisions of AB 481

(C) The policies and reports produced in compliance with AB 481 (or successor legislation) by the Berkeley police department shall serve to meet these local reporting requirements.

(1) In no event shall this ordinance be interpreted to require BPD to produce multiple versions of the policies/reports required by AB 481.

#### **2.100.040 Additional City of Berkeley Standards**

(A) Subsequent to the adoption of this ordinance, the Berkeley Police Department's Policy 300 (or any successor policy) shall maintain any necessary provisions governing the reporting of instances of Military Equipment Use and/or deployment.

#### **2.100.050 Timelines and Police Accountability Board Role**

(A) The Berkeley Police Department shall make all AB 481 policy and reporting documents available to the public and the Police Accountability Board no less than 30 days prior to the Berkeley Council Meeting where they will be considered for acceptance.

(B) The Police Accountability Board may review and provide comments on AB 481 policy and reporting documents.

(C) Police Accountability Board review is not required for the Berkeley City Council to accept and/or approve AB 481 policy and reporting documents

(D) The Agenda and Rules Subcommittee of the Berkeley City Council may, at its discretion, provide additional time for the Police Accountability Board to complete its review of AB 481 documents before agendizing City Council review of such documents.

#### **2.100.060 Additional Reporting**

(A) Police use of force (irrespective of whether it involved military equipment) shall continue to be reported in a manner consistent with Policy 300 (or a successor policy).

(1) Any reporting on military equipment use shall include, at a minimum:

- (i) The type of military equipment used;
- (ii) The type and amount of munitions used (if applicable)
- (iii) Key outcomes from the military equipment use

Rescission and replacement of the Police Equipment and Community Safety Ordinance **CONSENT**  
**ACTION** CALENDAR: ~~June 17-26, 2025~~ January 27, 2026

- (2) “Less lethal” weapons which fall outside of the definitions in AB 481 but are subject to reporting requirements established by Policy 300 must continue to be reported in a manner consistent with Policy 300 (or any successor policy).
- (B) As part of its annual AB 481 reporting, the Berkeley Police Department shall report the deployment of military equipment on a limited basis, consistent with the following definition of “reportable deployment” below:
  - (1) Reportable deployment shall include instances where military equipment was pointed or aimed at an individual, group, or crowd in the context of a First amendment activity.
  - (2) Reportable deployment shall include instances in the context of a First amendment activity where an individual present would have reasonably believed that use of the military equipment was not merely possible, but imminent.
  - (3) Reportable deployment shall not include the transport of military equipment.
  - (4) Reportable deployment shall not cover any instance outside the context of a First amendment activity (for example, apprehension of an individual for which a judicial arrest warrant has been issued).





Rashi Kesarwani  
Councilmember, District 1

CONSENT CALENDAR

January 27, 2026

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Rashi Kesarwani (Author)

SUBJECT: Refer to the City Manager to include in the Community Survey a Poll Question about Increasing Sales Tax in the City of Berkeley

**RECOMMENDATION**

Refer to the City Manager to include in the upcoming community survey for the November 2026 election a question about increasing the sales tax in the City of Berkeley from 10.25 percent to the maximum of 10.75 percent to help address the City's projected budget deficit of \$27 million.

**CURRENT SITUATION AND ITS EFFECTS**

Currently, the total sales tax rate in the City is 10.25 percent and consists of a combination of state, county, and special district sales tax rates as follows:

- State of California: 6.00%
- Alameda County: 0.25%
- District/Special: 4.00%
- City of Berkeley: 0%

According to our Finance Director Henry Oyekanmi, if Berkeley were to raise its tax rate from 10.25 percent to 10.75 percent, as many other cities in Alameda County have already done, the City would see additional annual sales tax revenue anywhere from \$9.3 million (on the conservative end) to as much as \$10.3 million—the more likely figure. This additional revenue could be used for general fund purposes, such as retaining staff in our Police and Fire Departments.

Currently, eight cities in Alameda County have a tax rate higher than Berkeley's 10.25 percent, as shown in Exhibit 1 below.

**Exhibit 1: Alameda County Cities with a Higher Sales Tax Rate Than Berkeley**

| City                | Sales Tax Rate |
|---------------------|----------------|
| City of Alameda     | 10.75%         |
| City of Albany      | 10.75%         |
| City of Emeryville  | 10.50%         |
| City of Hayward     | 10.75%         |
| City of Newark      | 10.75%         |
| City of Oakland     | 10.75%         |
| City of San Leandro | 10.75%         |
| City of Union City  | 10.75%         |

Source: California Department of Tax and Fee Administration<sup>1</sup>

**BACKGROUND**

During the April 24, 2025 Budget and Finance Committee, City staff gave a presentation and reported on a projected General Fund deficit of roughly \$27 million for the upcoming fiscal year.<sup>2</sup> Since that time, the City Council has had several discussions related to the City's fiscal condition. On June 17, 2025 and September 30, 2025, the City Council referred to the City Manager items to assess the potential for a 2026 ballot measure to help fund capital improvements to our Fire Department facilities and improvements to our recreation and community facilities<sup>3</sup> that would address the City's infrastructure needs. During the December 2, 2025 City Council meeting, the Council provided input and direction to staff on project priorities for a

<sup>1</sup> California Department of Tax and Fee Administration: California Sales and Use Tax Rates by City and County, updated as of January 1, 2026: <https://cdtfa.ca.gov/formspubs/cdtfa95.pdf>

<sup>2</sup> April 24, 2025 Budget and Finance Committee, presentation on FY Mid-Biennial Update Preliminary Budget Status: <https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/2025-04-24%20Item%2002%20Presentation%20Preliminary%20FY26%20MB%20Update.pdf>

<sup>3</sup> June 17, 2025 City Council agenda item #28: "Fire Facility Revenue Measures": <https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2028%20Fire%20Facility%20Revenue%20Measures.pdf>, and September 30, 2025 City Council agenda item #11: "Recreation and Community Facility Improvement Measures": <https://berkeleyca.gov/sites/default/files/documents/2025-09-30%20Item%2011%20Recreation%20and%20Community%20Facility%20Improvement%20Measures.pdf>

potential revenue measure in preparation for a community survey to gauge residents' interest in such a bond measure.<sup>4</sup>

### **RATIONALE FOR RECOMMENDATION**

This referral is requesting questions be added to the upcoming community survey related to raising the City's sales tax as a way of increasing revenue to partially address the City's significant projected budget deficit. Understanding residents' interest in a potential sales tax increase will provide needed direction for City Council.

### **FISCAL IMPACT**

The fiscal impact of the referral is minimal and would include only staff time. The community survey has been approved and the City Manager's office is already in the process of soliciting proposals from qualified firms to execute the survey. This referral is requesting additional questions be added that would gauge residents' interest in raising the City's sales tax. The impact of the additional revenue, were a sales tax increase approved by the voters during the November 2026 election, is considerable, as noted above.

### **ENVIRONMENTAL SUSTAINABILITY**

This referral has no significant impact on environmental sustainability.

### **CONTACT PERSON**

Councilmember Rashi Kesarwani, District 1

(510) 981-7110

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<sup>4</sup> December 2, 2025 Special City Council meeting, agenda item #2: "Discussion Regarding Potential Ballot Measures for the November 3, 2026, General Municipal Election:

[https://berkeleyca.gov/sites/default/files/documents/2025-12-](https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Special%20Item%2002%20Discussion%20Regarding%20Potential%20Ballot.pdf)

[02%20Special%20Item%2002%20Discussion%20Regarding%20Potential%20Ballot.pdf](https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Special%20Item%2002%20Discussion%20Regarding%20Potential%20Ballot.pdf)





CONSENT CALENDAR  
January 27, 2025

To: Honorable Members of the City Council  
From: Councilmember Lunaparra (Author)  
Subject: Creating Accessible Routes For Riders, Equity, and the Environment (CAR FREE): Budget Referral to Fund Limiting Cars on Telegraph Avenue

**RECOMMENDATION**

Refer \$1,325,000 to the Long Range Development Plan and Measure FF funding processes to study limiting car access and develop pedestrian-centered design concepts for Telegraph Avenue between Bancroft Way and Dwight Way.

**CURRENT SITUATION AND ITS EFFECTS**

In 2020, Berkeley adopted its Vision Zero plan, committing to eliminating all traffic-related major injuries and fatalities. Tragically, there have been three pedestrian fatalities on average per year since 2020.<sup>1</sup> District 7 has the highest concentration of injuries as a result of collisions, making it one of the most dangerous areas for traffic violence in Berkeley. In 2024, District 7 had 60 injury collisions within just .25 square miles, a density of 240 injuries per square mile, far exceeding every other district.

| District | Total driveable area (mi) | Collision injuries 2024* | Injuries per sq. mi. |
|----------|---------------------------|--------------------------|----------------------|
| <b>7</b> | <b>0.25</b>               | <b>60</b>                | <b>240</b>           |
| 4        | 0.72                      | 98                       | 136                  |
| 3        | 0.9                       | 83                       | 92                   |
| 1        | 1.55                      | 101                      | 65                   |
| 2        | 1.55                      | 97                       | 63                   |
| 8        | 0.98                      | 57                       | 58                   |
| 5        | 1.52                      | 33                       | 22                   |
| 6        | 1.88                      | 31                       | 16                   |

