



**BERKELEY CITY COUNCIL FACILITIES, INFRASTRUCTURE,
TRANSPORTATION, ENVIRONMENT & SUSTAINABILITY COMMITTEE
REGULAR MEETING**

**Wednesday, March 18, 2026
2:00 PM**

2180 Milvia Street, Berkeley, CA 94704

Teleconference Location – 2928 Linden Avenue, Berkeley, CA 94705

Committee Members:

Councilmembers Terry Taplin, Cecilia Lunaparra, and Mark Humbert
Alternate: Mayor Adena Ishii

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: 161 041 0297**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the Committee’s consideration and inclusion in the public record, email policycommittee@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 on Non-Agenda Matters

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. Minutes - March 4, 2026

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair 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.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. Referral to the City Manager: Amendments to the Berkeley Green Code for Newly Constructed Buildings and Existing Construction

From: Councilmember Tregub (Author)

Referred: September 2, 2025

Due: March 31, 2026

Recommendation: Refer to the City Manager the following: 1. Continued development of a Single Source Energy Margin (Single Margin) reach code for adoption; 2. Further analysis, for future consideration, of additional Green Building policy and operational measures, such as Flexible Path (FlexPath) and Air Conditioner to Heat Pump (AC2HP) provisions, and/or other applicable pathways; and 3. Further streamlining, as feasible and appropriate, of the approval of certain Green Building equipment, systems, features, and processes for residential and residential-over-ground-floor-commercial construction.

Financial Implications: See report

Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140

Unscheduled Items

These items are not scheduled for discussion or action at this meeting. The Committee may schedule these items to the Action Calendar of a future Committee meeting.

Unscheduled Items

- 3a. Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)**
From: Commission on Disability
Referred: May 20, 2025
Due: May 31, 2026
Recommendation: The Berkeley City Council shall refer to the City Attorney the requirement to include, in all City of Berkeley contracts that impact the public right-of-way, a clause that obligates City contractors to comply with the Public Right-of-Way Accessibility Guidelines (PROWAG).
Financial Implications: See report
Contact: Thomas Gregory, Commission Secretary, (510) 981-6300
- 3b. Companion Report: Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)**
From: City Manager
Referred: May 20, 2025
Due: May 31, 2026
Recommendation: The City Manager recommends that the Public Right-of-Way Accessibilities Guidelines item be referred to the Facilities, Infrastructure, Transportation, Environment and Sustainability Committee for discussion of potential impacts.
Financial Implications: See report
Contact: Terrance Davis, Public Works, (510) 981-6300
- 4. Discussion Item: 5-Year Paving Plan Update**
From: City Manager
Contact: Terrance Davis, Public Works, (510) 981-6300
- 5. Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements**
From: Councilmember O'Keefe (Author), Councilmember Kesarwani (Author), Mayor Ishii (Co-Sponsor), Councilmember Humbert (Co-Sponsor)
Referred: January 26, 2026
Due: June 15, 2026
Recommendation: Refer to the City Manager to prioritize paving Hopkins Street from Sutter to San Pablo with pedestrian safety improvements by Fiscal Year 2026-27 or FY 2027-28 at the latest. Refer to the City Manager to work with the Department of Public Works to: 1. Perform an in-house safety assessment of Hopkins, west of Gilman Street to recommend appropriate pedestrian safety enhancements; 2. Incorporate pedestrian safety improvements into the paving project, including but not limited to additional and improved crosswalks, lighting enhancements, and traffic calming measures consistent with the City's Vision Zero and Pedestrian Plans; and 3. Return to Council by May 2026, as part of the biennial budget development process, for FY 2026-28 with a recommended timeline, scope of work, cost and funding source(s).
Financial Implications: See report
Contact: Shoshana O'Keefe, Councilmember, District 5, (510) 981-7150

Items for Future Agendas

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

Adjournment

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*Written communications addressed to the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee and submitted to the City Clerk Department 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 meeting of the Standing Committee 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 March 12, 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 FACILITIES, INFRASTRUCTURE,
TRANSPORTATION, ENVIRONMENT & SUSTAINABILITY COMMITTEE
REGULAR MEETING MINUTES**

**Wednesday, March 4, 2026
2:00 PM**

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

Committee Members:

Councilmembers Terry Taplin, Cecilia Lunaparra, and Mark Humbert
Alternate: Mayor Adena Ishii

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: 161 810 0472**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the Committee’s consideration and inclusion in the public record, email policycommittee@berkeleyca.gov. All Committee meetings are recorded.

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MINUTES

Roll Call: 2:02 p.m.

Present: Councilmembers Taplin, Humbert, and Vice-Mayor Lunaparra

Public Comment on Non-Agenda Matters: 0 speakers.

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. Minutes - February 4, 2026

Action: M/S/C (Humbert/Taplin) to approve the February 4, 2026 minutes.

Vote: All Ayes.

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair 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.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. Adoption of the 2025 California Fire Code with Local Amendments

From: City Manager

Referred: December 2, 2025

Due: June 12, 2026

Recommendation: At the December 2, 2025 meeting, the City Council referred Sections 503.2.1, 503.2.2, and 503.4.1 and Appendix D, including section D105.2, of the Fire Code to the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy Committee to develop and recommend revisions for Council consideration by April 2026.

Financial Implications: See report

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

Action: 8 speakers. M/S/C (Lunaparra/Humbert) to send the item to Council with a Qualified Positive Recommendation with codifying the flexibility that the current process embodies across these sections.

Vote: All Ayes.

Committee Action Items

3a. Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)

From: Commission on Disability

Referred: May 20, 2025

Due: May 31, 2026

Recommendation: The Berkeley City Council shall refer to the City Attorney the requirement to include, in all City of Berkeley contracts that impact the public right-of-way, a clause that obligates City contractors to comply with the Public Right-of-Way Accessibility Guidelines (PROWAG).

Financial Implications: See report

Contact: Thomas Gregory, Commission Secretary, (510) 981-6300

Action: 3 speakers. Item continued to a future meeting.

3b. Companion Report: Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)

From: City Manager

Referred: May 20, 2025

Due: May 31, 2026

Recommendation: The City Manager recommends that the Public Right-of Way Accessibilities Guidelines item be referred to the Facilities, Infrastructure, Transportation, Environment and Sustainability Committee for discussion of potential impacts.

Financial Implications: See report

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

Action: See action for Item 3a.

4. Referral to the City Manager: Amendments to the Berkeley Green Code for Newly Constructed Buildings and Existing Construction

From: Councilmember Tregub (Author)

Referred: September 2, 2025

Due: March 31, 2026

Recommendation: 1. Refer to the City Manager amendments to the Berkeley Green Code, BMC Chapter 19.37, to require AC/Heater to Heat Pump conversions for certain existing residential buildings; and 2. Refer to the City Manager the adoption of a Single Margin Energy Reach Code or another Green Building standard for certain residential and mixed-use new construction.

Financial Implications: See report

Contact: Igor Tregub, Councilmember, District 4, (510) 981-7140

Action: 1 speaker. Presentation made and discussion held. Item continued to a future meeting.

