



DISASTER AND FIRE SAFETY COMMISSION

Meeting Agenda
August 5, 2026
7:00 PM

Fire Department Headquarters – 1250 Ninth Street

Mayor's Appointee- Andy Katz

District 1 – Michael Wilson
District 2 – Weldon Bradstreet
District 3 – Todd Darling
District 4 – Robert Kinoshian

District 5 – Jacob Dadmun
District 6 – Greg Murphy*
District 7 – Taj Herzer-Baptiste
District 8 – Theo Gordon**

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 669-254-5252 or 1-669-254-5252 (Toll Free) and enter Meeting ID: 165 884 0237. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email kmay@berkeleyca.gov. This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953.

Public Comment Policy: Members of the public may speak on any items on the agenda and items not on the agenda during the initial Public Comment period. Members of the public may also comment on any item listed on the agenda as the item is taken up. Members of the public may not speak more than once on any given item. The Chair may limit public comment to 2 minutes or less.

Preliminary Matters

Call to Order

Approval of the Agenda

Discussion –
Agenda approved as amended

Public Present:

Public Comment on Non-Agenda Matters

1. Chairperson's Report
2. Fire Department Staff Report

REGULAR AGENDA MATTERS *All Regular agenda Matters are for discussion and possible action.*

3. **Discussion/Action:** Minutes of June 24, 2026
 Recommendation: Approve the draft minutes of the June 24, 2026
 regular meeting.
 Written Materials: June 24, 2026 Draft Minutes
 Presentation:

4. **Discussion:** Lithium-ion Battery Presentation (Herzer-Baptiste)
 Recommendation:
 Written Materials: Berkeley Lithium-Ion FAQ
 Berkeley Lithium-Ion Commissioner Briefing
 Presentation:

6. **Work Group Reports**
 Receive reporting on recent activities by the following work groups:
 - Plan & Budget Oversight
 - Neighborhood Fire Resiliency
 - Safe Passages
 - Community Outreach
 - Street Trauma Prevention Program
 Written Materials:
 Presentation:

7. Future Agenda Items and Next Steps
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Adjournment

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Keith May, kmay@berkeleyca.gov 510-981-5508.

Communications to Berkeley boards, commissions or committees 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 a City board, commission, or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission, or committee. 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 secretary to the relevant board, commission, or committee for further information.

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at Berkeley Fire Department located at 2100 Martin Luther King Jr. Way Berkeley, CA.

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 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

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I hereby certify that the agenda for this regular/special meeting of the Berkeley City's Disaster and Fire Safety Commission was posted at the front of the Division of Training, 997 Cedar Street, as well as on the City's website, three days prior to the scheduled Commission meeting.

