



Public Works Commission

**Regular Meeting
PUBLIC WORKS COMMISSION
Agenda
Thursday, May 2, 2013 at 8:00 p.m.
North Berkeley Senior Center**

8:00 pm CALL TO ORDER:

The Chair will call the meeting to order and the Secretary will call roll.

8:05 pm PUBLIC COMMENT: Each speaker is limited to three (3) minutes.

8:15 pm APPROVAL OF MINUTES: Regular Meeting of April 4, 2013

8:20 pm CHAIR REPORT:

8:25 pm STAFF REPORT:

8:30 pm ANNOUNCEMENTS:

8:35 pm ACTION ITEMS: (Matters for discussion and possible action)

- 1. Renaming of Berkeley Public Health Clinic:** Approve report to Council with corrected address*
- 2. Measure M:**
 - a. Recap of Community Meeting of May 2, 2013
 - b. Discuss plans for June 8, 2013 community meeting

9:30 pm INFORMATION ITEMS:

(Action may be taken on any information item at this meeting if a majority of Commissioners votes to move it to an action item. This vote may take place at or before the time the item is scheduled to come up).

- 1. Review of Brown Act:** Commissioner Neal**

9:55 pm FUTURE AGENDAS

10:00 pm ADJOURNMENT

* Indicates written material included in packet.

** Indicates material to be delivered at meeting.

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 981-6346(V) or 981-7075 (TDD) at least three business days before the meeting date.

Please refrain from wearing scented products to this meeting.

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Public Works Commission

**Regular Meeting
PUBLIC WORKS COMMISSION
Minutes**

Thursday, April 4, 2013

Ratcliff Building, Corporation Yard, 1326 Allston Way

CALL TO ORDER: 7:05 pm

Present: Haramati, Kelley, Neal, Schueler, Swift, Yep

Absent: Henry

PUBLIC COMMENT: Claudia Eyzaguirri said she was there to observe and had talked to Kriss Worthington about the possibility of serving on the PW Commission.

APPROVAL OF MINUTES: The minutes of the Regular Meeting of March 7, 2013 were amended as follows: (1) pg 1 – Public speaker name spelling is Adina Ishii; (2) Item 2: correction “and streets need sweeping” (not paving); and (3) Pg 4 – Measure M, 2nd sentence change to March 2013 (not 2012). The amended minutes were approved (MSC Scheuler/Kelley with a vote of 6-0-0, Henry absent).

CHAIR REPORT: None.

STAFF REPORT: Permeable Paver Pilot Project: Next meeting is scheduled for April 9, 2013 to receive URS recommendations regarding evaluation of 5-6 potential sites. Haramati and Henry will attend the URS meeting as observers. The permeable paving pilot will be approximately 2 blocks long. URS will complete the design so that it can hopefully be installed by October 2013.

ANNOUNCEMENTS: Diz (Linda) Swift was welcomed as a new PW commissioner.

ACTION ITEMS:

- 1. Council referral on LED Street Lights:** The draft report was discussed. In response to recent public concerns, Public Works staff is looking at where to add more lights for efficiency and to improve lighting. “Two tier” may be possible if the contractor selected is willing to extend collecting their payments from the savings from a 12-year to a 20-year turn around. Haramati will make further edits to (1) take out #1 and change to areas evaluated for appropriate lighting; (2) add (before future items and items for city staff consideration) the turnkey use of capital funds, the breadth of the rollout, and how much of the city is covered in rollout; (3) add more general discussion on scope that Council wanted the commission to look at; (4) and not to recommend one approach over the other due to lack of cost figures and equity issues. Staff indicated that existing streetlights are

paid out of the Street Light Assessment Fund that is supplemented by the General Fund, as the assessment is not sufficient to cover costs. Savings of \$280K to \$380K annually would be freed up for other things in the City after costs are paid off (about \$4M for over 700 street lights with pay back over time). Haramati was authorized to revise the report as indicated above for submittal to Council (MSC Schueler/Haramati, with a vote of 6-0-0, Henry absent).