Unscheduled Items

These items are not scheduled for discussion or action at this meeting. The Committee may schedule these items to the Action Calendar of a future Committee meeting.

5. **Discussion Item: 5-Year Paving Plan Update**
From: City Manager
Contact: Terrance Davis, Public Works, (510) 981-6300

6. **Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements**
From: Councilmember O'Keefe (Author), Councilmember Kesarwani (Author), Mayor Ishii (Co-Sponsor), Councilmember Humbert (Co-Sponsor)
Referred: January 26, 2026
Due: June 15, 2026
Recommendation: Refer to the City Manager to prioritize paving Hopkins Street from Sutter to San Pablo with pedestrian safety improvements by Fiscal Year 2026-27 or FY 2027-28 at the latest. Refer to the City Manager to work with the Department of Public Works to: 1. Perform an in-house safety assessment of Hopkins, west of Gilman Street to recommend appropriate pedestrian safety enhancements; 2. Incorporate pedestrian safety improvements into the paving project, including but not limited to additional and improved crosswalks, lighting enhancements, and traffic calming measures consistent with the City's Vision Zero and Pedestrian Plans; and 3. Return to Council by May 2026, as part of the biennial budget development process, for FY 2026-28 with a recommended timeline, scope of work, cost and funding source(s).
Financial Implications: See report
Contact: Shoshana O'Keefe, Councilmember, District 5, (510) 981-7150

Items for Future Agendas

- None

Adjournment

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

Vote: All Ayes.

Adjourned at 4:01 p.m.

I hereby certify that the foregoing is a true and correct record of the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee meeting held on March 4, 2026.

Denise Burgara, Assistant 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.



Igor Tregub Councilmember,
District 4

CONSENT CALENDAR
September 16, 2025

To: Honorable Mayor and Members of the City Council
From: Councilmember Igor Tregub (Author)
Subject: Referral to the City Manager: Amendments to the Berkeley Green Code for Newly Constructed Buildings and Existing Construction

RECOMMENDATION

Refer ~~to~~ the City Manager the following:

- (1) Continued development of a Single Source Energy Margin (Single Margin) reach code for adoption;
- (2) Further analysis, for future consideration, of additional Green Building policy and operational measures, such as Flexible Path (FlexPath) and Air Conditioner to Heat Pump (AC2HP) provisions, and/or other applicable pathways; and
Further streamlining, as feasible and appropriate, of the approval of certain Green Building equipment, systems, features, and processes for residential and residential-over-ground-floor-commercial construction.~~amendments to the Berkeley Green Code, BMC Chapter 19.37, to require AC/Heater to Heat Pump conversions for certain existing residential buildings; and~~

(3)

~~1. Refer to the City Manager the adoption of a Single Margin Energy Reach Code or another Green Building standard for certain residential and mixed-use new construction.~~

SUMMARY

~~This item refers to the City Manager the following:~~

- ~~— Amendments to the Berkeley Green Code, BMC Chapter 19.37, to require AC/Heater to Heat Pump conversions for certain existing residential buildings; and~~
- ~~— The adoption of a Single Margin Energy Reach Code or another Green Building standard for certain residential and mixed-use new construction.~~

FISCAL IMPACTS OF RECOMMENDATION

The proposed Ordinance, depending on the option adopted by City Council, will modestly or moderately increase the plan check and inspection workload. Costs would be covered by existing fees paid by permit applicants. There are no net fiscal impacts from these amendments of the Berkeley Green Code.

CURRENT SITUATION AND ITS EFFECTS

The Berkeley City Council adopted the California Green Building Standards Code with local amendments on November 29, 2022, and readopted this code on June 4, 2024, with State

Mid-Cycle Supplements and further local amendments (effective July 1, 2024).¹

Proposed amendments to the Berkeley Green Code were discussed by the Environment and Climate Commission (ECC) at its April and May 2024 meetings. ECC considered options including a Zero NOx CALGreen reach code and a Single Margin Energy reach code. Several commissioners indicated support for a Zero NOx CALGreen reach code, without an exception for cooking equipment used in commercial kitchens, citing potential benefits including alignment with BAAD's Zero NOx appliance rules, appreciation of future preparedness that a reach code brings, and facilitation of neighborhood decarbonization efforts tied to seismic safety and other health and safety benefits.

On May 7, 2024, City Council referred to the Health, Life Enrichment, Equity & Community (HLEEC) Policy Committee to consider local amendments to CALGreen to require all newly constructed buildings to be Zero NOx Emission Buildings. On July 29, 2024, the HLEEC Policy Committee unanimously voted to send Council a qualified, positive recommendation for the Zero NOx CALGreen reach code, noting also that Council should consider a commercial kitchen exemption, or as an alternative, consider a single margin energy reach code.

On June 26, 2024, staff hosted a virtual roundtable for design professionals, property owners, and developers who have recently built new buildings in Berkeley. This group of stakeholders, who had experience with designing and/or building a variety of building types, voiced support for a healthy environment and healthy buildings. Discussion topics included future code requirements, the housing crisis, recommendations for grid resilient design and battery storage, economic and technical challenges, and PG&E's interconnection timelines. The opinions in this group varied, but a Zero NOx reach code with an exception for commercial kitchens had the most interest. However, several developers voiced that having natural gas available in commercial spaces can help them attract a wider range of restaurant and cafe tenants.

The item was removed from the October 15, 2024, Council agenda in order to evaluate recommendations submitted by several environmental organizations to adopt an Ultra Low NO_x or a single margin energy reach code.

RECENT STATE LAW DEVELOPMENTS

On June 30, 2025, Governor Newsom signed AB 130 (Committee on Budget, 2025), which enacted into statute the following provisions, effective immediately:

SEC. 29.

Section 17958 of the Health and Safety Code is amended to read:

17958.

(a) Except as provided in subdivision (b), and in Sections 17958.8 and 17958.9, any city or county may make changes in the provisions adopted pursuant to Section 17922 and published in the California Building Standards Code or the other regulations thereafter

¹ On October 28, 2025, the Berkeley City Council adopted the first reading of an Ordinance repealing and reenacting the Berkeley Building, Residential, Electrical, Mechanical, Plumbing, Energy, and Green Building Standards Codes in BMC Chapters 19.28, 19.29, 19.30, 19.32, 19.34, 19.36 and 19.37, and adopting related procedural and stricter provisions and scheduled a Public Hearing, pursuant to state law, for the second reading on November 18, 2025. While the adoption of these codes constitutes an update from the 2022 to the 2025 Building Standards Code, with certain local amendments, the Green Building reach codes under discussion were not included in the ordinance. Staff anticipates advancing those codes for City Council review in early 2026.

adopted pursuant to Section 17922 to amend, add, or repeal ordinances or regulations which impose the same requirements as are contained in the provisions adopted pursuant to Section 17922 and published in the California Building Standards Code or the other regulations adopted pursuant to Section 17922 or make changes or modifications in those requirements upon express findings pursuant to Sections 17958.5 and 17958.7. If any city or county does not amend, add, or repeal ordinances or regulations to impose those requirements or make changes or modifications in those requirements upon express findings, the provisions published in the California Building Standards Code or the other regulations promulgated pursuant to Section 17922 shall be applicable to it and shall become effective 180 days after publication by the California Building Standards Commission. Amendments, additions, and deletions to the California Building Standards Code adopted by a city or county pursuant to Section 17958.7, together with all applicable portions of the California Building Standards Code, shall become effective 180 days after publication of the California Building Standards Code by the California Building Standards Commission.