SECRETARY SIGNATURE

*Keith May*     7/29/2026

## DFSC Staff Report

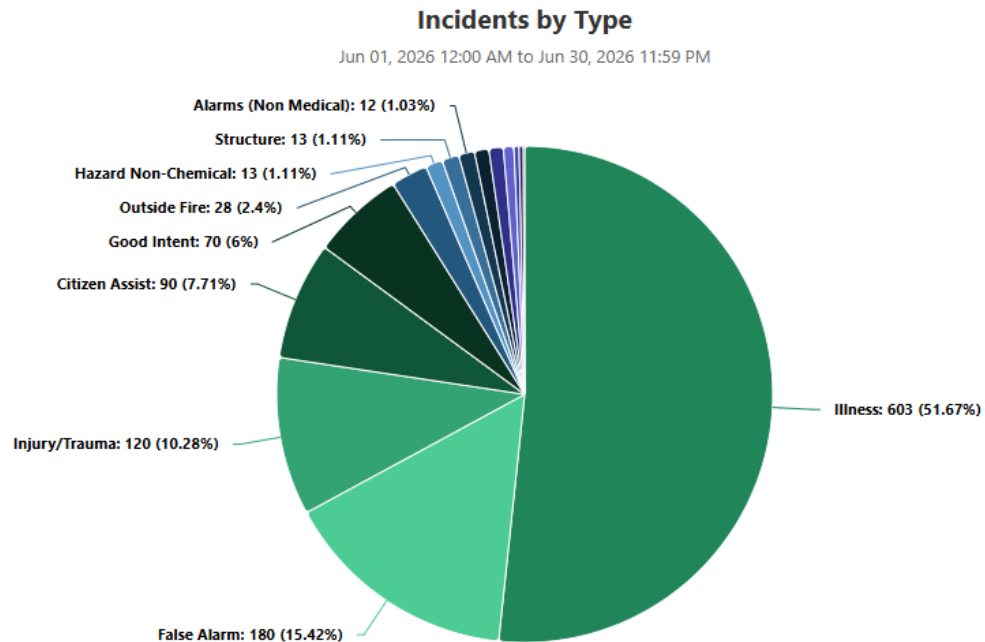
August 5, 2026

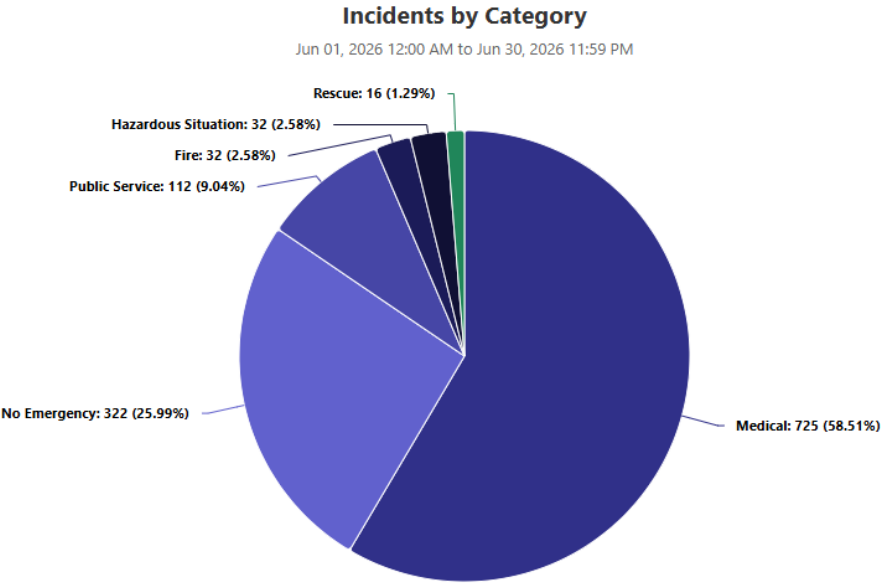
1. Measure FF Monthly Report
  - a. Budget Overview –
  - b. Quarter 1 (July, August, September) report due in November  
Quarter 2 (October, November, December) report due in February  
Quarter 3 (January, February, March) report due in May  
Quarter 4 (April, May, June) End of Year Report due in **October**
    - i. Program Review
      - **WUI Interns** – The Interns provide Berkeley Fire Department with a trained, mobile and mission-specific workforce that is principally assigned to monitor vegetative hazardous fuel on or near structures, collect data, and identify reduction activities
        - The Interns have continued with both scheduled inspections and canvassing neighborhoods. They also spent three days at the Berkeley Tuolumne Camp performing defensible space clearing and landscape treatments.
2. Measure GG Monthly Report
  - a. Budget Overview – No new update
  - b. Quarter 1 (July, August, September) report due in November  
Quarter 2 (October, November, December) report due in February  
Quarter 3 (January, February, March) report due in May  
Quarter 4 (April, May, June) End of Year Report due in **October**
3. Fire Facilities Master Plan (FMP): Berkeley Fire Department stations are undersized, in poor condition and in need of remodels or replacement. The Department initiated a long-term replacement planning process to better understand infrastructure needs. This process will provide the city leaders of today and tomorrow with actionable information ahead of future infrastructure bond measures. *(Measure FF has funded the study only)*
  - a. **Update:** No new updates.
4. Department Activities
  - a. **Disaster Preparedness and Safety Element Update:** The Disaster Preparedness and Safety Element Update was sent out in your Agenda packets. Please review and prepare questions or comments for September meeting. A presentation is being prepared for the September 23<sup>rd</sup> DFSC Regular meeting.
  - b. **State OES Fire Request:** Region request for the OES Type VI Strike Team to assist in the State of Oregon which currently has seventy-six active wildfires going on. Four

of our personnel are currently assigned to the Akawa Butte Fire which is in the Southern Deschutes National Forest.