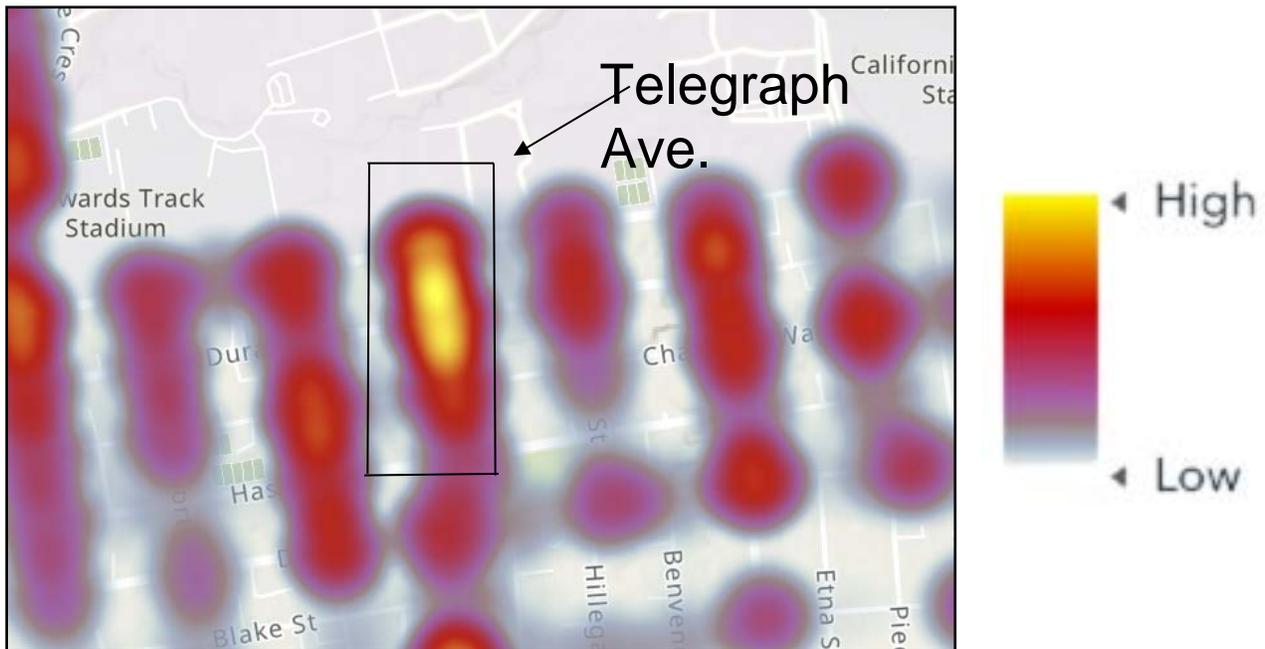
\*BPD transparency hub data

Although Districts 1, 2, 3, and 4 experienced higher absolute collision injury rates in 2024, the highest risk concentration is in District 7. It is the densest, most populous, and

<sup>1</sup><https://www.berkeleyside.org/2025/06/24/berkeley-street-safety-vision-zero-measure-ff#:~:text=The%20city's%20Vision%20Zero%20Action,safety%20improvements%20on%20Marin%20Avenue.>

smallest geographic district, with the highest rate of households without access to a car.<sup>2</sup> Additionally, there has been significant housing development in the Southside neighborhood over the last five years, with thousands of new beds planned over the next few years. It requires a coordinated response to meet the growing demand for safe streets. According to the Berkeley Police Department Transparency Hub, District 7's high rate of traffic-related injuries is a common trend year-over-year.

In 2025, the City completed the Southside Complete Streets project, installing extensive traffic safety infrastructure, including Class IV bike lanes, accessible curb ramps, bus-only lanes, updated traffic signals phased for safety, raised crosswalks, and curb extensions. However, Telegraph Avenue, the site of the majority of traffic-related injuries in Southside, was removed from the project as a car-free design posed funding constraints. Although Telegraph has undergone repeated planning efforts to improve traffic safety, including a call to make it car-free as early as the 1960s,<sup>3</sup> it remains the most dangerous street in District 7 for traffic violence; it is the only street in the district characterized as “High” on the historical collisions Heat Map on BPD’s Transparency Hub.<sup>4</sup>



To keep the dream of a car-free corridor alive, former Councilmember Robinson submitted supplemental material to remove Telegraph from the Southside Complete Streets project and separately refer it to staff to study limiting car access. It passed unanimously. However, the referral was buried and inadvertently left off the Reweighted Range Voting (RRV)<sup>5</sup> list in 2023 and 2024.<sup>6</sup> In spring 2025, when the District 7 office

<sup>2</sup> The Southside has the lowest car ownership rate in the City of Berkeley; less than half of Southside households (48%) own cars compared to 81% of households in Berkeley. City of Berkeley draft 2011 Southside Plan <https://berkeleyca.gov/sites/default/files/2022-03/Southside%20Plan.pdf>.

<sup>3</sup> Attachment 1

<sup>4</sup> <https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>

<sup>5</sup> RRV is Council's process for prioritizing staff referrals, <https://berkeleyca.gov/sites/default/files/documents/RRV%20-%20March%2011%20PPT.pdf>

<sup>6</sup> <https://berkeleyca.gov/sites/default/files/documents/2023-04-25%20Special%20Item%2001%202023%20City%20Council%20Referral.pdf>, <https://berkeleyca.gov/sites/default/files/documents/2024-05->

inquired about the status of the referral, it was added to the list for a Council vote. Council subsequently ranked the referral highly, placing 6th out of 43 referrals and 4th among all public works referrals, demonstrating the Council's ongoing commitment to the project. This budget referral aims to identify and secure the necessary funding to ensure the 2022 staff referral is adequately funded.

District 7 is uniquely positioned to become a citywide model for pedestrian-, bicycle-, and transit-centered design. With the majority of residents living without cars, investments in a safer, people-centered public realm would directly benefit the most significant number of vulnerable road users in our city. Given the City's considerable investment in new street safety infrastructure through Measure FF and the concurrent safety upgrades in the area, this is a prime moment to request the long-overdue funding to move this project forward.

### BACKGROUND

In 2022, local organizers — led by students — began developing a dream design for a car-free Telegraph.<sup>7</sup> This design comes as a result of years of community input, guided by five primary objectives:

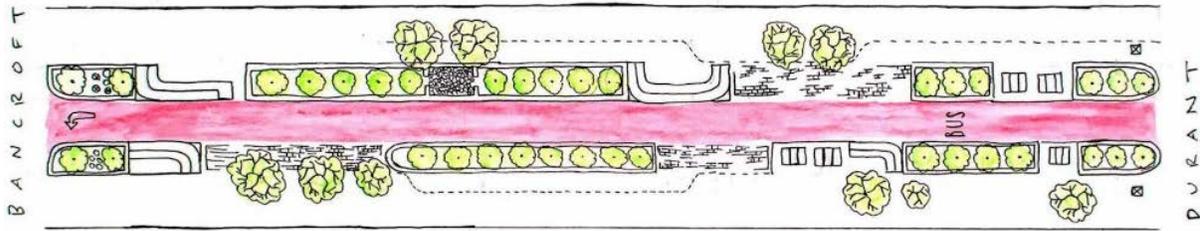
1. Ensure dignity and safety for pedestrians
2. Improve bus reliability and speeds
3. Provide small businesses with space to thrive
4. Make Telegraph a destination and strengthen its public realm
5. Save the climate and our lungs

With these tenets in mind, a diverse group of organizers came together to design a car-free Telegraph. The street design is intended to facilitate user behavior by widening sidewalks, narrowing the street to a single bus lane, and creating public space for gathering. The design features a bus lane to improve transit times and Southside bus service, bioswells for rainwater capture, streetscaping to discourage private vehicle use while providing access for pedestrians and cyclists, parklets with outdoor seating, dedicated loading zones for small businesses, and elevated bus stops to enhance safety, increase visibility, and retain sidewalk space. Feasibility, environmental, and traffic studies are required to begin the project's design phase. Still, these mockups reflect significant community feedback and input, as well as a schematic overview to guide staff. Our office requested that staff use these designs as a reference for calculating the project's cost. The following slides are examples of possible design features from the high-level overview published by Telegraph for People in 2022.

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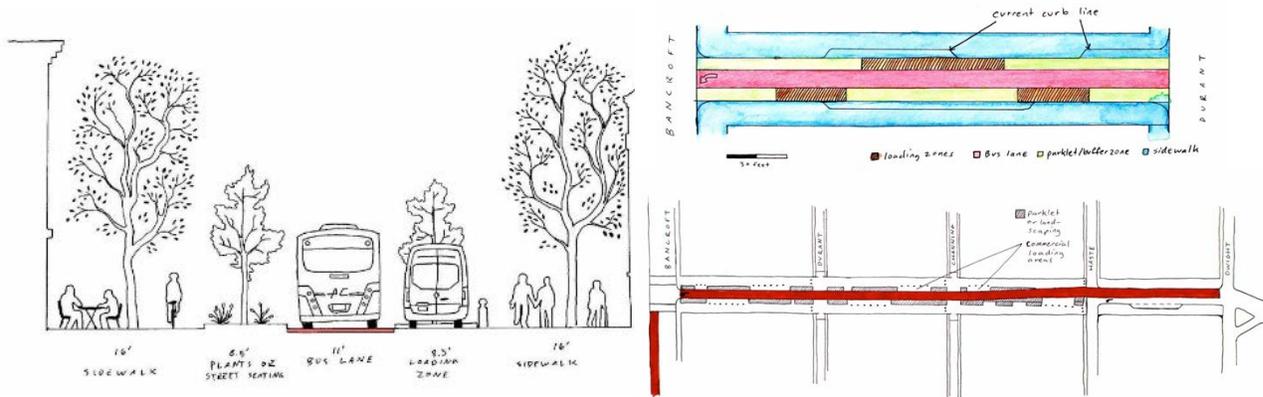
14%20Item%2026%202024%20City%20Council%20Referral%20Prioritization%20Process%20Using%20Re-Weighted%20Range%20Voting%20%28RRV%29.pdf

<sup>7</sup> <https://www.telegraphforpeople.com/option-five>



Installing bioswales significantly boosts our resilience to climate change by effectively capturing and absorbing rainwater. More outdoor seating fosters economic vibrancy, supports small businesses, and provides public gathering spaces, which have decreased in Southside in recent years

Drawing: Brandon Yung



A dedicated bus lane will improve transit times and can be accessed by emergency response vehicles

Drawing: Brandon Yung



High-level designs reflect significant community feedback and serve as a reference for City staff

Drawing: Brandon Yung

These designs were born of the significant community feedback from those who frequent the Telegraph corridor. The completion of Southside Complete Streets, the design and engineering progress on the Telegraph Multi-Modal plan, and a decade-long commitment to closing the right-turn slip lane at Dwight and Telegraph to create a public

plaza have all set the stage for a car-free Telegraph. This initiative has been in the making for over six decades and is now poised to significantly enhance the experiences of all who live, work, study, and visit Southside.