(b) Commencing October 1, 2025, to June 1, 2031, inclusive, a city or county shall not make changes that are applicable to residential units in the provisions adopted pursuant to Section 17922 and published in the California Building Standards Code or the other regulations thereafter adopted pursuant to Section 17922 to amend, add, or repeal ordinances or regulations which impose the same requirements as are contained in the provisions adopted pursuant to Section 17922 and published in the California Building Standards Code or the other regulations adopted pursuant to Section 17922 or make changes or modifications in those requirements upon express findings pursuant to Sections 17958.5 and 17958.7, unless one of the following conditions is met:

(1) The changes or modifications are substantially equivalent to changes or modifications that were previously filed by the governing body of the city or county and were in effect as of September 30, 2025.

(2) The commission deems those changes or modifications necessary as emergency standards to protect health and safety.

(3) The changes or modifications relate to home hardening.

(4) The building standards relate to home hardening and are proposed for adoption by a fire protection district pursuant to Section 13869.7.

(5) The changes or modifications are necessary to implement a local code amendment that is adopted to align with a general plan approved on or before June 10, 2025, and that permits mixed-fuel residential construction consistent with federal law while also incentivizing all-electric construction as part of an adopted greenhouse gas emissions reduction strategy.

(6) The changes or modifications are related to administrative practices, are proposed for adoption during the intervening period pursuant to Section 18942, and exclusively result in any of the following:

(A) Reductions in time for a local agency to issue a postentitlement permit.

(B) Alterations to a local agency's postentitlement fee schedule.

(C) Modernization of, or adoption of, new permitting platforms and software utilized by the

local agency.

(D) Reductions in cost of internal operation for a local agency.

(E) Establishment, alteration, or removal of local programs related to enforcement of building code violations or complaints alleging building code violations.

Several other California jurisdictions (e.g., Mill Valley², Glendale³, Oakland⁴, Menlo Park⁵, San Jose⁶, Sunnyvale⁷, Los Altos Hills⁸, Saratoga⁹, Campbell¹⁰, *et al*¹¹) have passed or are on track to pass an AC2HP measure by early 2026, and the City and County of San Francisco¹² recently approved a sweeping all-electric requirement for major renovations..

City of Berkeley staff continues to work on the development of reach codes per a currently active Council referral¹³. The summary of its upcoming work plan includes:

- Surveying the latest best practices and model ordinances.
- Engaging with stakeholders, including climate action experts, design professionals, and development project sponsors.
- Engaging the Environment and Climate Commission.
- Advancing recommended reach codes to City Council for consideration.

CODE AMENDMENTS

The California Building Standards Code (Title 24 of the State of California Code of Regulations) is updated and published on a three-year cycle. After the California Building Standards Commission publishes the triennial codes, they become effective statewide. The current (2022) cycle of State building codes became effective on January 1, 2023. Local jurisdictions may amend the published codes to address local climatic, geological, or topographical conditions.

The current three-year building code cycle and any effective amendments thereto are effective through December 31, 2025. The local amendments proposed with a green building reach code ordinance would not negate or otherwise affect previously adopted amendments; they introduce new amendments to the 2022 and California Green Building Standards Code. Under state law local jurisdictions may adopt stricter building code provisions if justified by findings of local climatic, geological or topographical conditions.

² https://cityofmillvalley.granicus.com/MetaViewer.php?view_id=2&clip_id=2073&meta_id=100851

³

<https://glendaleca.primgov.com/api/compilemeetingattachmenthistory/historyattachment/?historyId=db909199-b056-4790-90ff-994bc0f6b172>

⁴ Draft not publicly available as of the date of this report's publication.

⁵ <https://menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/20250812/h1-ordinance-amend-chapter-12-muni-code.pdf>

⁶ <https://sanjose.legistar.com/View.ashx?M=F&ID=14574069&GUID=051302E5-52A2-4958-9CEB-6AEDF6C0CAF8>

⁷ <https://sunnyvaleca.legistar.com/View.ashx?M=AO&ID=164851&GUID=16d2e642-ad7e-485a-ac75-599a0d0b0f19&N=Q291bmNpbCBBZ2VuZGEgSXRlbSB1cGRhdGVkIGZvbGxvd2luZyBwdWJsaWNhdGlvbiAocG9zdGVkIDlwMjUwODEyKQ%3d%3d>

⁸ <https://losaltoshills.ca.gov/571/Reach-Codes>

⁹ Draft not publicly available as of the date of this report's publication.

¹⁰ Draft not publicly available as of the date of this report's publication.

¹¹ <https://bayareareachcodes.org>

¹² <https://sfgov.legistar.com/LegislationDetail.aspx?ID=7449406&GUID=B139B7FF-FB8D-4D12-A7B0-9C7C1DFEDBD6&Options=&Search=>

¹³ [https://berkeleyca.gov/sites/default/files/documents/2025-05-](https://berkeleyca.gov/sites/default/files/documents/2025-05-20%20Item%2025%20Authorization%20for%20City%20Manager%20to%20evaluate%20policies)

On October 28, 2025, the Berkeley City Council adopted the first reading of an Ordinance repealing and reenacting the Berkeley Building, Residential, Electrical, Mechanical, Plumbing, Energy, and Green Building Standards Codes in BMC Chapters 19.28, 19.29, 19.30, 19.32, 19.34, 19.36 and 19.37, and adopting related procedural and stricter provisions and scheduled a Public Hearing, pursuant to state law, for the second reading on November 18, 2025. While the adoption of these codes constitutes an update from the 2022 to the 2025 Building Standards Code, with certain local amendments, the Green Building reach codes under discussion were not included in the ordinance. Staff anticipates advancing those codes for City Council review in early 2026.¹⁴

A green building reach code ordinance supports the City's Strategic Plan Goals to create a resilient, safe, connected, and prepared city, and to be a global leader in addressing climate change, advancing environmental justice, and protecting the environment. The ordinance also supports City Council directives and policies related to fire and life safety, resilience, and climate protection, and is supported by the resolution adopting findings of local conditions.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The ordinances contemplated through this referral aligns with Berkeley's health, safety, and climate goals. It supports the Climate Action Plan, Berkeley Resilience Strategy, and Fossil Fuel Free Berkeley goals. Green building reach codes reduce the human health, environmental, and climate impacts of emissions associated with occupying and using the new and existing buildings.