- c. **Water Tender Vehicle:** WT-1 is now in-service at Station 4. This apparatus will strengthen our ability to respond to wildland fires and other emergencies where access to water may be limited. The tender can transport and deliver a large volume of water to support firefighting operations in remote or water-scarce areas, helping crews sustain suppression efforts and refill fire engines without relying on a nearby hydrant. It will also support incidents within the city where additional water is needed, including vehicle fires and other emergencies along Interstate 80, as well as response efforts following a seismic event that damages or disrupts EBMUD water infrastructure.

## 5. Call Volume Report





**DFSC Action Tracker**

| Date of DFSC Action | Description | Status |
|---------------------|-------------|--------|
|                     |             |        |

## **DISASTER AND FIRE SAFETY COMMISSION**

### **REGULAR MEETING**

**June 24, 2026**

**7:00 PM**

Fire Department Division of Training Classroom – 997 Cedar Street

Mayor's Appointee- Andy Katz

District 1 – Michael Wilson  
District 2 – Weldon Bradstreet  
District 3 – Todd Darling  
District 4 – Robert Kinosian

District 5 – Jacob Dadmun  
District 6 – Greg Murphy\*  
District 7 – Taj Herzer-Baptiste  
District 8 – Theo Gordon\*\*

### **DRAFT MINUTES**

#### **Preliminary Matters**

##### **Call to Order**

Meeting called to order at 7:06 PM

Present: Wilson, Murphy, Herzer-Baptiste, Gordon, Kinosian, Dadmun, Darling

Late: Katz (7:10)

Absent: Bradstreet, Gordon

LOA:

##### **Public Present - 4**

##### **Approval of the Agenda**

Discussion – None

Agenda approved as amended by Acclamation

##### **Public Comment on Non-Agenda Matters**

Public speakers: 2

1. Chairperson's Report
2. Fire Department Staff Report

**REGULAR AGENDA MATTERS** *All Regular Agenda Matters are for discussion and possible action.*

3. **Action/Discussion:** Minutes of May 20, 2026 (Murphy)  
*Amended...Added the complete voting of Commissioners*
- Recommendation:** Approve the Draft Minutes of April 22, 2026, Regular Meeting.
- Written Material:** DFSC May 20, 2026 Draft Minutes
- Motion to Approve: As amended. Kinosian  
Second: Darling  
Vote:  
Ayes: Katz, Wilson, Darling, Kinosian, Dadmun, Murphy, Herzer-Baptiste
- Abstain:  
Absent: ` Bradstreet, Gordon  
LOA:
4. **Discussion/Action:** Work Plan FY 26/27 (Murphy)  
Item 5 "EMS Work Group" has been pulled after discussion.
- Recommendation:** Finalize Work Plan
- Written Material:** 2026-2027 DFSC Work Plan
- Motion to Approve: As amended. Katz  
Second: Darling  
Vote:  
Ayes: Katz, Wilson, Darling, Kinosian, Dadmun, Murphy, Herzer-Baptiste
- Abstain:  
Absent: ` Bradstreet, Gordon  
LOA:
5. **Discussion/Action:** Evaluation of the Berkeley Emergency Alternative Response (BEAR) Program: DFSC Ad-Hoc Committee and Request for Council Support (Herzer-Baptiste)
- Recommendation:** Request Approval for Continuation of the BEAR Ad Hoc Sub-Committee. *Amended... comprised of HB,*

*Katz, Kinosian, and Wilson and to bring back to the Commission no later December 2*

**Written Material:** Draft Recommendation To Council

Motion to Approve: As amended. Murphy  
Second: Wilson  
Vote:  
Ayes: Katz, Wilson, Darling, Kinosian, Dadmun, Murphy  
Herzer-Baptiste  
Abstain:  
Absent: Bradstreet, Gordon  
LOA:

## 6. Work Group Reports

Receive reporting on recent activities by the following work groups:

- Plan & Budget Oversight
- Neighborhood Fire Resiliency
- Safe Passages
- Community Outreach
- Street Trauma Prevention Program

Future Agenda Items and Next Steps

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## Adjournment

Motion to Adjourn Wilson  
Second Dadmun  
Meeting Adjourned 8:39 PM

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SECRETARY SIGNATURE

Keith May 6/24/2026

ANTICIPATED QUESTIONS — Uncertified Lithium-Ion Battery Ordinance

Prepared for the Disaster and Fire Safety Commission · Internal working document

Not legal advice. Items marked [CA] should be confirmed with the City Attorney's Office before being stated publicly.