2. **Renaming of Berkeley Public Health Clinic:** The draft council report was approved as submitted (MSC Haramati/Kelley with a vote of 6-0-0, Henry absent).
3. **Measure M Public Process:**
 - a. Mission Statement with amended language: 1st Paragraph is “What is Measure M”; 2nd Paragraph is how and why. Remind everyone that must be a street capital improvement, not maintenance, and any green work must be associated with street capital paving. The Mission Statement was approved (MSC Haramati/Neal, with a vote of 6-0-0, Henry absent).
 - b. Public Input Process with amended language for Information Sessions (Community Meetings): Subcommittee is authorized to make amendments and edits per scenario planning process. This should be brought to subsequent meetings. Discussion was held on how to disseminate information for the Information Sessions. The public input process ideas were adopted (MSC Schueler/Neal, with a vote of 6-0-0, Henry absent).
4. **Update of Sub-committee Assignments**
 - a. Measure M: Henry, Swift and Yep
 - b. Paving: Schueler, further assignments to be made at the next meeting. Permeable Paving is sub-subcommittee of Paving committee: Henry and Haramati
 - c. Street Lighting: Selecting sub-committee is deferred to future meeting.

INFORMATION ITEMS:

1. **Brown Act Familiarization:** (Commissioner Neal). Deferred to future meeting.

FUTURE AGENDAS: As above.

ADJOURNMENT: 9:57 pm.



Public Works Commission

CONSENT CALENDAR
June 25, 2013

To: Honorable Mayor and Members of the City Council
From: Public Works Commission
Submitted by: Ray Yep, Chair
Subject: Naming Berkeley's Public Health Clinic for Ann Chandler

RECOMMENDATION

Adopt a Resolution, by at least a 2/3 majority, renaming the Public Health Clinic as the Ann Chandler Public Health Center.

FISCAL IMPACTS OF RECOMMENDATION

Nominal cost to revise signage identifying the facility.

CURRENT SITUATION AND ITS EFFECTS

Ann Chandler served on the Berkeley City Council from 1984 to 1992 and was a staunch advocate for public health, including the establishment of the Health Center at Berkeley High School and the pursuit of HIV research. In January 2013, Mayor Tom Bates, members of the Berkeley City Council, and numerous individuals signed a letter requesting that the Public Health Clinic at 2031 6th Street be renamed in Ann Chandler's honor.

On February 19, 2013, Council referred the renaming request to the Public Works Commission. The Commission considered the request at its March 7, 2013 meeting, and on April 4, 2013 approved the recommendation to rename the Public Health Clinic as the Ann Chandler Public Health Center in her honor. The recommendation was M/S/C: Haramati/Kelley; Ayes: Haramati, Kelley, Neal, Schueler, Swift, Yep; Noes: None; Abstain: None; and Absent: Henry.

Comment [ARO1]: This will need to be updated w/Commission date & votes.

BACKGROUND

The City Council Policy for Naming and Renaming Public Facilities, the Commission may only "consider" renaming a public building for an individual if the individual has been deceased for more than one year. The Commission notes that although a public facility may be renamed for a living person if the City Council approves the resolution by 2/3 vote, there is no such allowance for a person who has been deceased for less than one year.

Ms. Chandler passed away in November 2012, and therefore under the existing Policy the request to rename the Clinic may not be properly considered by the Commission. As the Mayor and Members of the City Council, through their signatures on the January

2013 letter, have indicated their support in renaming the Clinic for Ann Chandler, and the Policy arguably allows a facility to be renamed for any individual, whether living or deceased, if the City Council approves the renaming by a 2/3 vote, the Commission recommends that the City Council adopt a Resolution renaming the Clinic the Ann Chandler Public Health Center by a 2/3 vote.

RATIONALE FOR RECOMMENDATION

Ann Chandler served on the Berkeley City Council from 1984 to 1992 and was a staunch advocate for public health. Since she has not been deceased for at least a year, the Council should approve the recommended action with a 2/3 vote.

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager concurs with the content and recommendations of the Commission's Report.