This action is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) because there is no possibility that this action may have a significant effect on the environment; the referral will result in standards that are more protective of the environment than existing state standards, so. Further, the referral will result in standards that are exempt from the requirements of CEQA pursuant to CEQA Guidelines sections 15307 and 15308 as an action by a regulatory agency taken to protect the environment and natural resources.

RATIONALE FOR RECOMMENDATION

Local green building reach codes provide a higher level of safety than are achieved through the State's Building Codes and Energy Codes. Fire risk, risks to the health of building occupants, the accumulating and compounding risks of climate change to the San Francisco Bay Area, its residents, its coastal and littoral zones, and broader risks of degraded air quality justify adoption of Berkeley code amendments that are stricter than the California Building Standards Code and Energy Code.

Single-Margin Energy Reach Code

Council could consider instead adopting an alternative amendment known as a "Single Margin Energy Reach Code" in lieu of a Zero or Ultra-Low NOx emissions ordinance for newly constructed buildings. The single margin approach would require the proposed building to meet a higher source energy compliance margin for all occupancies than currently required by the California Energy Code. Although "source energy" is not defined in the state Energy Code, a Code manual explains it generally measures the marginal greenhouse gas emissions of energy used to supply electricity (2022 Single Family Residential Compliance Manual at 1.6.4). The metric accounts for the system delivering energy to the building, as well as the time of day the energy is delivered.

¹⁴ <https://berkeleyca.gov/sites/default/files/documents/2025-10-28%20Item%2017%20Adoption%20of%20Berkeley%20Building%20Codes%2C%20Including%20Local%20Amendments.pdf>

By requiring that a proposed building achieve a certain compliance margin below the source energy requirement for a standard design building, such an ordinance would require that a building improve upon the state code's 1 metric. Each building type would have a respective single margin it would need to comply with. This approach gives builders flexibility in how to meet these standards and allows and applies to both electric and mixed-use fuel designs. Methods to achieve a particular source energy compliance margin include electrifying appliances, or, if a building uses gas appliances, adding efficiency improvements such as insulation, and/or utilizing solar PV or a battery.

AC to Heat Pump

As the federal government is rolling back climate progress, local governments such as Berkeley must step up to sustain and accelerate emissions reductions. Under an "AC to Heat Pump" (AC2HP) policy, any new installation of an air conditioner would instead be required to use a heat pump, which provides both heating and cooling through a two-way valve, or, alternatively, to install a suite of energy efficiency measures. An AC2HP ordinance was produced in collaboration with the Statewide Reach Codes Program¹⁵, and establishes a "Time of Replacement" policy. The model code language proposes a reach code requiring that any existing single-family home involving replacement or alteration of an existing air conditioning system or installation of a new air conditioning must either include a heat pump space heater as the primary heating system or install other energy conservation measures. This approach targets a natural point of intervention in a building's lifecycle. By focusing on equipment replacement events, this policy minimizes disruption to property owners while ensuring progress toward decarbonization.¹⁶

An AC2HP policy could reduce these emissions by displacing gas furnace use in homes and ultimately eliminating the need for them altogether. Replacing all central AC installations statewide with heat pumps could decarbonize more than half of California's residential space heating demand by 2030, while also cutting harmful air pollution responsible for approximately \$890 million annually in health damages across the Bay Area.

The policy would also align with Berkeley's Building Emissions Savings Ordinance, which provides a compliance pathway for properties with heat pumps. "Time-of-replacement" policies such as AC2HP are considered among the most cost-effective policies for decarbonizing buildings. According to the Berkeley Existing Buildings Electrification Strategy (BEBES), adopted by Council in 2021, "the marginal cost—[the] difference between installing electric equipment and replacing with new gas equipment—at this time is smaller than the full cost of installing electric equipment."

Yet the economics of AC2HP are even more favorable than gas-to-electric conversions. While furnace-to-heat pump conversions typically incur added costs due to electrical work, the electrical and ducting requirements of an air conditioner are typically identical to those of a heat pump. For this reason, BEBES lists AC2HP as a Phase 1 strategy for implementation by 2025.

For new construction, local policies such as the those contemplated under the referral provide a higher level of safety than are achieved through the State's Building Codes. Fire risk, risks to the health of building occupants, the accumulating and compounding risks of climate change to the San Francisco Bay Area, its residents, its coastal and littoral zones,

¹⁵ <https://localenergycodes.com/>

¹⁶ <https://bayareareachcodes.org/model-reach-codes/>

and broader risks of degraded air quality justify adoption of Berkeley code amendments that are stricter than the California Building Standards Code.

ALTERNATIVES CONSIDERED

Council could choose to adopt either a green building reach code for certain new construction types *or* an AC2HP conversion code for existing buildings, or could choose not to adopt a reach code. However, not adopting a green building code would effectively cede Berkeley's reputation as a climate leader to a number of neighboring and other California jurisdictions that are actively developing or have already adopted such a reach code.

Other reach code frameworks for certain new construction types can also be considered. These include Zero and Ultra Low nitrous oxide (NO_x) emission regulations and Flex Path / Electric Readiness Reach Codes.

Zero-NO_x and Ultra-Low NO_x

A Zero NO_x or Ultra-Low NO_x reach code would regulate nitrogen oxide emissions in buildings. Nitrogen Oxides are defined as the sum of nitrogen oxide (NO) and nitrogen dioxide (NO₂), collectively expressed as NO_x, which is a harmful air pollutant. Short-term exposure can aggravate asthma and other respiratory illnesses and can lead to hospital admissions and emergency room visits. Long-term exposure can cause asthma and potentially increase susceptibility to respiratory infections. Further, NO_x contributes to acid rain and is one of the building-blocks of ozone, an air pollutant, a greenhouse gas, and a major component of smog.¹⁷ An ordinance setting limits on appliance-generated NO_x emissions, or an equivalent greenhouse gas reduction ordinance, would set a higher standard for health and environmental protection by improving air quality.

A proposed NO_x emission ordinance would also address an immediate health concern of growing importance for Berkeley residents. The Bay Area Air District (BAAD) notes that: "In 2019, emissions from residential natural gas combustion accounted for roughly the same amount of NO_x emissions as passenger vehicles."¹⁴ However, shifts in remote work practices since 2019 have likely increased that percentage, both due to increased work from home hours and reduced work commutes. BAAD further notes that, "Through the reduction of NO_x and particulate matter emissions, the proposed [BAAD appliance] amendments are projected annually to prevent up to 85 premature deaths and save up to \$890 million in health impacts."¹⁸ In summary, the proposed Berkeley amendment for Very-Low NO_x Emission Buildings advances towards a built environment consistent with current understanding of human disease prevention and environmental health.

Cooking equipment, such as ranges, cooktops, and ovens that emit NO_x, exposes users to the NO_x emissions and impacts their health. The use of exhaust fans and vent hoods while cooking limits exposure indoors but does not remove it completely. The highest cited capture efficiency rate of residential kitchen vent hoods in the Energy Code is 85%, meaning cooks will inhale some combustion byproducts when a NO_x emitting appliance is being used. Residential and commercial kitchen vent hoods exhaust the NO_x emissions to the outside.