## ADDITIONAL INFORMATION AND ANALYSIS

### **1963**

In 1963, the Berkeley City Council considered reconstructing the Telegraph corridor under the Federal Urban Renewal Program.<sup>8</sup> The historical disinvestment in and near Telegraph rendered it eligible for Urban Renewal funding. The goal of the study was to “recognize the demand for pedestrian circulation and for bicycle and automobile circulation and make balanced provision for each within the limited public right-of-way available,” and that “study should be given to the feasibility of converting Telegraph Avenue to a pedestrian mall, to a one-way street, or to a limited traffic street...”.<sup>9</sup> In 1963 and ‘64, consultants reported their findings from a traffic study and economic analysis that measured the feasibility of a pedestrian mall.<sup>10</sup>

Ultimately, the consultant provided three reasons why the proposed pedestrian-mall design was not recommended:

1. It would limit parking
2. Not enough evidence demonstrated that pedestrian malls were lucrative
3. The new perimeter roads that would be built as a result of pedestrianization would separate new commercial areas

Still, staff and consultants struggled to find an alternative that would balance residents’ mobility needs, ultimately leading to an interim compromise: Convert Telegraph Avenue into a Northbound one-way street with widened sidewalks and parking bays and convert Dana Street into a Southbound one-way.<sup>11</sup>

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<sup>8</sup> The Urban Renewal Program was a federal initiative under the guise of addressing urban decay and blight in cities across the country. It was a flawed, racist, and classist program that displaced millions of people and destroyed homes, businesses, and communities. We provide the context under which the Telegraph pedestrian-mall project was initially planned to offer additional, nuanced rationale for why residents were skeptical of the proposed project. We also share this to impart the value of a car-free Telegraph and its disaggregation from the harmful legacy of Urban Renewal.

<sup>9</sup> Attachment 1

<sup>10</sup> Attachment 1

<sup>11</sup> Attachment 2



Telegraph Avenue between Bancroft Way and Durant Avenue, Berkeley, CA, during construction, turning Telegraph into a one-way street, 1970<sup>12</sup>

This interim solution, presented as temporary and constructed in 1970, is what we have to this day. This snapshot from 1968 perfectly captures the era's prioritization of cars and parking over all other considerations, driven by the outdated myth that building infrastructure for varying road users causes commercial decay. Today, informed by data on the environmental impact of cars, contemporary planning practices, and evidence on the conditions that create thriving commercial corridors, we recognize the critical value of pedestrian-, cyclist-, and public transit-centered infrastructure.

### **1992**

In 1992, Mayor Loni Hancock formed a Mayor's Task Force on Telegraph Avenue to evaluate the "physical and social problems" impacting the area. The goal of the task force was to ensure safety and advance cultural and commercial enrichment. The report included long-term goals for the street, including "a pedestrian street for a portion of Telegraph" because of its "unique attributes that make it perfect for consideration for a pedestrian street."<sup>13</sup> The report proposes an 8-week pilot to ensure the project was feasible ahead of substantial investment. This was 30 years after the first car-free Telegraph proposal, demonstrating the enduring power of pedestrianization as a tool for social equity and safety. The project never came to fruition.

### **1996**

In the 1996 Southside Plan, the City identified Telegraph Avenue as a critical thoroughfare to increase pedestrian and bicycle safety, reduce automobile speeds, and enhance transit service. The plan proposed to achieve this through closing Telegraph to auto traffic north of Haste Street or banning cars on Bancroft at Telegraph.<sup>14</sup>

### **1983-2025**

Telegraph Avenue has intermittently limited cars. December 2025 marked the 42nd year of the Telegraph Winter Holiday Streetfair, an annual multi-weekend craft market

<sup>12</sup> [https://www.instagram.com/p/C4tq\\_n8vVTM/?igsh=NTc4MTIwNjQ2YQ==](https://www.instagram.com/p/C4tq_n8vVTM/?igsh=NTc4MTIwNjQ2YQ==)

<sup>13</sup> Attachment 3

<sup>14</sup> <https://berkeleyca.gov/sites/default/files/2022-03/Southside%20Plan.pdf>

that shuts the street down to vehicles. It has demonstrated the value of creating pedestrian-centered areas and the role it plays in supporting local businesses and promoting economic vibrancy.

***The National rise and fall of the pedestrian mall***

There has been concern that converting Telegraph into a pedestrian mall or pedestrian-only corridor could negatively affect businesses in the area. Since the rise and fall of the pedestrian mall in the ‘60s and ‘70s, extensive research has examined the factors that create a thriving pedestrian commercial corridor. Data suggests that pedestrian malls are most likely to succeed if they are located near a university, have access to public transportation, and are in areas with residential density, all features that District 7 possesses. Other regions with significant university presences have taken this approach with transformative results. In fact, Mayor Hancock’s 1992 Telegraph highlighted that the City of Berkeley representatives planned a trip to the Santa Monica pedestrian mall to study its efficacy and feasibility for Telegraph. The following are examples of effective and successful pedestrian malls with similar populations.

- **Santa Monica, CA**, home to UCLA, successfully revitalized its Third Street Promenade, a once-dead pedestrian mall, leading to the collection of 37.7% of the city’s total sales tax revenue.<sup>15</sup>
- **Madison, WI’s** expanded pedestrian mall pilot on State Street was a huge success, with 81% of visitors saying they were more likely to come to the area because of it.<sup>16</sup>
- **Burlington, VT** has a population of 45,000, but its pedestrian-only Church Street Marketplace attracts more than three million annual visitors.<sup>17</sup>

Not only would pedestrianizing Telegraph Avenue ensure the safety of its residents and visitors, but it also has the necessary criteria to become a destination. The idea of creating a car-free Telegraph was first studied 62 years ago. Since then, local leaders, students, and organizers have made multiple attempts to finally address one of Berkeley’s most dangerous streets for traffic violence. This is the time to do it.

**FISCAL IMPACTS OF RECOMMENDATION**

Given the significant structural general fund deficit, it is most fiscally responsible to seek funding from alternative sources. Staff should prioritize funding sources most relevant to the prospective project, namely, from LRDP and Measure FF funds. We have identified these sources of funding as they most appropriately relate to the project’s goal. Relevant LRDP funds must be used on projects within a ½ mile of the main campus boundaries and should directly address the needs of students and residents in the area, both of which this project accomplishes. Measure FF funds are restricted to street and sidewalk improvements, with specific funds designated for safety improvements.

The Public Works Department has prepared the following cost projections:

| Category | Cost Range | Notes |
|----------|------------|-------|
|----------|------------|-------|

<sup>15</sup> [https://www.researchgate.net/publication/248957016\\_Santa\\_Monica's\\_Third\\_Street\\_Promenade\\_the\\_failure\\_and\\_resurgence\\_of\\_a\\_downtown\\_pedestrian\\_mall](https://www.researchgate.net/publication/248957016_Santa_Monica's_Third_Street_Promenade_the_failure_and_resurgence_of_a_downtown_pedestrian_mall), [https://www.nlc.org/wp-content/uploads/2020/01/CS\\_PedestrianReport\\_Final\\_WEB.pdf](https://www.nlc.org/wp-content/uploads/2020/01/CS_PedestrianReport_Final_WEB.pdf)

<sup>16</sup> <https://www.cityofmadison.com/news/2025-03-26/planning-division-issues-report-on-state-street-pedestrian-mall-experiment>

<sup>17</sup> [https://www.nlc.org/wp-content/uploads/2020/01/CS\\_PedestrianReport\\_Final\\_WEB.pdf](https://www.nlc.org/wp-content/uploads/2020/01/CS_PedestrianReport_Final_WEB.pdf)

|                               |                       |                                                                                  |
|-------------------------------|-----------------------|----------------------------------------------------------------------------------|
| Feasibility + CEQA/NEPA + TIA | \$350,000 – \$500,000 | Environmental review, traffic analysis, utility scan/third party                 |
| Public Outreach               | \$125,000 – \$175,000 | Workshops, merchants/TBID, UCB, ACT                                              |
| High-Level Design             | \$480,000 – \$650,000 | Alternatives, layouts, utility conflict matrix                                   |
| Final Design (60/90/100%)     | \$600,000 – \$700,000 | Arch., civil, geotech, electrical, traffic, transit, stormwater, GI, bid package |
| Construction & Implementation | \$12M – \$17M         | Paving, utilities, lighting, landscaping, CM/inspection                          |

This item requests funding only to complete the first three rows of the project; however, it is essential to present the estimates for the final design, construction, and implementation to provide a clear picture of the scope of the entire project. For future phases, we hope to leverage county, state, and federal transportation funds as needed.

**ENVIRONMENTAL SUSTAINABILITY**

Reducing reliance on cars offers essential benefits. Cars are the primary source of greenhouse gas emissions in our city. Limiting car use while building infrastructure to support transit, biking, and walking will lower our collective carbon footprint and make our environment more resilient.