SCOPE AND REACH OF THE ORDINANCE

Q1. Doesn't California SB 1271 already require this? Why do we need a local ordinance?

Short answer: *SB 1271 sets the standard. This ordinance gives Berkeley the tools to enforce it locally.*

SB 1271, effective January 1, 2026, requires certification statewide — and that is the correct standard. But it does not give Berkeley a local penalty, does not clearly reach a battery shipped to a Berkeley address by an out-of-city or online seller, and does not give our City Attorney local injunctive authority. San Francisco adopted its ordinance in June 2026, months after SB 1271 was already in effect, for exactly this reason. Section 3 of our draft states expressly that nothing in it may be applied in conflict with state law; it complements SB 1271 rather than duplicating or displacing it. [CA: confirm no express preemption of local fire-code measures in SB 1271.]

Q2. Is this retroactive? Does it affect batteries people already own?

Short answer: *No. It applies only to future sales, offers, and deliveries.*

The ordinance reaches three acts only: selling, offering for sale, and delivering. It does not regulate possession, storage, or use. A resident who already owns a device is not affected, does not need to replace anything, and cannot be cited. The ordinance also does not reach back to penalize a sale that was lawful when it was made — California law strongly disfavors retroactive application, and penalty provisions raise due-process concerns. This is prospective legislation, by design.

Q3. What about someone who moves to Berkeley with a battery they lawfully bought elsewhere?

Short answer: *They are outside the ordinance entirely. Nothing they do violates it.*

A resident moving in from another state or jurisdiction with a lawfully purchased battery commits no violation, because the ordinance regulates the seller's conduct at the point of sale or delivery — not the owner's. This is a deliberate limit. The ordinance is designed to stop the inflow of dangerous batteries, not to police what is already in people's homes.

Q4. Then who is liable if a battery like that causes a fire? [CA]

Short answer: *Ordinary tort law governs — not this ordinance.*

Because the resident violates no provision, the ordinance is silent as to them, and liability would be determined under existing law. In general terms, potential avenues include product liability against the manufacturer or distributor (often an offshore entity that is difficult to reach in practice); strict liability extending down the distribution chain to the retailer, subject to jurisdictional limits where the sale occurred out of state; ordinary negligence as to the owner, where a mismatched charger, an ignored recall, or unsafe charging contributed, with renters' or homeowners' liability coverage typically responding; and premises liability as to a landlord on notice of a hazard who failed to act.

There is a point worth making affirmatively here. Where a seller does violate this ordinance and that battery later causes a fire, the violation may support a negligence per se theory in a subsequent civil action. The ordinance therefore creates a deterrent on retailers well beyond the dollar amount of the administrative penalty. [CA: confirm framing before asserting publicly.]

Q5. Could Berkeley go further and ban possession of uncertified batteries?

Short answer: *Legally it is likely available; as policy, we are not recommending it.*

A prospective storage or possession restriction is not “retroactive” in the legal sense — it regulates ongoing conduct going forward, which is why New York City has moved in that direction, drafting rules to make storing an uncertified battery unlawful citywide. But the burden of such a rule falls hardest on delivery workers and low-income riders who already own their equipment and cannot readily replace it, and enforcement against private residences raises significant practical and equity concerns. We recommend Berkeley stop the inflow first. If Council wishes to address the existing stock of batteries, the better tool is a trade-in or buy-back program (see Q7), not a possession ban.

Q6. Can Berkeley actually enforce this against online retailers outside the city?