From a health and safety standpoint, using Zero NO_x Emitting cooking equipment, whether

¹⁷ <https://www.epa.gov/no2-pollution/basic-information-about-no2>

¹⁸ https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-9-rule-4-nitrogen-oxides-from-fan-type-residential-central-furnaces/2021-amendments/documents/20230522_faq_appliance-rules_final-pdf.pdf?rev=b425fe938f644fa7839f8d938cad41fd&sc_lang=en

in homes or restaurants, offers the greatest health benefit. Allowing an exception from Zero or Ultra Low NOx for cooking equipment serving nonresidential occupancies may provide other types of benefits. For example, it may be more economically attractive to restaurant owners due to factors such as equipment availability and familiarity, as well as purchase and operating costs. Restaurant operators in Berkeley have seen increases in expenses in recent years due to leases, costs of food, staff, and increasing regulatory compliance (e.g., utilizing compostable or reusable takeout containers to eliminate single use disposables).

In addition to its direct health impacts, NOx is one of the building blocks of ozone, a potent greenhouse gas with a Global Warming Potential (GWP) of 520. The Bay Area is currently out of compliance with federal standards for ozone. The provisions for Zero or Ultra Low NOx Emission Buildings made by Chapter 19.37 would have the effect of reducing the emission of ozone, because NOx reacts in sunlight with other volatile organic compounds to create ozone.¹⁹ If adopted, the Ordinance will result in a reduction in ozone and a corresponding reduction in greenhouse gas emissions.

Flex Path and Electric Readiness Reach Codes

Berkeley could also consider adopting a Flex Path and Electric Readiness Reach Code such as one that was recently adopted in Oakland, CA. Oakland's electric readiness reach code that requires new and some existing buildings to have electrical infrastructure installed for future conversion to electric appliances and electric vehicles. These codes, which often focus on new construction and additions or alterations during remodels, are local amendments to the California Building Code designed to reduce future greenhouse gas emissions at a lower cost by preparing buildings for electrification now. Key requirements typically include running 240V circuits for future heat pumps, cooktops, and electric dryers, as well as providing dedicated spaces in the main electrical panel and pre-wiring for electric vehicle (EV) charging.²⁰ It should be noted that Berkeley's recently updated Building Emissions Savings Ordinance already may accomplish these objectives through a similar mechanism for certain types of existing residential construction prior to or shortly following time of sale.²¹

CONTACT PERSON

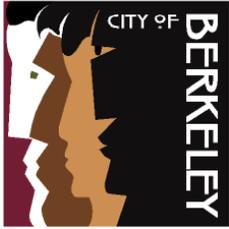
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¹⁹ <https://www.epa.gov/ground-level-ozone-pollution/ground-level-ozone-basics>

²⁰ <https://bayareareachcodes.org/model-reach-codes/#:~:text=Electric%20Readiness%20Reach%20Codes%20outline,reduce%20emissions%20in%20the%20future.>

²¹ <https://berkeleyca.gov/construction-development/green-building/building-emissions-saving-ordinance-beso>



Commission on Disability

ACTION CALENDAR
06/03/2025

To: Honorable Mayor and Members of the City Council
From: Commission on Disability
Submitted by: Kathi Pugh, Chairperson
Subject: Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)

RECOMMENDATION

The Berkeley City Council shall refer to the City Attorney the requirement to include, in all City of Berkeley contracts that impact the public right-of-way, a clause that obligates City contractors to comply with the Public Right-of-Way Accessibility Guidelines (PROWAG).

FISCAL IMPACTS OF RECOMMENDATION

Examples of PROWAG contract clauses are readily available to the Office of the City Attorney. Adoption of this recommendation should not require significant time or expense.

The City currently has a staff position assigned to investigate, monitor and enforce PROWAG. The job description of the City’s ADA Program Coordinator states that “under general supervision” the position is tasked with “implementation of the City’s ADA program which includes...receiving and investigating grievance, reviewing projects plans for accessibility, [and] training city staff.”

CURRENT SITUATION AND ITS EFFECTS

Both the ADA Program Coordinator and 311 receive complaints when disabled pedestrians and wheelchair users confront hazardous conditions in the public right-of-way. City staff time, significantly by the ADA Program Coordinator, is already used to, in many cases, successfully secure compliance with PROWAG. In some cases, City contractors refuse to comply with accessibility guidelines—because the requirement to comply is not stipulated in their contract. This is often on large, months-long City projects that significantly alter and disrupt the public right-of-way.

Failure to comply with PROWAG creates serious safety hazards for people with disabilities. At times, wheelchair users are forced into busy streets when PROWAG is not followed. In 2024-2025, this occurred repeatedly at projects on Bancroft/Fulton, University and Shattuck Avenues.

In addition, Audible Information Devices that warn blind and low vision individuals about blocked and alternate routes are rarely used by City contractors or private construction companies. When employed, these warning devices are frequently useless. They are, with regularity, incorrectly placed, not operating and inaudible. The routine failure to address accessibility for blind and low vision pedestrians creates manifestly unsafe conditions.

The City of Berkeley Public Works Department must develop proactive and effective educational, monitoring and enforcement systems to ensure that disruptions in the public right-of-way, whether performed by the City, its contractors, or during private construction projects, conform to PROWAG standards. When the City is informed of potential violations, timely investigation and remediation must bring violations into PROWAG compliance.

With the passage of Measure FF and the significant street redesign projects that will result, complying with PROWAG technical standards—in both design and construction—is imperative. Over many years, significant resources will be devoted to improving the condition and safety of Berkeley streets and sidewalks. Attention to PROWAG must be the rule—and included in City contracts. When envisioning Berkeley's future, Safe Streets must include the safety of people with disabilities.

BACKGROUND

PROWAG defines aspects of the ADA not specified at the time of the groundbreaking law's passage in 1990. The ADA never specifically addressed accessibility in areas deemed the "public right-of-way." To support implementation of the ADA, the U.S. Access Board, a federal agency charged with promoting "equality for people with disabilities through leadership in accessible design and the development of accessibility guidelines and standards" created PROWAG. These accessibility guidelines were developed over the past two decades.

PROWAG was entered into the Federal Register in 2023 and adopted by the U.S. Department of Transportation in 2024. The City of Berkeley's 2020 Pedestrian Plan, Appendix B: Engineering and Design Guidance references PROWAG numerous times. CalTrans uses its technical standards. It is considered best practice. Yet, it does not hold the force of federally-mandated law. Because of this, the City's ADA Program Coordinator has indicated that some City contractors are unwilling to follow PROWAG. This obstacle to securing the rights and safety of people with disabilities can be overcome by including a PROWAG clause in City contracts.

PROWAG will define the access standards expected by the City of Berkeley in the public right-of-way. It will make clear the City's commitment to accessibility guidelines, empower the ADA Program Coordinator to enforce those guidelines and give the City legal recourse should contractors fail to comply with the contract.