**ATTACHMENTS**

1. Economic Analysis of Telegraph Avenue Pedestrian Mall, 1964
2. Planning Report on Telegraph Avenue Pedestrian Mall, 1968
3. Mayor’s Taskforce Report on Telegraph Avenue, 1992
4. Southside Complete Streets Project Conceptual Designs, Supplemental Agenda Material 1, 2022

**CONTACT PERSON**

Councilmember Cecilia Lunaparra, 510-981-7170  
 Sara Cerami, Chief of Staff

# Riches Research, Inc.

1944 UNIVERSITY AVENUE · PALO ALTO, CALIFORNIA · 326-0732

BUSINESS · ECONOMICS · MANAGEMENT · TRANSPORTATION · URBAN PLANNING

L. VICTOR RICHES  
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DR. MELVIN E. McMICHAEL  
DR. FRANK MEISSNER  
ALBERTO RIVAS  
RICHARD V. STAUFFER  
BEN H. TANNER  
DONALD R. WILLIAMS

## Economic Analysis

SOUTH CAMPUS AREA

Berkeley, California //

Prepared For

Urban Renewal Agency

City of Berkeley, Calif

January 1964

### Section 3

## RECOMMENDATIONS

1. A mall for Telegraph Avenue. A field trip to the mall in Pomona's Central Business District and a review of data on other malls indicates that the mall by itself is not a solution to a shopping district's problems. The effective malls have been integrated parts of long range, comprehensive programs initiated and supported by the merchants of the shopping district. More important than the mall itself are the provisions of adequate access and parking, a unified merchants' program for common advertising and shopping district development, and a concept of the purposes of the mall and specifically how it is to be used. Where these prerequisites have occurred, the mall can be an additional stimulus to sales and is perhaps the most dramatic way for an older shopping district to show its customers that it is interested in its own future and is concerned with making shopping for its customers a more leisurely, comfortable, and interesting experience.

A landscaping program in which considerable parking is retained on the main street and attractive landscaping, fountains, and benches are provided has been developed in the California Avenue Shopping District in Palo Alto and recently on Washington Street in Downtown Oakland. The Palo Alto partial mall has been very successful.

It is recommended that a landscaping program be established on Telegraph Avenue. A partial mall will definitely enhance the attractiveness of the District and encourage the merchants to improve the appearance of the stores and shops in the District. The conversion of Telegraph Avenue to a full mall is not recommended because:

- (1) The District's area is severely limited and the conversion of the Avenue to a mall would require replacement of the access and parking which would be eliminated. It will be difficult enough to obtain adequate access and parking under any circumstances.
- (2) There is no indication that the mall would cause a substantial increase in sales without the provision of adequate access, parking, and other programs.

- (3) The merchants' organization has not yet established a pattern in which the advantages of a mall can be clearly used to aid the district.
- (4) A new street(s) will separate the district's expansion areas from the main group of shops and stores. Also, only 50 per cent of the stores can provide new rear entrances.

It is further recommended that the design of access to the district and parking structures provide sufficient flexibility so that when there is a real need, the merchants will be prepared for it, and alternative circulation routes and parking can be provided so that portions of all of Telegraph Avenue could be converted to a mall. (Section F)

2. A small specialty department store. The Sather Gate Shopping District is particularly strong in its apparel and specialty shops. Its primary lack at the present time is a small (i.e., 20,000 to 40,000 square feet) somewhat exclusive specialty department store which could complement and expand the existing character of the district. The opportunities for a store of this type seem particularly promising because of the character of the district, the lack of such facilities in the city or in surrounding cities, and the large proportion of general merchandise sales which are being made outside of Berkeley. (Table C-9 and Field Interview)

3. The proposed new street and parking structures to the east and west of the Shopping District should be very careful to minimize the separation of the stores and shops along Bancroft Way from the main group of stores along Telegraph Avenue. The District's primary areas of expansion are east and west in the blocks between Durant and Bancroft. Therefore, it is critical to maintain as much continuity between these areas and the stores and shops along Telegraph Avenue as possible. (Figure 6)

4. Focal buildings at each end of the District. At present, the main attractions of the Sather Gate Shopping District are along Bancroft Way, the northerly two blocks of Telegraph Avenue, and the Student Union complex on campus. It would be very desirable to complement these existing buildings with major new, multi-story commercial and office buildings at each end of Telegraph Avenue within the Sather Gate Shopping District. These new buildings would define the District and would provide customers with identification which emphasizes the extent of the District. (Figure 2)

5. Apartments should be designed so that they can be used either by a single student, a pair of students, or a student and his wife. Furnished apartments should be provided at \$100 to \$130 per month for one bedroom units, a figure which can increase to \$120 to \$150 per month by 1980. (Page B-14, Table 2)

6. The intensity of development in the Project Area will be quite high as indicated by the existing residence halls. Therefore, it is recommended that the zoning of the Project Area encourage towers and open space and a considered relationship between towers in order to retain as many amenities as possible.

7. It is recommended that landscaped pedestrian walkways be provided through the middle of the blocks on either side of Telegraph in order to accommodate the increased pedestrian traffic (mostly students) which must pass through the Shopping District.

## Section F

### EFFECTS OF A MALL

A landscaped, attractive mall is the most dramatic recent development in shopping districts. It provides a fresh new appearance, it makes it possible for the customer to walk from the stores on one side to the stores on the other without crossing traffic or being concerned about their children, and it encourages a more leisurely and enjoyable shopping trip for the customer. However, the mall is not a program in itself. Where it has been successful, such as in Pomona, it has been one step in a long range improvement program undertaken by the merchants of a shopping district in cooperation with the city.

The Pomona Mall. The Pomona Mall includes 98 stores. It has now been in operation for nearly fifteen months (since October 1962). It is unquestionably successful as indicated by several statistics.

- Two major new buildings have been constructed and a third is planned. Already constructed are a new \$4 million quality department store and a \$2.5 million seven story office building.
- The number of vacant stores on the mall have been reduced from 26 to 6.
- 38 stores have been remodeled.
- The number of pedestrians on the mall have increased by 79 per cent on comparable days since the mall opened.
- Taxable sales for the mall stores increased by 42 per cent (for a comparable period) since the mall opened according to a special tabulation by the State Board of Equalization. Most of the increase in sales was due to new stores.<sup>1</sup>

These figures reflect not only the establishment of the mall, but also the other important contributors to the redevelopment program of the shopping district. Actually the program started in 1950 when the merchants recognized the potential threat of the then new shopping centers. They

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<sup>1</sup>Also there is no indication what "normal" increase in sales could have been expected, or what the effect of the improved access, parking, and promotion by themselves would have been.

started a four pronged program: better access, increased parking, the mall, and common merchant advertising. They now have good access to the district, they have provided nearly 2,700 parking spaces, they have constructed the mall and are using it as a means of promotion, they distribute a common shopping news, and they are planning for additional parking and a new monorail "sky lift" to help customers get around the large shopping district and perhaps to the nearby transportation and civic centers. In short, the mall is but one part of a comprehensive development program motivated and paid for by the merchants with the assistance of the city.

Discussions with the merchants indicated that by itself the mall is not particularly meaningful. More important are the provisions for adequate access and off-street parking. Perhaps most important is the fact that the merchants and the city are doing something to improve the downtown area. The mall has been described as the "biggest stage" in Southern California. It is used for dances, parades, exhibits and other activities. At present the mall is significantly unique that it is attracting interest from church and charitable groups which put on events. The merchants indicate that these events are better sales stimulators than their own activities and they are planning to acquire a portable stage, sound system, and extra lighting to make the mall more usable.

Experience with the mall brought forth the following observations:

- Even though the mall is unusually long (2700 feet) they have not had any particular criticism from shoppers. They do plan to develop additional stores on some street ends so that the mall will appear to be only five blocks long instead of the nine original short blocks.
- The mall has apparently reduced the difference in sales volume between a "corner" location and interior sites.
- Stores which do not have back access to the parking lots have experienced sales growth even though they did not have access or signs to the nearby streets and parking areas.
- The use of tractor trains to carry pedestrians in the mall from one location to another at 10¢ per ride was not successful. Customers felt they were a vehicular intrusion into the pedestrian mall.

- "It is essential to keep the mall spotlessly clean seven days a week."<sup>1/</sup> The Pomona merchants have a special assessment charge of 25¢ per \$100 assessed valuation to pay for maintenance costs.
- "It is imperative to promote the mall continuously. Events must be carefully planned to attract people to the mall. International Folk Dance Festival, Ancient Car shows, square dances, Moonlight Sales, etc. are all elements that proved popular in Pomona during the past year."<sup>1/</sup> The merchants are establishing an ordinance to assess themselves to pay for promotional advertising and events.
- "The mall is only one important segment of downtown. The entire downtown environment must be inviting to people. There must be attractive parking lots, convenient ways to reach them, clean well-lighted and well-maintained streets and well-maintained stores and buildings."<sup>1/</sup>
- The construction of the mall can be accomplished without adversely affecting or interfering with business. Particular care has to be given to protecting the small merchants who do not have direct access to the rear parking lots.
- The provision for rear parking lots and the location of the main access from the rear requires the improvement of the backs of the buildings, additional signs, check stands at both ends of the stores with back entrances, and the construction of special trash bunkers. In Pomona the bunkers are attractively designed and contribute to the appearance of the parking lot. They require some merchants to carry their trash as far as a block (200 to 300 feet); so far there have been no objections.
- The increase in foot traffic at the rear of the stores has not decreased the foot traffic on the mall.
- The mall cost about \$270 per lineal foot.
- The major activity in the mall is still in the center. However, the construction of the department store at one end and a new complex of commercial buildings at the other end is expected to encourage fuller use of the entire mall.

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<sup>1/</sup> Memo by city administrative staff titled, "Brief Highlights of Progress in the City of Pomona . . .," dated August 1, 1963.

- There is a need to provide a closure to the mall at each end. Even the placing of a temporary tent gave a more definite form to the mall. The value of "terminal" stores at each end of the mall is evident.

Other cities which have established permanent shopping district malls include Miami, Florida; Kalamazoo, Michigan; Knoxville, Tennessee; and Ottawa, Canada. It is reported that over 100 cities have considered or are planning to construct malls. A number of cities have attempted temporary malls and have discarded them. In general it appears that the other successful malls have had the same characteristics as the Pomona mall. These include a long term, comprehensive plan, adequate access, convenient parking, and merchant stimulation and participation.