CONTACT PERSON

Jeffrey Egeberg, Secretary, Public Works Commission, 981-6400

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

NAMING BERKELEY'S PUBLIC HEALTH CLINIC FOR ANN CHANDLER

WHEREAS, Ann Chandler served on the Berkeley City Council from 1984 to 1992 and was a staunch advocate for public health, including the establishment of the Health Center at Berkeley High School and the pursuit of HIV research; and

WHEREAS, the Council has received requests that the Public Health Clinic at 2031 6th Street be renamed in honor of Ann Chandler; and

WHEREAS, the Berkeley City Council referred the request to the Public Works Commission; and

WHEREAS, after considering the request at their March 7, 2013 meeting, the Public Works Commission recommends that the Clinic be renamed in honor of Ann Chandler.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Public Health Clinic ("Clinic") at 2031 6th Street is renamed the Ann Chandler Public Health Center in her honor.



Office of Energy &
Sustainable Development

April 24, 2013

To: Planning, Public Works, and Transportation Commissions
From: Timothy Burroughs, Climate Action Coordinator
Sarah Moore, Assistant Planner
Subject: Update on City of Berkeley Electric Vehicle Efforts

The purpose of this report is to provide your Commissions with an update on recent and ongoing City of Berkeley efforts to accelerate plug-in electric vehicle (PEV) adoption in Berkeley. Accelerating PEV adoption, in conjunction with state and local efforts to lower the carbon content of the electricity supply, is a fundamental component of achieving Berkeley's [Climate Action Plan](#) (CAP) goals. This report is for informational purposes and does not require action from your Commissions.

PEVs are catching on in California and in the Bay Area in particular. In the 4th quarter 2012, plugincars.com calculated that 1 out of every 40 vehicles sold in the state was a PEV, based on data from the Clean Vehicle Rebate Project (CVRP), major carmakers, and sales reported by the California New Car Dealers Association. There are now over 7,500 PEVs on the road in the Bay Area with over 1,600 in Alameda County, based on rebates granted for electric vehicles through the CVRP.

In our region, each of these PEVs produces only about 30% of the greenhouse gas (GHG) emissions of their conventional internal combustion engine counterpart. Projections, based on average driving habits and expected adoption trends, indicate that PEVs in Berkeley could reduce our community's GHG emissions by over 11,000 metric tons of CO₂e in the year 2020.

Over the last year, City staff in the Office of Energy & Sustainable Development (OESD) and the Transportation, Land Use Planning, and Building & Safety Divisions have worked to remove barriers to PEV adoption in the residential and commercial sectors, to develop PEV requirements for new construction, and to identify opportunities for additional PEV charging stations in City-owned lots and garages. Each of these efforts is consistent with the "Guiding Principles for Berkeley's Electric Vehicle Infrastructure" [report](#)¹ that the Energy Commission submitted to City Council in September 2011, as well as the follow-up report on strategic planning for PEV infrastructure that the Energy Commission distributed to the Planning, Public Works, and Transportation Commissions

¹ Report available here: http://www.cityofberkeley.info/uploadedFiles/Clerk/Level_3_-_City_Council/2011/09Sep/2011-09-20_Item_53b_Policy_for_Charging_of_Electric_Vehicles-EC.pdf
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in March 2012. These efforts have concentrated on promoting PEV infrastructure in the following prioritization order:

1. Home charging, ideally during off-peak hours,
2. Commercial charging, for employees and/or the public, and
3. Public charging in municipal lots and garages.

Remove barriers to installing PEV charging stations on residential property

In September 2011 the City released a guide for the safe installation of residential charging equipment.² Since that time, the staff's main focus of staff in the residential sector has been to address zoning-related barriers to installing PEV charging equipment.

OESD and Land Use Planning have worked together to create a standard interpretation and procedure to address these issues. Outdoor residential PEV charging station installations require a Zoning Certificate (ZC) and, if needed, are granted with the stipulation that its issuance does not alter the location of the legal off-street parking space. Electrical permits for residential PEV charging stations, either in garages or outdoor locations, are routinely granted over-the-counter with 58 permitted installations as of December 2012. Staff continues work both proactively and with issues as they arise to remove barriers to charging on residential property, including multifamily housing.