Yet a contract clause, without monitoring and enforcement of its obligations, is meaningless. For implementation, this recommendation requires a Public Works Department committed to the principles and technical standards outlined in PROWAG. We expect—and the City should secure—this level of accessibility and safety for the disability community.

The Commission on Disability took the following action at its April 9, 2025 meeting:

Action: Motion(Fischer/Pugh):To approve the recommendation to City Council regarding the enforcement of PROWAG, with the ability to make small edits regarding Caltrans and the City’s use of PROWAG.

Votes: Ayes: Walsh, Fischer, Pugh, Sun, Lewkowicz, Mann, and Holloway; .Nays: None
Abstain: None; Unexcused Absence: None; Leave of Absence: Paz

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

None.

RATIONALE FOR RECOMMENDATION

The PROWAG Contract Clause recommendation is a Strategic Plan Priority Project, advancing the City’s goals in multiple areas:

- provide state-of-the-art, well-maintained infrastructure, amenities, and facilities;
- create a resilient, safe, connected, and prepared city;
- champion and demonstrate social and racial equity.

ALTERNATIVE ACTIONS CONSIDERED

No alternative actions have been considered.

CITY MANAGER

The City Manager recommends referring this item to the FITES Committee to better understand the potential costs and time impacts of undertaking the recommendation to streetscape projects.

CONTACT PERSON

Thomas Gregory, ADA Program Coordinator, Public Works, 510-981-6418



Office of the City Manager

ACTION CALENDAR
06/03/2025

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Terrance Davis, Director, Public Works

Subject: Companion Report: Enforcement of Public Right-of-Way Accessibility Guidelines (PROWAG)

RECOMMENDATION

The City Manager recommends that the Public Right-of Way Accessibilities Guidelines item be referred to the Facilities, Infrastructure, Transportation, Environment and Sustainability Committee for discussion of potential impacts.

FISCAL IMPACTS OF RECOMMENDATION

An assessment of comparable jurisdictions that currently adhere to PROWAG would need to be conducted to begin to understand the costs for implementation and the potential long-term impact on contracting and timelines for streetscape infrastructure.

Additionally, staff time for the administration of the recommendation has not yet been calculated within the following potentially impacted departments: City Attorney, Public Works; Parks Recreation and Waterfront; Planning and Building; Health Housing and Community Services; and Finance. City staff across multiple departments acting as project managers serve as contract monitors and are not currently trained in PROWAG requirements. Training expenses have not yet been determined.

Time to develop the contractual language needed for implementation would additionally impact the City Attorney's Office, which has not been consulted to calculate the exact staff time required or the potential need for an outside contractor to draft the provisions.

CURRENT SITUATION AND ITS EFFECTS

The City Manager recommends that Council refrain from referring this matter to the City Attorney's Office at this time. Staff would first need to assess capacity to monitor contractors' adherence to PROWAG and to determine how to take remedial steps if contractors fail to comply with PROWAG.

PROWAG is not incorporated in state or federal guidelines to which cities are required to adhere, and there are no funds tied to citywide implementation. If a contractor was unwilling or unable to comply with PROWAG, staff do not currently have clear protocols for when or how to terminate the noncompliant contract. Currently, there are no

protocols for determining if qualified alternative contactors are readily available to fill any gaps created by non-PROWAG compliant contractors. Adding compliance with PROWAG as a contractual duty may result in contractors requiring additional compensation.

Staff have yet to analyze current budgetary constraints to determine if recommended implementation costs are feasible.

BACKGROUND

The Commission on Disability took the following action at its April 9, 2025 meeting:

Action: Motion(Fischer/Pugh):To approve the recommendation to City Council regarding the enforcement of PROWAG, with the ability to make small edits regarding Caltrans and the City's use of PROWAG.

Votes: Ayes: Walsh, Fischer, Pugh, Sun, Lewkowicz, Mann, and Holloway; Nays: None
Abstain: None; Unexcused Absence: None; Leave of Absence: Paz

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

All future potential City contractors for projects related to lowering carbon emissions through upgrading the public right of way to encourage pedestrian and bicyclist use, would be required by the City to adhere to the PROWAG requirements. While many already do, including this in the contractual language, rather than in the design phase, may increase costs.

RATIONALE FOR RECOMMENDATION

Better understanding the PROWAG project and cost implications would be prudent ahead of mandating they be made.

ALTERNATIVE ACTIONS CONSIDERED

Staff could begin the process to study the cost of implementation, but the time required for that study would necessitate an outside contractor to supplement current staffing. A working group consisting of the aforementioned departments impacted by PROWAG requirements could be convened to begin to determine feasibility. There are not currently any funds dedicated in the City Budget for a study by an outside contractor or an interdepartmental working group.

CONTACT PERSON

Thomas Gregory, ADA Program Coordinator, Public Works, 510-981-6418
Wahid Amiri, Deputy Director, Public Works, 510-981-6396



No Material
Available for
this Item

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

The City of Berkeley Facilities, Infrastructure, Transportation, Environment & Sustainability Policy Committee Webpage:

<https://berkeleyca.gov/your-government/city-council/council-committees/policy-committee-facilities-infrastructure-transportation-environment-sustainability>



CONSENT CALENDAR
February 10, 2026

Councilmember Shoshana O’Keefe, District 5
Councilmember Rashi Kesarwani, District 1

To: Honorable Mayor and Members of the City Council
From: Councilmember Shoshana O’Keefe and Councilmember Rashi Kesarwani (Co-Authors), Mayor Adena Ishii and Councilmember Mark Humbert (Co-Sponsors)
Subject: Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements

RECOMMENDATION

Refer to the City Manager to prioritize paving Hopkins Street from Sutter to San Pablo with pedestrian safety improvements by Fiscal Year 2026-27 or FY 2027-28 at the latest.

Refer to the City Manager to work with the Department of Public Works to:

1. Perform an in-house safety assessment of Hopkins, west of Gilman Street to recommend appropriate pedestrian safety enhancements;¹
2. Incorporate pedestrian safety improvements into the paving project, including but not limited to additional and improved crosswalks, lighting enhancements, and traffic calming measures consistent with the City’s Vision Zero and Pedestrian Plans; and
3. Return to Council by May 2026, as part of the biennial budget development process, for FY 2026-28 with a recommended timeline, scope of work, cost and funding source(s).

CURRENT SITUATION AND ITS EFFECTS

The overall pavement quality of the Hopkins corridor is poor. Of the 12 different segments that run from Sutter to San Pablo Avenue only two are considered in fair condition on a scale of 0 to 100, with zero being “failed” and 100 being “brand new.” Eight other segments along the corridor are considered in “poor” condition, ranging on the scale from 33 to 46, while two are rated as “failed,” with scores of 19 and 24 respectively.² The exact scores of each segment can

¹ The Hopkins Corridor Traffic and Placemaking Study originally only considered design improvements between Gilman Street and Sutter leaving the segments of Hopkins west of Gilman with no prior staff safety assessment.