The California Avenue Partial Mall. The merchants of California Avenue in Palo Alto with the cooperation of the city have developed a partial mall which has been very successful. Instead of the full mall treatment, they have provided fountains, landscaping, and special lighting while retaining a major portion of the parking on the main street. However, the street is much wider than 2nd street in Pomona or Telegraph Avenue. In this case, the improvements on California Avenue are part of a comprehensive program which has included improved access, increased parking, joint merchant programs, and merchant initiative and participation.

A similar type of partial mall has recently been constructed on Washington Street in downtown Oakland.

A Telegraph Avenue Mall. A mall on Telegraph Avenue would be a distinct advantage especially between Bancroft and Channing where the pedestrian traffic is so great. The obvious disadvantages of the mall are the loss of parking spaces (particularly critical where there are so few) and the loss of access (particularly critical where there are no obvious alternatives if Telegraph Avenue is converted). While streets can be developed to the rear of the commercial properties along Telegraph Avenue, the available space is limited and expensive to acquire, the competition for space between stores, access streets, and parking, is severe, and the new streets would separate the new commercial developments along Bancroft Way from the main grouping of stores along Telegraph. Non-physical disadvantages are that retail sales and activities in the Sather Gate Shopping District are increasing (therefore there is no incentive for a major change), and the merchants do not have a long established record of working together toward a comprehensive solution to their problems.

Therefore, it is not recommended that a mall be developed on Telegraph Avenue at this time because of the greater need for improved access and additional parking, because there is no evidence that the mall would increase the amount of sales that the Shopping District can anticipate during the next few years, and because the merchant organization has not established a pattern in which the advantages of a mall can be clearly used to aid the District. Since these conditions can be expected to continue to change in the future it would be desirable to provide sufficient flexibility in the design of the project, such that when a need is felt and alternative circulation routes and parking are provided the mall could be constructed.

From a shopping district standpoint, it would be preferable for the two main east-west arterials (Bancroft and Durant) to be routed in tunnels under Telegraph Avenue so that there would be no cross traffic at these intersections. However, provision would have to be made for access from these arterials to the by-pass streets and parking structures. The advantages of the expensive approach would be the complete freedom of students and customers in circulating from the Student Union area down to Channing Way and along Bancroft without interference. At present such a solution appears to be prohibitively expensive and no commensurate increase in sales can be anticipated.

There is a distinct set of advantages to the creation of a partial mall such as the one at California Avenue in Palo Alto. Such a mall would show that the merchants and the city are interested in the appearance and improvement of the District, it would retain some of the parking spaces, it would provide direct access to the stores along Telegraph Avenue, and it would not be prohibitively expensive.

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To: William C. Hanley, City Manager  
 From: Norman Murdoch, Director of Planning

August 2, 1968

Subject: MALL OR PARTIAL MALL ON TELEGRAPH AVENUE BETWEEN DWIGHT WAY AND BANCROFT WAY -- A REVIEW OF PAST STUDIES

During the early sixties the question of a mall or partial mall on Telegraph Avenue was examined in detail as part of the planning for the proposed South Campus Urban Renewal Project. A number of alternatives were analyzed in depth. After discussion by a citizens committee -- and some exposure to the Sather Gate Merchants -- the City staff and consultants on the renewal program agreed that a plan which embodied a partial mall on Telegraph Avenue (i.e., sidewalk widening) combined with a new street 150 feet west of Telegraph Avenue would be a desirable solution providing a balanced response to the sometimes conflicting demands for pedestrian access, vehicular access, parking, and amenity.

The City Council discussed the evaluation of the South Campus Plan at not less than eight meetings starting in 1961. After formulation of the Urban Renewal Plan, the City Council -- acting as the official Urban Renewal Agency -- held a series of seven public hearings on the proposed Urban Renewal Plan. Strong opposition to the new street and partial mall concept was presented by Telegraph Avenue merchants. Opposition increased and expanded to include expressions of relocation fears and great concern with the stringency of rehabilitation standards relating to seismic forces. Responding to the apparently united opposition of residents, merchants and many U.C. students, the City Council voted to abandon the Urban Renewal effort on June 30, 1966.

Subsequently, the City developed alternate approaches to improvement of the South Campus area. An intensified code enforcement effort was initiated in 1967. In the Spring of 1968 the City Council approved the conversion of Telegraph and Dana to a one-way pair to provide some improvement for vehicular and pedestrian circulation. The University has proceeded with its previously planned acquisition program.

Blight in the area has been reduced. In addition the Department of Housing and Urban Development has established socially oriented priorities for the use of Urban Renewal funds. Combined, these factors make it very unlikely that the Telegraph Avenue area could be revived as a Federally-Assisted Urban Renewal Area.

#### Initiation of Planning

As early as 1960 the South Campus Renewal area was the subject of considerable examination under the auspices of the office of Urban Renewal Coordinator, City Manager's Office. The project eligibility and boundaries were firmed up in discussion with federal officials early in 1961 and a sample survey of the area was conducted in April 1961 indicating that physical conditions were such as to allow a feasible renewal effort.

Apparently there was considerable interest in the possibility of creating a mall on Telegraph Avenue and in May 1962 a report to the City Planning Commission on a South of Campus Landscape and Circulation Plan prepared by a Berkeley Liaison Committee--Arthur Hargrave, chairman recommended a possibility of one-way parallel couplets on the east and west sides of Telegraph Avenue to allow a mall on Telegraph Avenue.

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On August 20, 1963 the Berkeley City Council established planning goals for the South Campus Urban Renewal Project including:

"The plan should recognize the demands for pedestrian circulation and for bicycle and automobile circulation and make balanced provision for each within the limited public rights-of-way available."

"Study should be given to the feasibility of converting Telegraph Avenue to a pedestrian mall, to a one-way street or to a limited traffic street, and to plans that solve related circulation, parking and loading problems."

During the course of renewal planning a number of specialized consultants were engaged including Wilbur Smith and Associates (traffic and parking), Riches Research (economic analysis) and DeMars and Reay (design). Each of these consultants were involved in the question of converting Telegraph Avenue to a mall or partial mall and reported as summarized in the following paragraphs.

#### Traffic and Parking Study (Wilbur Smith)

The first phase report dated August 1963 by Wilbur Smith and Associates presented the results of field studies undertaken in May of that year. The study area was bounded by Bancroft, Bowditch, Dwight and Fulton. Major conclusions included:

- 1) Of the 56,000 vehicles entering the area daily, approximately 70 percent travel through without stopping;
- 2) Public transit delivers approximately 8 per cent of all vehicular passengers to the area during business hours;
- 3) Pedestrian volumes along Telegraph near the campus total 20,000 persons during the business day, exceeding vehicular traffic in the area;
- 4) If all the parkers who had destination in the area or parked here and walked out to the campus or other location were to be served, there would be a need for 250 more parking spaces.

In their second phase report dated September 1964, Wilbur Smith and Associates recommended the circulation plan subsequently shown in the Renewal Plan (i.e. semi-mall on Telegraph Avenue and new one-way street 150 west of Telegraph Avenue) for the following reasons:

- 1) Traffic volumes greater than 1975 projections can be accommodated;
- 2) Decrease in traffic concentrations makes possible greater freedom of operation for both vehicles and pedestrians;
- 3) One-way operation offers safer pedestrian crossing opportunities and elimination of turn conflicts.
- 4) Permits Telegraph Avenue sidewalk widening particularly at intersections;
- 5) New street provides added traffic capacity.

### Economic Analysis (Riches Research, Inc.)

In January 1964 Riches Research, Inc. completed its economic analysis of the South Campus Area for the Urban Renewal Agency. One of the specific assignments to Riches Research was to examine the possibility of converting Telegraph Avenue between Bancroft Way and Dwight Way into a mall. Riches Research recommended against the conversion of Telegraph Avenue to a full mall because:

- 1) A mall would require replacement of parking and (vehicular) access which would be eliminated;
- 2) No indication that mall would cause increase in sales;
- 3) The new streets (necessary adjuncts to a mall) will separate the district's expansion areas from main groups of shops and stores.

### Design Program (DeMars and Reay)

In October 1964, the architectural consultants reported on the proposed South Campus Urban Renewal Project. Their recommended design concepts for the Telegraph Avenue commercial area included:

- 1) Wider sidewalks along both sides of Telegraph Avenue can provide the much needed space for heavy pedestrian movements and the areas necessary for the installation of street furniture and landscaping.
- 2) Repaving the sidewalk in brick with concrete bands, and providing benches, poster kiosks, bulletin boards, coordinated newspaper stands, well-designed trash containers, decorative street lamps, etc. are means for improving the physical and visual aspects of the shopping environment;
- 3) Parking bays of two cars each can be spaced in the widened sidewalk area of the street pavement to provide for short term parking and spot servicing to the stores;
- 4) Midblock cross walks can encourage to and fro shopping movements - these cross walks are best located at the widened sidewalk areas, so that the street crossing distance is a minimum.