The ordinance prohibits delivery to any address within Berkeley, which is what gives it reach over remote sellers — this is the same mechanism San Francisco adopted. Enforcement against a distant online seller will be harder than against a storefront, and we should be candid about that. The City Attorney’s injunctive authority is the meaningful tool against a repeat remote violator, and the provision also supports voluntary compliance by major platforms, which generally prefer to configure around a clear local prohibition rather than litigate it. [CA: personal jurisdiction over out-of-state sellers.]

EQUITY AND COST

Q7. Won’t this raise costs for delivery workers and low-income riders who depend on these devices?

Short answer: *The ordinance does not require anyone to replace what they own. But the concern is legitimate and deserves a real answer.*

Because the ordinance applies only to new sales and deliveries, no current owner incurs a cost. Certified devices generally carry a higher price than the cheapest uncertified models, so over time this may raise the entry price of a new device — that is the tradeoff of a safety standard, and it is already the statewide baseline under SB 1271 regardless of what Berkeley does.

The stronger response is to pair the ordinance with access. New York City launched a \$2 million trade-in program allowing delivery workers to exchange uncertified e-bikes and batteries for certified ones. Delivery workers there supported it, in part because many had been charging uncertified batteries overnight in their homes out of necessity. We recommend Council direct staff to explore a comparable trade-in, subsidy, or safe-charging program for Berkeley, funded through grants or partnerships rather than the General Fund. This addresses the existing stock that the ordinance deliberately does not reach.

It is also worth stating plainly: the people most exposed to these fires are the same people who rely on these devices for work and who live in the densest, oldest housing. This is a safety measure for them, not against them.

Q8. Is this an attack on e-bikes or micromobility generally?

Short answer: *No. The problem is uncertified batteries, not electric mobility.*

The ordinance is narrowly scoped to certification. Every certified e-bike, scooter, and replacement battery remains fully legal to sell, buy, and use. Berkeley has strong reasons to want more micromobility, not less — and a preventable fire that displaces a building sets that goal back. As Supervisor Mahmood framed it in San Francisco, the problem is not e-bikes and scooters; it is the use of uncertified batteries in them.

TECHNICAL AND ENFORCEMENT QUESTIONS

Q9. What stops a seller from simply applying a counterfeit UL label?

Short answer: *Nothing in the current draft — and this is a real gap we should address.*

FDNY investigators have repeatedly encountered counterfeit UL certification labels. Following a Queens fire that killed two siblings, investigators recovered a charger bearing a fake UL mark, and reporting has documented UL-style stickers offered on overseas marketplaces for a fraction of a cent apiece. Our draft, following San Francisco's, keys compliance to the certification logo or wordmark being displayed on the packaging, documentation, or device — a standard a counterfeit sticker satisfies on its face.

Recommended fix: Section 326.4 already authorizes the Fire Chief to promulgate rules, forms, and guidance. We should ask the City Attorney whether to add express authority for the Fire Chief to require documentary proof of certification from an accredited laboratory, not merely a displayed mark. This is a modest amendment that materially strengthens enforcement. [CA]

Q10. Does this cover conversion kits, refurbished batteries, and secondhand sales?

As drafted, the prohibition reaches any sale, offer for sale, or delivery of a covered device or replacement battery, which would include a commercial secondhand sale. Do-it-yourself conversions and rebuilt or refurbished packs are a well-documented share of the hazard, and New York separately made it unlawful to refurbish batteries for sale. Whether our draft adequately reaches rebuilt packs and conversion components, and whether private person-to-person resale should be addressed, are worth confirming before adoption. [CA]

Q11. What will enforcement cost, and who does it?

The Fire Department (Fire Prevention) would enforce through Berkeley's existing administrative citation process under BMC Chapter 1.28, with the City Attorney available for civil action. No new General Fund appropriation is contemplated. Because SB 1271 already requires certification statewide, most legitimate retailers must meet the standard regardless, so the compliance burden falls primarily on sellers already out of step with state law. If enforcement volume proves significant, the Fire Department would return to Council with a resource request. For scale: FDNY's dedicated task force inspected 585 e-bike shops in 2024 — Berkeley's retail footprint for these products is a small fraction of that.

Q12. Why not just do public education instead?