² This rating system is used by the Metropolitan Transportation Commission, a transportation agency for the nine San Francisco Bay Area counties. See: https://mtc.ca.gov/sites/default/files/documents/2026-01/PCI_table2024DataJanuary2026Update.pdf?cb=75f63c2d

be found in Exhibit 1 in the section below. This item is recommending doing only pedestrian upgrades because Measure FF, the sidewalk and street repairs parcel tax passed by the voters in November 2024 with 60 percent approval, specifically notes, “Proceeds of the tax may not be used to fund bicycle-specific safety improvements (such as cycletracks or protected bikes lanes) on Hopkins Street between McGee and Gilman.”³

BACKGROUND

Hopkins serves as a major east–west arterial in North Berkeley, linking the Berkeley Hills to San Pablo Avenue and I-80. It is unique in that it combines dense residential neighborhoods with a neighborhood-serving commercial district centered around the intersection of Hopkins Street and Monterey Avenue. This area includes the Monterey Market, Magnanis Poultry, Hopkins Street Bakery, Gioia Pizza, the Berkeley Horticulture Nursery, Espresso Roma Cafe, and other long-standing small businesses that serve the neighborhood and also draw visitors from across Berkeley. The corridor is also home to the North Branch of the Berkeley Library, several schools including Mustard Seed, Hopkins Preschool, King Middle School, and St. Mary’s High School, as well as a high concentration of both families and seniors. It is also the most direct route used by northwest Berkeley residents to access these public services and amenities that are not readily available in their own neighborhoods.

The street has a documented history of pedestrian and bicycle safety concerns, and has been identified in Berkeley’s Vision Zero Plan as a high injury street.⁴ Many intersections are outdated, lacking modern safety features and in the last several decades, the street has been home to fatalities and severe injuries. In 2017, a crash claimed the life of a Berkeley resident, prompting a referral from then Councilmember Sophie Hahn for a traffic and placemaking study for the corridor. In an April 2023 off-agenda memo, former City Manager Dee Williams-Ridley, cited vacancies within the Transportation Division of the Public Works Department as the reason for pausing the work previously directed by the City Council, which was to further develop designs for the Hopkins project.⁵

Although the City had previously set aside funding for the Hopkins Paving Project, City Council reallocated \$2.8 million of those funds on June 13, 2023, to close the Measure T1 funding gap.⁶ An additional \$900,000 was later removed from the project during the adoption of the FY 2023-

³ Measure FF ballot statement and text of the ballot measure: https://berkeleyca.gov/sites/default/files/documents/24%20-%20Measure%20FF%20-%20City%20of%20Berkeley%20-%20SAFE%20Streets_3.pdf, page 6 of 14.

⁴ June 28, 2022 Regular City Council meeting, agenda item #23: “Vision Zero Annual Report.” https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf

⁵ April 4, 2023 Public Information Report for Hopkins Corridor Project: <https://berkeleyca.gov/sites/default/files/documents/2023-04-05%20Public%20Information%20for%20Hopkins%20Corridor%20Project.pdf>

⁶ November 28, 2023 Regular City Council meeting agenda item #17: “Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028.” <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

24 budget. However, when the City Council approved the Street Rehabilitation Five-Year Plan for Fiscal Years 2024-2028, staff committed to completing Hopkins as soon as possible and no later than this five-year cycle.⁷

As of today, Hopkins Street from Sutter to San Pablo remains on the City’s 5 Year Paving Plan as a 2023 holdover.⁸ The state of the street has only continued to worsen, with parts of Hopkins rated among the worst Pavement Condition Index scores in the City. From an asset management perspective, the current Pavement Condition Index (PCI) scores present a critical urgency.

Exhibit 1: Hopkins Street Segments Are Mostly in Failed or Poor Pavement Condition

District	Street Name	Beg Location	End Location	Last Calc PCI	Calc PCI Date	Condition	PCI Range	Last MNR Date	Last MNR Treatment
1	Hopkins Street	San Pablo Ave	Stannage Ave	46	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Stannage Ave	Northside Ave	61	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Northside Ave	Peralta Ave	66	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Peralta Ave	Gilman St	43	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Gilman St	Sacramento St	19	7/24/2024	Failed (30-0)	20-11	9/13/2002	Mill & Overlay w/ Fabric
1,5	Hopkins Street	Sacramento St	Hopkins Ct	39	7/24/2024	Poor (50-31)	40-31		
5	Hopkins Street	Hopkins Ct	Monterey Ave	40	07/09/2024	Poor (50-31)	40-31		
5	Hopkins Street	Monterey Ave	Mc Gee Ave	38	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Mc Gee Ave	Carlotta Ave	33	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Carlotta Ave	Josephine St	34	07/09/2024	Poor (50-31)	40-31	12/01/1989	Mill & Thick Overlay
5	Hopkins Street	Josephine St	The Alameda	39	07/09/2024	Poor (50-31)	40-31	07/01/1991	Reconstruct Structure (AC)
5	Hopkins Street	The Alameda	Sutter St	24	07/09/2024	Failed (30-0)	30-21	07/01/1991	Mill & Thick Overlay

Source: Department of Public Works

⁷ November 28, 2023 Regular City Council meeting agenda item #17: “Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028.” <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

⁸ November 28, 2023 Regular City Council meeting agenda item #17: “Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028.” <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

Exhibit 2: A Segment of Hopkins Street between Gilman and Sacramento with a PCI of 19, indicating a failing pavement condition



Source: Councilmember Rashi Kesarwani

Along with paving, the pedestrian safety improvements proposed for this segment include:

- Reconstructed curb ramps
- Bulb-outs at Monterey/Hopkins (NW and NE corners with green infrastructure: 346 & 249 sq ft); Bulb-out at California/Hopkins (SE corner); Bulb-outs at all four corners at The Alameda/Hopkins, including approximately 556 sq ft of green infrastructure on the NW corner
- Relocation of the Hopkins/McGee crosswalk from west to east (requires a new north-side curb ramp)
- Raised crosswalk at Hopkins/Josephine (west side)
- Additional Rapid Flashing Beacons (RRFB), bulb-outs, pedestrian safety islands, stop signs and other types of improvements as recommended by staff to enhance safety at intersections and crossings west of Gilman Street

Given the safety concerns, the deteriorating condition of the street, and the fact that Hopkins Street has been on the paving plan for years, this referral asks the City Manager to follow through with the commitment the City made to the residents of Hopkins Street and move forward with paving the street with pedestrian safety and traffic calming measures.

REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES AND LAWS

Advancing paving and pedestrian safety on Hopkins will support citywide goals and address deferred maintenance, in accordance with the City's Vision Zero and Pedestrian Plans.

CONSULTATION/OUTREACH OVERVIEW AND RESULTS

Councilmembers O'Keefe and Kesarwani met with the City Manager and Public Works, and both expressed interest in pursuing the project.

ENVIRONMENTAL SUSTAINABILITY

The Hopkins Street paving project is subject to the City of Berkeley's Green Infrastructure (GI) requirements, which were established to comply with the San Francisco Bay Regional Water Quality Control Board's Stormwater Municipal Regional National Pollutant Discharge Elimination System (NPDES) Permit (MRP3).