### Analysis of Alternatives

While the consultants reported separately their efforts were coordinated by the staff. Documentation is not complete but it is clear that in 1963 and 1964 a large number of alternatives were seriously examined. The staff and consultants were struggling to develop a solution which would balance the legitimate demands of the pedestrian, vehicular traffic and parking, all of which are heavy in Sather Gate commercial area. The major alternatives examined are summarized below:

| <u>Proposed</u>    | <u>Characteristics</u>                                                                             | <u>Evaluation</u>                                                                                                                                                                                                                |
|--------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Situation | Retain existing two-way traffic on Telegraph Avenue.                                               | Does not respond to heavy pedestrian movement and growing traffic congestion.                                                                                                                                                    |
| A                  | Convert Telegraph Avenue to pedestrian mall with two new streets east and west of Telegraph Avenue | Does respond to major problems but is a costly solution for both the public and private owners.                                                                                                                                  |
| B                  | Telegraph one-way north and Dana one-way south                                                     | This does provide a modest increase in traffic capacity but makes for an inconvenient southbound movement. (This was the interim solution adopted by the City Council in May 1968.)                                              |
| C                  | Make Telegraph Avenue mall with Bowditch north and Dana one-way south.                             | Creates mall but with serious traffic disadvantages and very difficult service access to stores.                                                                                                                                 |
| D                  | Mall on Telegraph Avenue between Durant and Bancroft only                                          | Serious traffic circuities are created and no improvement in amenity south of Durant.                                                                                                                                            |
| E                  | Telegraph Avenue northbound, Dana southbound. Convert Bancroft to two-way traffic.                 | New traffic couplet provides no traffic advantage compared with Plan B; Bancroft is wider than Channing Way.                                                                                                                     |
| F                  | Mall between Bancroft and Durant with two one-way streets east and west of Telegraph.              | Traffic pattern is awkward and new streets take most valuable property.                                                                                                                                                          |
| G                  | Telegraph one-way north, with widened sidewalks and new street 150 feet west, southbound.          | Despite high acquisition costs between Durant and Bancroft, this was a solution with apparently minimum drawbacks and was thus adopted as recommended urban renewal plan; provides only widened sidewalks rather than full mall. |

Norman Murdoch  
Director of Planning



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**REPORT AND RECOMMENDATIONS  
MAYOR'S TASK FORCE ON TELEGRAPH AVENUE**

**INTRODUCTION**

On September 28, 1992, the Mayor of Berkeley announced the creation of a special Task Force to evaluate the physical and social problems impacting Telegraph Avenue, People's Park, and other Southside areas and to offer recommendations to the Mayor and Council. The members of the Task Force are listed in Appendix A.

The Task Force appointed by the Mayor had five meetings. Initial discussion led to agreement that although the situation in many ways is a microcosm of problems facing our larger society, it is also a situation that must improve for the good of the entire community.

The report contains the recommendations of the Task Force in the following areas:

- Community Values
- A Long Term Vision
- Adult Social Services
- People's Park Activities
- Physical Improvements to Telegraph
- Law Enforcement
- Alternatives for Youth
- A Process for Continuing Work

**TASK FORCE ACTIVITIES**

The Task Force divided into five working groups to develop specific recommendations on law enforcement, alternative activities for youth, urban design improvements, social services for adults, and a working group devoted to drafting a values statement to guide our work and share it with the larger community during implementation.

In addition to the formal meetings, there were small group meetings of the Task Force members and young people, university students, business people, owners of buildings in the South Campus area, People's Park supporters, judges and probation staff, urban design experts and youth workers. These meetings were extremely helpful to our understanding of 'other people's realities' and an important source of inspiration and ideas.

The Task Force recommends that this report, its recommendations and the Values statement be shared with the larger community at a forum sponsored by the League of Women Voters and through a speakers bureau that will provide speakers to all interested community groups.

Mayor's Task Force Report  
Page Two

### An Affirmation of Community Values

The Berkeley community shares a commitment to assure:

- The safety of its citizens;
- Respect for the rights of each person in their free and open pursuit of social, political, academic and business activities;
- The enrichment of our civic environment through cultural and ethnic diversity and cooperation.

These values and aspirations deserve clear and explicit definition of the roles and responsibilities of government and of citizens.

Berkeley's well-deserved reputation for tolerance and openness to new ideas has been interpreted by some as an attitude that 'anything goes' here. The community must reassert the reasonable standards of mutual respect that are part of the tradition of free speech and exchange of ideas that have made our city one of the most forward looking on the earth. Diverse styles of life enrich our community as long as they do not impinge upon the right of others to the peaceful enjoyment of their own lives. Dissent and debate are vital, as long as it is recognized that the community has a right to come to decisions and take action to carry them out.

We citizens, and elected representatives of the city of Berkeley commit ourselves to these values.

### A LONG TERM VISION

The proposals for short and long term actions and the process for continuing work are based upon a long term vision.

A long term vision for the Telegraph/Southside Area includes:

- a vital and diverse commercial area that meets the needs of residents and the campus population and that attracts and serves a citywide and regional market;
- public open spaces that are well maintained, attractive, safe and used by all segments of the community;

Mayor's Task Force Report  
Page Three

- a pedestrian street for a portion of Telegraph Avenue;
- the development and maintenance of public, private, and campus property that is clean and attractive;
- a safe environment day and night for living, business, shopping, recreation and cultural activities;
- significant reduction in illegal activities and behaviors that harass people;
- significant reduction in criminal and drug related activities;
- an on-going close working relationship between the city, merchants, property owners, residents, university administration, students, churches and other institutions and community groups for continuing commitments, actions and programs to enhance the Southside.

A long term *vision for youth in the community* includes:

- a sense of hope and opportunity for all young people;
- support systems and mentoring for youth at risk;
- job training and job opportunities integrated with school and services;
- a network of support and opportunity programs using public and private facilities throughout the community;
- a broad-based civic commitment to the success of all youth;
- a teen center to serve as a hub for safe youth activities throughout the city.

A long term *vision for the homeless and mentally ill on the streets* include:

- coordinated and immediate mental health, community and police crisis intervention;

Mayor's Task Force Report  
Page Four

- a central mental health facility providing all crisis, outpatient and substance abuse programs under one roof;
- daytime facilities providing a place off the streets with referral services;
- reduction in the overall population on the streets through increased low rent housing, residential treatment centers, and jobs;
- coordinated regional activities with other cities for fair share the responsibility for providing essential services.

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### PHYSICAL IMPROVEMENTS RECOMMENDATIONS OF THE TASK FORCE

The long term social and economic health of the Telegraph area is dependent on an attractive physical environment for living , working, shopping, and recreation. As the Task Force deliberated, Mayor Hancock and Councilmember Woodworth worked with the City Manager to ensure that agreed upon improvements were enacted. Actions already taken or are underway include:

- **Increased wattage in street lights**
- **Newly painted curbs and crosswalks**
- **A graffiti abatement program hiring homeless people**
- **Youth anti-graffiti work with local artists to plan and paint murals**
- **Purchase of distinctive shade umbrellas and other streetscape improvements.**

In addition we recommend:

#### IMMEDIATE ACTION RECOMMENDATIONS:

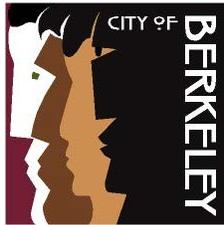
- **CLOSE TELEGRAPH AVENUE TO TRAFFIC ON HOLIDAY WEEKENDS THIS DECEMBER.** Utilize the street for high quality commercial activities, arts and crafts, music and food. To be effective this program will need publicity, improved signage, parking and traffic control. Planning should begin immediately.
- **INCREASE AFFORDABLE PARKING** by establishing a flat night rate at the Sather Gate garage and by requesting that the University make its parking lots open to the public during the holidays, vacations, after business hours, and on weekends. Also, the city should have 'free parking days' in the Telegraph area during the holidays.
- **ENFORCE SIDEWALK SWEEPING AND LITTER LAWS** by an enforcement program to ensure compliance with city regulations requiring merchants to sweep the area in front of their stores and by citations for littering to be issued by the police
- **INITIATE AN ANTI-LITTER CAMPAIGN** which includes a poster contest, signs on trash containers ( for example 'Do the Right Thing'), and the purchase of recycling containers similar to those in Sproul Plaza obtained by the ASUC.

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**LONG TERM RECOMMENDATIONS:**

- **CONSIDER MAKING TELEGRAPH AVENUE A PEDESTRIAN STREET.** Telegraph Avenue has unique attributes that make it perfect for consideration as a pedestrian street on the model of college towns, including Boulder, Colorado; Burlington, Vermont; Santa Monica, California; as well as many European cities. The dynamic and colorful layers of activity here include an array of street vendors, many restaurants, major book and record stores, and a very dense residential neighborhood. These factors suggest that concentrating pedestrian activity into a narrower street, from Dwight to Bancroft, could further the enjoyment and economic viability of the Avenue.
- **COMPLETE PLANS FOR PEDESTRIAN LIGHTING.**
- **DEVELOP A LONG RANGE ECONOMIC/MARKETING STRATEGY** for Telegraph including the existing commercial and retail sectors, and the possibility of considering a farmer's market to directly serve students and other residents of the southside.
- **COORDINATE PLANNING BETWEEN THE CITY AND THE UNIVERSITY** for development of the vacant lot at Haste and Telegraph.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                          |                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <p><b>22. ESTABLISH A FOCUSED NEIGHBORHOOD PLANNING PROCESS TO CONSIDER MAKING TELEGRAPH INTO A PEDESTRIAN PROMENADE (intermediate action).</b> Part of this process could include an 8 week experiment in weekend closure of Telegraph Avenue during daytime hours. This experiment should be in late spring and summer, when outdoor dining and street use for a variety of activities are most feasible. A committee should be established to plan for this closure experiment. The charge to the committee should include development of criteria for evaluating success, such as improved sales for existing merchants, minimal traffic and parking problems, and reduced social and crime problems.</p> | <p>Telegraph Assoc.<br/>UC-Dorothy Walker, City-Planning, Gil Kelley</p> |                                                                           |
| <p><b>23. EXPLORE INTERIM USE FOR THE HASTE STREET (intermediate action)</b> vacant lot, such as for a bicycle parking lot.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>City-Ted Burton</p>                                                   | <p>Exploring legal options. Possible site for produce or flower mart.</p> |
| <p><b>24. CONSIDER MAKING TELEGRAPH AVENUE A PEDESTRIAN STREET (long term action).</b> Telegraph Avenue has unique attributes that make it perfect for consideration as a pedestrian street on the model of college towns, including Boulder, Colorado; Burlington, Vermont; Santa Monica, California; as well as many European cities. The dynamic and colorful layers of activity here include an array of street vendors, many restaurants, major book and record stores, and a very dense residential neighborhood. These factors suggest that concentrating pedestrian activity into Bancroft would further the development and economic viability of the Avenue.</p>                                    |                                                                          | <p>Presently making calls to set up tour of Santa Monica.</p>             |
| <p><b>LAW ENFORCEMENT</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                          |                                                                           |



Rigel Robinson  
Councilmember District 7

## **SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 1**

**Meeting Date:** February 22, 2022

**Item Number:** 27

**Item Description:** Southside Complete Streets Project Conceptual Designs

**Submitted by:** Councilmember Rigel Robinson

This supplemental material contains a referral to the City Manager to develop a process to explore limits on private automobiles on Telegraph Avenue, in response to community feedback the City received during the Southside Complete Streets public engagement process. This supplemental is complementary to the resolution and direction in Item 27 as presented by staff, accompanying but not modifying the existing item.