Short answer: *We should do both. But education alone demonstrably does not stop the fires.*

New York City is the natural experiment. An aggressive education and inspection campaign, including a \$1 million advertising buy, cut battery-fire deaths from 18 in 2023 to 6 in 2024 — a 67 percent reduction, and a genuine achievement. Over the same period the number of battery fires did not fall; it rose slightly, from 268 to 277. Education changes how people charge and store a battery. It does not remove a defective battery from a building. Both tools are needed, and the Commission should support a Berkeley education campaign alongside this ordinance.

ACTION ITEM BEFORE PRESENTATION — Berkeley-specific data

Q13. How many lithium-ion battery fires has Berkeley actually had?

We do not currently have this figure, and it is the most likely question we cannot answer. Our packet relies on New York City, San Francisco, and federal CPSC data. Before this item is heard, we should request from Berkeley Fire the count of lithium-ion or powered-mobility-device-related fire incidents over the last three to five years, any associated injuries, displacements, or dollar loss, and whether NFIRS coding allows these to be isolated reliably. Even a small number is persuasive when paired with the regional trend; "we have not had one yet" is also a usable answer, framed as acting before Berkeley has its own 50 Golden Gate. What is not usable is having no answer at all.

Sources: U.S. Consumer Product Safety Commission, Notice of Proposed Rulemaking, Safety Standard for Lithium-Ion Batteries Used in Micromobility Products (Fed. Reg., June 24, 2026); CPSC, Micromobility Products-Related Deaths, Injuries, and Hazard Patterns (2017–2024); CPSC warning re: Unit Pack Power e-bike batteries (April 2024); FDNY reporting and Commissioner statements, 2021–2025; NFPA Journal (August 2025); San Francisco Fire Department; SF Board of Supervisors File No. 260359 / Ordinance No. 122-26; California SB 1271 (2024); New York City Local Law 39 (2023). Incident counts vary somewhat by source and reporting period.

WHY THIS MATTERS: The Case for a Berkeley Uncertified Lithium-Ion Battery Ordinance

Commissioner Briefing — Disaster and Fire Safety Commission

Re: Proposed ordinance adding Section 326 to the Berkeley Fire Code (BMC Chapter 19.48)

The hazard, in plain terms

Lithium-ion batteries that power e-bikes, e-scooters, and similar devices can enter “thermal runaway” — a self-feeding reaction in which a battery ignites or explodes with almost no warning, burns far hotter than an ordinary fire, releases toxic and flammable gas, and strongly resists water. In a dense, wood-frame building, one failing battery in a bedroom or hallway can threaten an entire structure within minutes. Critically, the risk is concentrated in cheap, uncertified, or aftermarket batteries and chargers — not in e-bikes as such. This is a product-safety problem with a product-safety solution.

New York City: the clearest warning

New York has the nation’s longest record on this hazard, and the trajectory is stark. FDNY-reported figures show battery fires rising every single year:

Year	Battery fires	Deaths
2021	104	4
2022	220	6
2023	268	18
2024	277	6

Cumulatively, FDNY data reported by the NFPA Journal (August 2025) counts more than 800 battery fires, over 30 deaths, and more than 400 injuries in New York City since 2022.

The most important lesson for us is inside those numbers. In 2024, New York cut battery-fire deaths from 18 to 6 — a 67% drop — through an aggressive public-education and inspection campaign, including a \$1 million ad buy. That saved lives and is worth emulating. But the number of fires did not fall; it rose again, from 268 to 277. Education changes how people charge and store batteries; it does not remove dangerous batteries from circulation. For that, New York also acted upstream, becoming in 2023 one of the first U.S. cities to prohibit the sale of uncertified e-bikes, scooters, and batteries.

San Francisco: the local parallel — and the model we are copying

San Francisco’s exposure looks like ours: dense, older, multi-unit housing and heavy micromobility use. The San Francisco Fire Department attributes more than 120 fires over the past five years to uncertified lithium-ion batteries, many in low-income buildings and single-room-occupancy hotels where fire spreads quickly between units. Recent incidents include:

- **December 12, 2025 — 50 Golden Gate Avenue (Tenderloin):** a failing battery sparked a blaze that displaced roughly 130 residents.