FISCAL IMPACTS

To be determined.

CONTACT

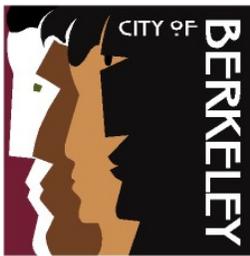
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Councilmember Rashi Kesarwani, rkesarwani@berkeleyca.gov, (510) 981-7110

ATTACHMENT

1. Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study⁹

⁹ January 28, 2018 Regular Council Meeting agenda item #28, "Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study." <https://newspack-berkeley-side-cityside.s3.amazonaws.com/wp-content/uploads/2021/04/2018-01-23-Item-28-Budget-Referral-Hopkins.pdf>



SOPHIE HAHN

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Phone: (510) 981-7150
Email: shahn@cityofberkeley.info

CONSENT CALENDAR

January 23, 2018

To: Honorable Mayor and Members of the City Council
From: Councilmember Sophie Hahn
Subject: Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study

RECOMMENDATION

Refer to the Budget Process the funds necessary to undertake a traffic and placemaking study of the Hopkins/Monterey/Sacramento corridor; specifically, Sacramento Street from the southern approach of Rose Street to Hopkins, Hopkins from Gilman Avenue to Sutter/Henry, and the Monterey Avenue approach to Hopkins from the North. The study should include all intersections and use a “complete streets” approach to identify improvements to be integrated into the paving and bicycle infrastructure work already scheduled for this area, and to identify additional projects to be undertaken over time, with an emphasis on pedestrian safety, bike and vehicle safety and flow, community-building and placemaking, parking, support for local businesses, green infrastructure and aesthetics. Include cost estimates, potential sources of funding and a proposed timeline for implementation of recommended improvements.

FINANCIAL IMPLICATIONS

\$200,000 to supplement existing funds for planning in the corridor, and staff time to complete the studies.

BACKGROUND

In 2017, the City of Berkeley experienced two fatalities as a result of car accidents involving pedestrians or cyclists. Both occurred in the heavily trafficked Hopkins /Sacramento/Monterey corridor (the “Hopkins Street Corridor”), one at the intersection of Hopkins and Monterey involving a pedestrian¹, and the other on Sacramento Avenue near Hopkins, involving a cyclist². These tragedies are just two of the most recent and deadly incidents in this busy area, and highlight the need for a comprehensive traffic study of the Hopkins Street Corridor. Specifically, the area of study should include Sacramento Street from the southern approach of Rose Street to Hopkins Street, Hopkins from Gilman Street to Sutter Street, and the Monterey Avenue approach to Hopkins from the North, plus all major and minor intersections.

In addition to the recent deaths in this area, there are numerous impactful conditions in the Hopkins/Monterey corridor that support the need for comprehensive study of traffic conditions

¹ <http://www.berkeleyside.com/2017/05/01/longtime-activist-69-dies-north-berkeley-crash-police-say-driver-failed-yield/>

² <http://www.berkeleyside.com/2017/02/08/cyclist-dies-north-berkeley-crash/>

and placemaking including, but not limited to:

- The busy neighborhood commercial area centered around the intersection of Hopkins Street and Monterey Ave, which attracts significant car, bicycle and pedestrian traffic on a daily basis, constant ingress and egress from parking lots and spaces, and associated delivery and other trucks;
- Numerous educational and recreational facilities in the area that involve drop-off and pick-up of youth, and/or youth pedestrians and bike riders, including at least four preschools (Mustard Seed at 1640 Hopkins St, Hopkins Pre-school at 1810 Hopkins, Sprouts at 1910 Hopkins, and Gay Austin School at 1611 Hopkins), King Middle School, King's playing fields and the adjacent park, pool, and tennis courts, St. Mary's High School and the North Branch Library;
- Two active churches;
- A high concentration of families and Senior Citizens living in the area, regularly crossing streets to access shops, recreational and ecumenical facilities and the North Branch public library;
- Hopkins and Monterey serving as major East/West access corridors with significant vehicular traffic to and from freeways and cross-town destinations (via Sacramento, San Pablo, The Alameda/MLK and Sutter/Henry/Shattuck);
- Hopkins and Sacramento serving as designated Emergency Access and Evacuation Routes³;
- California Street as a bicycle boulevard, and both Hopkins and Monterey scheduled for new bike infrastructure as part of the 2017 Berkeley Bicycle Plan;
- Several AC Transit bus lines travelling through the corridor;
- One of only two gas stations in North Berkeley located at Hopkins and MLK/Alameda, with vehicles regularly stacked in the street and intersection awaiting ingress;
- The area, in particular the commercial district at Hopkins and Monterey, serving as an important community gathering space; and
- Treasured local businesses along Hopkins that draw a neighborhood and regional clientele and benefit from pedestrian activity and lively café-seating and street-life.

In light of all of these conditions, a comprehensive planning process is warranted - if not overdue - to improve the safety and enjoyment of the corridor for all citizens and all uses.

The study should include robust community outreach and input, and address the following considerations, as well as others deemed advisable by staff or the public:

Complete Streets/Traffic:

- Pedestrian safety at all intersections along the corridor, in particular at Monterey and Hopkins, the site of a fatality in April of 2017;
- Bicycle lanes, parking and infrastructure, including elements anticipated as part of the 2017 Berkeley Bicycle Plan;

³ https://www.cityofberkeley.info/uploadedImages/Fire/Level_3_-_General/Wildfire%20Evacuation%20Map%202011.JPG?n=8697

- Traffic flow into and out of the corridor, with special attention to the Gilman/Hopkins, Sacramento/Hopkins, Hopkins/Monterey and Hopkins/MLK/Alameda intersections;
- Ingress and egress from the Monterey Market and the Hopkins/MLK/Alameda gas station;
- Parking, pick-up and drop-off for schools, the public library, churches and recreational facilities, including consideration of traffic management at peak times;
- AC Transit and school busses, both public and private;
- Green Infrastructure
- Addition of signalized intersections and/or adjustment of timing, turning and other features of signalized intersections; and
- Parking for employees and customers and loading for commercial vehicles.

Community Building/Placemaking

- Study to include the entire neighborhood commercial area of Hopkins Street from McGee Avenue to Hopkins Court;
- Exploration of means to create additional spaces for community gathering and to increase greenery and other placemaking amenities that harmonize with existing features in the corridor, with full access for all ages and abilities;
- Ensure design and style of improvements add to the charm and character of this highly valued and historic neighborhood commercial district; and
- Any other considerations that may further enhance placemaking and the safe and vibrant use of public spaces, including improvements to hardscape and greenery and enhancement of community-building and placemaking.

ENVIRONMENTAL SUSTAINABILITY

This recommendation supports Berkeley's environmental sustainability and resilience goals by encouraging biking and walking, enhancing a neighborhood shopping district with locally owned businesses that source responsibly and locally, incorporating green infrastructure, and strengthening community.

CONTACT PERSON

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