## RECOMMENDATION

Refer to the City Manager to develop a community process to explore limits on private automobiles on Telegraph Avenue and make recommendations. Staff should engage merchants, property owners, students, visitors and tourists, artists, UC Berkeley, local schools, faith institutions, relevant government agencies including AC Transit, and other stakeholders, as well as relevant city commissions, such as the Transportation Commission and the Commission on Disability.

In the evaluation of various approaches, staff should consider strategies to:

- Maintain access for public transit, emergency vehicles, refuse collection vehicles, delivery vehicles, and other commercial vehicles that are essential to Telegraph business operations
- Preserve access for people with disabilities and reduce conflicts between pedestrians and bicyclists
- Improve the pedestrian environment and meet the needs of merchants and the commercial district

## BACKGROUND

Outreach for the Southside Complete Streets project<sup>1</sup> has been underway since Summer 2021 and construction is expected to take place starting in 2023. This outreach process culminates in a Council vote to approve conceptual project designs. This referral is presented as a supplemental to the approval of said project designs.

City staff and Toole Design have led an incredibly engaging public process for the Southside Complete Streets project. Decals promoting the project were placed on sidewalks in the neighborhood, posters went up in the windows of small businesses, and flyers were mailed directly to residents. The project's open houses were well attended, and the surveys reached an even broader swath of residents and interested stakeholders.

Through this outreach, a clear demand emerged from organized members of the community: a Car-Free Telegraph. Community advocates, including the student-led coalition Telegraph for People, have given extensive public comment in support of considering a car-free option for Telegraph Avenue.<sup>2</sup> The public engagement process also captured a diversity of public opinions on the proposal which will need to be addressed. These include merchant and business concerns about commercial loading, and transit advocates' concern about initial suggestions that buses could be diverted from Telegraph.

This community call for limits on private vehicles was further reflected in discussion at the Transportation Commission on January 20, 2022. The Commission passed a motion supporting the staff-recommended design options for the Southside Complete Streets Project, and additionally requesting further research into a car-free approach to Telegraph Avenue, as follows:

*"It was Moved/Seconded (Parolek/Ghosh) that the Transportation Commission... support Telegraph Option #4. The Commission strongly recommends that staff demonstrate how Option #4 can be operationalized as a car-free street with a transit lane, and with 2-way bike and micromobility facilities."*

However, considering limits on the use of private automobiles on Telegraph is outside of the scope of the ACTC grant that the City received for this project. Therefore, this supplemental

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<sup>1</sup> <https://berkeleysouthsidecompletestreets.org/>

<sup>2</sup> <https://www.telegraphforpeople.com/option-five>

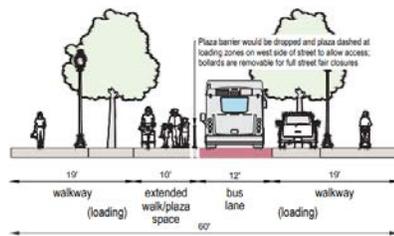
serves to directly respond to community input and provide explicit direction to City staff to explore limits on private automobiles on Telegraph Avenue from Bancroft to Dwight, and design a corresponding community engagement process.

By approving the conceptual designs for the Southside Complete Streets Project, the City is committing to a long-overdue reorientation of Telegraph Avenue that is a reflection of years of city planning and community advocacy, including various City plans and Council referrals.<sup>3</sup> The proposed design is adaptable to a range of use cases, ranging from status quo vehicle traffic to a car-free zone. As the project moves forward, it is timely for staff to begin to apply concerted planning efforts to the operational questions of Telegraph Avenue.

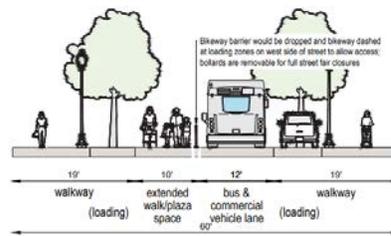
All over the globe, cities have developed ways to return streets to the people and design plazas that center modes of transportation other than cars. Cities such as Paris<sup>4</sup> have designated zones through which private automobiles are to be permanently prohibited. Other cities, like Bogota,<sup>5</sup> have limited private automobiles on certain days of the week. And just across the Bay, San Francisco<sup>6</sup> is developing its Better Market Street plan, which prohibits private automobiles from traveling along Market Street, though they can still cross at intersections. The space is instead prioritized for public transit, pedestrians, cyclists, commercial vehicles, and taxis.

As part of the project outreach for Southside Complete Streets, the consultant group, Toole Design, assembled the following visual aids to respond to the community push for a car-free option and illustrate potential scenarios the city could consider and work towards:

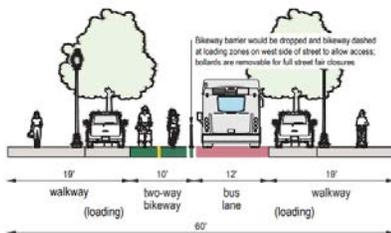
### What could Telegraph Ave look like without private motor vehicles?



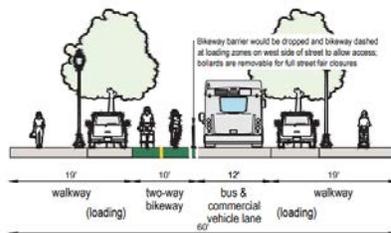
4a. Extended Plaza & Bus Lane



4b. Extended Plaza & Bus/Commercial Lane



4c. Two-way Bikeway & Bus Lane



4d. Two-way Bikeway & Bus/Commercial Lane

<sup>3</sup> <https://www.berkeleyside.org/wp-content/uploads/2019/11/2019-10-29-Item-30-Referral-Telegraph-Shared-Streets.pdf>

<sup>4</sup> <https://www.bloomberg.com/news/articles/2021-05-13/new-paris-car-ban-will-target-through-traffic>

<sup>5</sup> <https://www.nationalgeographic.com/environment/article/bogota-colombia-ciclovía-bans-cars-on-roads-each-sunday#:~:text=Spurred%20by%20environmental%20concerns%2C%20an,out%20to%20bike%20or%20ride>

<sup>6</sup> <https://www.vox.com/the-goods/2019/10/28/20932554/new-york-san-francisco-car-free-zones>

These cross-sections demonstrate how the proposed design could be programmed and operated in different ways without major hardscape changes.

Councilmember Robinson, the representative for District 7, which encompasses the UC Berkeley campus and Southside neighborhood, has spoken publicly in support of a car-free vision for Telegraph a number of times.<sup>7</sup> However, implementing such a vision is much easier said than done. A process designed to explore limits to private automobiles on Telegraph Avenue must be thorough and transparent, and it must explore openly and honestly all potential benefits and drawbacks.

Telegraph Avenue is a historic destination and a beautiful commercial district that enjoys heavy foot traffic. Because of this, Telegraph, specifically the four blocks from Bancroft to Dwight which have been the focus of the Southside Complete Streets project, is an ideal candidate for a street that could be re-envisioned to limit the presence of the private automobile. However, it is also a narrow street with various utilities running just below the pavement. Businesses do not have a back alley as they do in many commercial districts, so commercial loading as well as refuse collection all happens on the main street itself. The street services a major bus route as well as campus shuttles. Fire engine access is critical as well, and there are already frustrations among merchants and business owners around the availability of on-street parking spaces.

There are a variety of considerations to be mindful of while exploring such a concept for a street as complicated and with as many uses and stakeholders as Telegraph:

- **Dedicated bus lane:** California Vehicle Code states that only buses and emergency vehicles are allowed to drive in a bus only lane. The only exceptions are vehicles trying to access a parking space/loading zone, making a turn, or going around an obstacle in the roadway. But even in those cases, they can't drive predominantly in the bus only lane. Would this prevent a scenario with *only* a dedicated lane of vehicle travel for buses from being feasible?
- **Double-parking:** All potential designs must anticipate challenges related to double-parking, which is an issue throughout the Southside neighborhood. FedEx, UPS, Amazon, et cetera all essentially have double parking tickets baked into the cost of doing business, so it is difficult to deter this behavior without substantial enforcement that would far exceed current parking enforcement capacity.
- **Definition of commercial vehicles:** Proposals that would treat private vehicles differently from commercial vehicles would need to carefully assess how to define and distinguish commercial vehicles. Would that mean vehicles with commercial license plates? Or with visible merchant parking permits? Or transportation network companies? Or taxis? Or food delivery services? How can we accommodate the needs of sidewalk vendors, who are currently not eligible for merchant parking permits?
- **Disabled access:** Disabled drivers at present are legally allowed to share the loading zones by using disabled placards or plates. Without private vehicle access, would these vehicles also be prohibited? Could such concerns be ameliorated with designated ADA parking spaces nearby on cross-streets?
- **Ped-bike conflicts:** How would bikes circulate in the southbound direction, and how would that be separated from main pedestrian traffic areas to avoid pedestrian injuries, particularly for the visually impaired?
- **Emergency vehicle access:** How would fire lane requirements for Telegraph Avenue complicate potential limits on vehicles and roadway width?
- **Refuse vehicle access:** How would refuse collection activities be affected by different operations on the street?
- **Telegraph Channing Garage access:** How would vehicles arriving from the south be directed to the Telegraph Channing Garage?