Remove barriers to installing PEV charging stations on commercial property

On January 7, 2013, the City launched a Non-Residential PEV Charging Station Pilot Program in response to a December 13, 2011, City Council referral for an expedited permit process for PEV charging station installation on private commercial property.³ The Pilot Program encourages non-residential properties to install PEV charging stations in their existing parking lots by offering a clear pathway, staff guidance, and streamlined permitting. Program participants have flexibility in the type and use of charging stations they select while meeting requirements for disabled access, safety, and signage. Reception from the community has been positive and the first applications are expected soon, most likely from Berkeley businesses installing PEV charging stations for use by their employees.

At least one of the forthcoming applications is expected to take advantage of a program available due to the \$120 million settlement between the California Public Utilities Commission (CPUC) and NRG Energy Inc. This settlement will fund the construction of a statewide network of charging stations for PEVs, including at least 200 public fast-charging stations and another 10,000 plug-in units at 1,000 locations across the state (including 55 fast-charging stations in the Bay Area).

² The Plug-In Electric Vehicle Charging Station Permit Guide is available in the Permit Service Center and on the Office of Energy & Sustainable Development's website at www.cityofberkeley.info/EVresidentialcharging/.

³ Information about the Non-Residential Plug-in Electric Vehicle Charging Station Pilot Program is available in the Permit Service Center and on the Office of Energy & Sustainable Development's website at www.cityofberkeley.info/EVchargingpilot/.

Develop PEV conditions of approval for new construction

The OESD and Land Use Planning Divisions worked to jointly to develop a condition of approval that requires new development projects to pre-wire for future PEV charging station installation. So called “stub-out” ordinances that provide the wiring and electrical capacity for future PEV charging stations, are encouraged by the Association of Bay Area Governments and are used in communities such as Los Angeles and Sunnyvale.

Implementation of the CAP provides a basis for this condition of approval in Berkeley. The condition requires at least 10% of a project’s residential parking spaces (or 1 space for projects with less than 10 spaces) and 3% of any non-residential parking spaces to be pre-wired to allow for future Level 2 installation. Each of the subject parking spaces must be served by a 240 V/40 amp, grounded AC outlet, or there must be panel capacity and conduit to support future 240 V/40 amp outlets at each space. This “pre-wiring” is estimated to cost about \$280 per space, whereas retrofit installation is often \$2,000-\$2,500 or more per space.

Advance PEV charging in City-owned parking lots and garages

In February 2013, the City entered into a contract with an electrical engineer to perform electrical assessments at 9 municipal locations for feasibility of adding PEV charging stations. This assessment will provide technical and budgeting information about the potential to add PEV charging stations at each location given the existing electrical service and the extent of upgrades needed if the current capacity will not support the addition. This information, in addition to information such as disabled accessibility guidance and parking utilization figures, will be used by the City to prioritize installations.

Preliminary data from the electrical assessments are available and the final report is due in early June. The preliminary data verify that service at the Center Street Garage cannot support additional PEV charging stations without a modernization and upgrade. The Center Street Garage currently provides two public PEV charging stations on the 4th floor, a modern Level 2 Clipper Creek station and an older small paddle induction unit (for first generation EVs). In addition, the 1st floor has two modern ChargePoint PEV charging stations for City CarShare vehicles and a third ChargePoint station that is inactive. OESD is working with the Transportation Division to make this disabled 1st floor ChargePoint PEV charging station into an active public charging station.

NEXT STEPS

Staff will continue to keep your Commissions informed of City efforts to advance PEV adoption in Berkeley. In the meantime, staff also continues to engage in regional efforts to promote PEV adoption, mainly through participation in the Bay Area EV Strategic Council (<http://baclimate.org/impact/ev-strategic-council.html>), a group of leading public and private PEV stakeholders organized by the Bay Area Climate Collaborative. The EV Strategic Council advises on regional PEV deployment plans being developed by the Bay Area Air Quality Management District, PEV outreach campaigns being led by the Metropolitan Transportation Commission, and other timely issues.