- **June 8, 2025 — Tenderloin high-rise:** an e-scooter battery on the sixth floor sent two people to the hospital with severe burns.
- **March 2026 — Seneca Hotel (permanent supportive housing):** a battery-linked fire hospitalized one resident.

SFFD Chief Dean Crispen warned that these batteries can ignite without warning, burn at extremely high temperatures, and produce explosive flare-ups that are difficult to control in dense buildings. In June 2026, the Board of Supervisors unanimously passed Ordinance No. 122-26, developed with the Fire Department, prohibiting the sale or delivery of uncertified devices and batteries to any address in the city. That ordinance is the model for our draft.

Why Berkeley, and why now

Berkeley carries the same exposure, and then some: a large stock of older wood-frame, multi-unit and student housing; an unusually high concentration of e-bikes and scooters; seismic risk along the Hayward Fault; and wildland-urban interface risk in the hills. Devices are purchased online, brought home, and charged in small rooms and shared hallways — the exact pattern behind the San Francisco and New York fires.

California's SB 1271 (effective January 1, 2026) now requires certification statewide, which is the right standard. But it does not give Berkeley a local enforcement tool: no local penalty, no clear reach over deliveries shipped in from out-of-city or online sellers, and no local injunctive authority. That is precisely the gap San Francisco filled with a local fire-code ordinance after SB 1271 — and the gap our draft fills for Berkeley.

Bottom line

We can act before Berkeley has its own 50 Golden Gate. The proposed ordinance is narrowly scoped to powered mobility devices, tracks a tested and legally reviewed San Francisco model, complements state law rather than conflicting with it, and gives our Fire Department and City Attorney the local authority to keep dangerous batteries out of Berkeley homes. The Commission's recommendation asks Council to adopt it.

Sources: FDNY (2021–2024 reporting and January 2025 briefing); NFPA Journal (August 2025); San Francisco Fire Department; SF Board of Supervisors File No. 260359 / Ordinance No. 122-26; California SB 1271 (2024). Figures are as reported by these sources; some incident counts vary slightly by source and reporting period.

Disaster Preparedness and Safety Element Update

Over the last two years, the City of Berkeley has developed an update to the 2002 Disaster Preparedness and Safety Element of the General Plan. The updated Element provides a comprehensive framework for protecting Berkeley's residents, businesses, and natural environment from the impacts of natural and human-caused hazards while addressing climate change. The Goals, Policies, and Programs reflect the priorities identified through community engagement, input from City staff and technical experts, and consideration of City resources, and operational capacity.

Development of the draft Safety Element has included extensive collaboration with the community and City staff. The City partnered with the Ecology Center to lead a robust community engagement process. The goal was to center the perspectives of residents most vulnerable to natural hazards and environmental justice impacts through a Community Advisory Committee (CAC) composed of nine local community-based organizations. Broader public engagement included a public workshop, an online survey, and 16 facilitated exhibits and workshops held throughout the community to gather input on draft goals, policies, and programs.

The resulting Safety Element addresses social vulnerability, hazard awareness, natural and human-caused hazards, resilient infrastructure, emergency preparedness, response, and recovery. Once adopted, the Element will establish City policy and provide a roadmap for future implementation, with specific actions prioritized through the City's regular budgeting and work planning processes.

Next Steps

The draft Safety Element is now entering the formal public review and adoption phase. The draft document will be released for public comment in August alongside the California Environmental Quality Act (CEQA) public review process, providing opportunities for community members and stakeholders to review the proposed policies. The draft will also be presented to the Planning Commission, Environment and Climate Commission, and Disaster and Fire Safety Commission in September meetings for review. Following these presentations and public comment, staff will incorporate any appropriate revisions with the goal of bringing the Safety Element to the Planning Commission for a public hearing and recommendation to the City Council before the end of the year.

Timeline

- August 2026: Commission will receive the draft Safety Element when released. Please review and prepare questions or comments for September meeting.
- September 2026: Commission will receive a presentation from Staff.

- October 2026: Prepare Commission response to submit before end of comment period, if desired.
- November 2026: Staff will incorporate appropriate revisions based on public comments and commission feedback.
- December 2026: Staff will present the Safety Element to the Planning Commission for a public hearing and recommendation to the City Council for adoption.