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<sup>7</sup> <https://www.mercurynews.com/2020/02/04/not-just-market-street-this-iconic-bay-area-avenue-could-ban-cars-too/>

These are just a select few of the questions that a community process to explore limits on private automobiles on Telegraph Avenue would need to answer, in addition to new questions and concerns that may arise during the process. With this referral, Council refers to the City Manager to determine the best course of action to answer these questions and to engage the community in deciding the future of mobility on Telegraph Avenue.

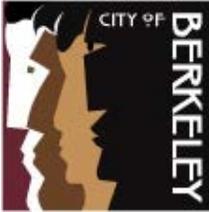
**FINANCIAL IMPLICATIONS**

A robust community process will incur meaningful costs for staff time and outreach. Staff are encouraged to return to Council with funding estimates and to pursue grant opportunities from regional agencies for active transportation projects to finance this work. Implementation of any proposed changes to the traffic configuration on Telegraph, whether by way of new striping, retractable bollards, or active enforcement, would also require resources and funding in an amount that could only be determined by a thorough planning process.

**CONTACT PERSON**

Councilmember Rigel Robinson, (510) 981-7170  
Angie Chen, Legislative Assistant





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www.MarkHumbert.com

**02a.24**

ACTION CALENDAR  
January 27, 2026

To: Members of the Berkeley City Council  
From: Councilmember Mark Humbert (Author);  
Councilmember Ben Bartlett (Co-Author)  
Subject: Project to Increase Telegraph and Claremont Housing (PITCH) Rezoning

RECOMMENDATION

Refer to the City Manager the Project to Increase Telegraph and Claremont Housing (PITCH) as a standalone rezoning effort to proactively and equitably increase housing stock in southeast Berkeley’s high-resource areas. This project would seek to:

1. Rezone the Telegraph Avenue corridor south of Parker Street from the current C-C (Commercial-Corridor) district to the C-T (Telegraph Avenue Commercial) district (or similar), allowing for taller mixed-use housing development, with a goal of base zoning of 8 stories/85 feet.
2. Identify and upzone specific auto-oriented C-N (Neighborhood Commercial) parcels in the Claremont and Ashby area (near Domingo Avenue) from their current 2–3 story limits to 4–6 stories using existing or new zoning districts.
3. Allocate funding to begin required planning and California Environmental Quality Act (CEQA) review for the proposed zoning changes.

SUMMARY

This item proposes a new, targeted rezoning effort to deliver a substantial and equitable increase in zoned housing capacity in District 8 (and limited portions of District 3 along Telegraph). The Project to Increase Telegraph and Claremont Housing (PITCH) focuses on the under-utilized Telegraph Avenue corridor, which offers significant capacity (estimated up to 5,700 new units), excellent transit access, and larger, more easily developable parcels.

By simultaneously applying targeted upzoning to auto-oriented sites in the highest-resource Claremont neighborhood, the project would fulfill Affirmatively Furthering Fair Housing (AFFH) and other Housing Element goals by expanding housing opportunities into the highest-resource parts of Berkeley. This strategic approach ensures a significant and geographically equitable contribution to Berkeley's housing goals, while potentially relieving pressure on more commercially and architecturally sensitive areas.

## FINANCIAL IMPLICATIONS

The estimated cost to execute the necessary initial planning, staff time, and comprehensive environmental review (CEQA) for PITCH is \$250,000. To ensure the viability and timely commencement of this project, Councilmember Humbert commits to funding:

- \$100,000 from his Fiscal Year (FY) 2026 office budget.
- \$50,000 from his FY 2027 office budget.

The total contribution of \$150,000 helps make the project viable for immediate launch, allowing the balance to be secured from other general City funds or grant opportunities in FY 2027.

## CURRENT SITUATION AND ITS EFFECTS

Telegraph Avenue, from Parker Street south to the Oakland border, is currently zoned C-C, which sets a base zoning for development of 3-story mixed-use or residential buildings. This represents a severe under-utilization of a key corridor located in a High Resource zone (slated to be upgraded to a Highest Resource area by 2026 TCAC maps) and which features wide street sections (~66' of traffic lanes) and large parcels ideal for higher-density housing.

Furthermore, new housing production has been disproportionately low in the highest-resource neighborhoods of District 8, such as Claremont. Although certain portions of the Claremont area have recently seen their housing capacity increase due to the City's Middle Housing efforts, fire risks and a limited number of underutilized non-residential parcels mean that, absent this project, this area is unlikely to contribute appreciably to the creation of new homes in Berkeley.

## BACKGROUND

The City of Berkeley has a State mandate and made local commitments to increase housing production in high-resource, transit-rich areas. Telegraph Avenue's length, infrastructure, and under-developed parcels present an excellent opportunity for high-density housing. The State of California's new law (SB 79) will already require upzoning near Ashby BART (District 3) and the adjacent Telegraph/Alcatraz area, making a comprehensive upzoning of the entire Telegraph corridor both a logical and proactive step.

## RATIONALE FOR RECOMMENDATION

This project is an effective approach to better meeting Berkeley's housing and equity goals:

- Increasing Housing Capacity on Telegraph: Rezoning Telegraph to C-T (8-stories) is projected to create a zoned housing capacity of up to around 5,700 units—a vital contribution to Berkeley's housing stock.
- Equitable Development:
  - The Telegraph corridor is located in a High Resource area and the project will better satisfy Affirmatively Furthering Fair Housing goals.

- Including the Claremont area (targeting auto-oriented uses near Ashby and Domingo) creates new housing opportunities in one of Berkeley's highest resource neighborhoods, diversifying housing options and providing walkable retail access to residents.
- Infrastructure Alignment: The project aligns new development with the City's investment in the Telegraph Multimodal Corridors project, which includes bus lanes and a protected cycletrack to improve transit and cycling infrastructure.

## ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The project promotes environmental sustainability and climate action by increasing housing development along the high-frequency 6-Telegraph AC Transit bus route, which also features good access to jobs, shopping, and other urban amenities. This location encourages car-free or car-lite living and would serve to reduce the carbon footprint associated with auto use relative to housing in other areas of Berkeley and especially outside Berkeley.

Encouraging infill development also has the effect of reducing development pressure on agricultural and wildland areas, helping preserve them as natural and working lands.

Subsequent CEQA review will ensure all environmental impacts are fully assessed and, if necessary, mitigated before zoning changes are enacted.

## POSSIBLE FUTURE ACTION

This referral represents the first step in a longer process that would involve substantial additional staff work, public engagement, subsequent Council input, environmental review, and subsequent Council votes to approve any rezoning and associated CEQA documentation.

## FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

The project is made more fiscally viable by the immediate financial commitment from Councilmember Humbert's office. Subsequent fiscal impacts include increased property tax revenue from new housing development, increased sales tax revenue from more residents and subsequent foot traffic, and increased transit ridership on the 6-line, which will help AC Transit address its fiscal shortfall.

## CONTACT PERSON

Councilmember Mark Humbert — mhumbert@berkeleyca.gov, 510-981-7180



| Upcoming Worksessions and Special Meetings |                                                                                         |
|--------------------------------------------|-----------------------------------------------------------------------------------------|
| Scheduled Dates                            |                                                                                         |
| Jan 27 (4pm)                               | RRV Council Referral Prioritization (Part 1)                                            |
| Feb 10 (4pm)                               | RRV Council Referral Prioritization (Part 2)                                            |
| Feb 23 (6pm)                               | Special Meeting for Land Use Appeals<br>(2425 Durant, 2298 Durant, and 2209 University) |
| Feb 24 (4pm)                               | Community Health Improvement Plan (HHCS)                                                |
| March 10 (4pm)                             | Economic Dashboards (OED)                                                               |
| March 24 (5pm)                             | Berkeley Police Department Annual Report                                                |

| Unscheduled Presentations and Special Meetings |
|------------------------------------------------|
| None                                           |

| Future Information Reports                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. Affordable Housing Fee Feasibility Study</li> <li>2. Berkeley Fire Department Annual Report</li> </ol> |

|  |                                                                                                          |
|--|----------------------------------------------------------------------------------------------------------|
|  | <b>City Council Referrals to the Agenda &amp; Rules Committee and Unfinished Business for Scheduling</b> |
|  | <b>None</b>                                                                                              |

| CITY CLERK DEPARTMENT                                                               |                      |                       |                   |
|-------------------------------------------------------------------------------------|----------------------|-----------------------|-------------------|
| WORKING CALENDAR FOR SCHEDULING LAND USE MATTERS<br>BEFORE THE CITY COUNCIL         |                      |                       |                   |
| Address                                                                             | Board/<br>Commission | Appeal Period<br>Ends | Public<br>Hearing |
| <b>NOD – Notices of Decision</b>                                                    |                      |                       |                   |
|                                                                                     |                      |                       |                   |
|                                                                                     |                      |                       |                   |
|                                                                                     |                      |                       |                   |
|                                                                                     |                      |                       |                   |
| <b>Public Hearings Scheduled</b>                                                    |                      |                       |                   |
| 2109 Virginia Street (Demolish 2-story commercial building)                         | ZAB                  |                       | 1/27/2026         |
| 2425 Durant Avenue (demolish existing, and construct new residential building)      | ZAB                  |                       | 2/10/2026         |
| 2298 Durant & 2360 Ellsworth Street (construct residential building)                | ZAB                  |                       | 2/23/2026         |
| 2029 University Avenue (Multifamily) (construct 23-story residential building)      | ZAB                  |                       | 2/23/2026         |
| 2029 University Avenue (Student-Oriented) (construct 23-story residential building) | ZAB                  |                       | 2/23/2026         |
|                                                                                     |                      |                       |                   |
| <b>Remanded to ZAB or LPC</b>                                                       |                      |                       |                   |
|                                                                                     |                      |                       |                   |
|                                                                                     |                      |                       |                   |
|                                                                                     |                      |                       |                   |
| <b>Notes</b>                                                                        |                      |                       |                   |
|                                                                                     |                      |                       |                   |
| ZAB: Zoning Adjustments Board                                                       |                      |                       |                   |
| LPC: Landmarks Preservation Commission                                              |                      |                       |                   |

