



## PARKS, RECREATION, AND WATERFRONT COMMISSION

### Regular Meeting

Thursday, February 15, 2024, 5:30 P.M.  
Green Room, City Corporation Yard  
1326 Allston Way. Berkeley, CA 94702

Parks and Waterfront Commission

### Agenda

The Commissions may discuss any items listed on the agenda, but may take action only on items identified as Action.

1. **Call to Order** (Chair).
2. **Roll Call** (Secretary).
3. **Land Acknowledgement:** The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.
4. **Action: Approval of Agenda** (Chair).
5. **Action: Approval of Minutes** for January 10, 2023 (Chair).\*
6. **Public Comment.**
7. **Chair's Report.**
8. **Discussion/Action: Election of Officers** (chair).
9. **Director's Report** (Ferris): PRW Divisions: Recreation; Parks; Waterfront; Capital; Budget.
10. **Discussion: Update on Capital Projects at the Waterfront** (Ferris).\*\*
11. **Discussion: Upcoming Waterfront Parking Study** (Kawczynska).\*
12. **Discussion: Update on Bay Area Air Quality Management District and Methane System at Cesar Chavez Park** (Kawczynska).
13. **Information: Recent Council Reports.**\*
14. **Future Agenda Items:** Berth Fee Waiver Policy revision; Public Art in Aquatic Park (Lavvorn); Priorities for parks capital projects FY2023-24; PRW Commission Workplan 2024; Parks Development Fee; Citywide Accessibility Plan; Berth Fee Waivers for community service organizations; Locations for Dog Parks.
15. **Communications.**\* a) Mina Sun, 01-16-2024; b) Camille Antinori, 02/02/2024; c) Martin Nicolaus, 01/25/2024; d) Jim McGrath, 01-10-2024; e) Gordon Stout, 01/02/2024; f) Carol Hirth, 02/06/02024; g) Cameron Woo, 02/07/2024.
16. **Next PRW Commission meeting:** Wednesday, March 13, 2024 (in-person).
17. **Adjournment.**

\* document is attached to agenda packet and on the commission website.

\*\* document will be provided at the meeting.

**ADA Disclaimer:** This meeting is being held in a wheelchair accessible location. To request disability-related accommodations 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.

**SB343 Disclaimer:** 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 Parks Recreation & Waterfront Department Office at 2180 Milvia Street, Berkeley, CA.

**Communications Disclaimer:** 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.** All communications to the Commission should be received at least 10 days before the meeting date. 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 commission or committee for further information.

**Commission Information:** The agenda packets for the Parks and Recreation Commission and the Waterfront Commission are available for review at [www.cityofberkeley.info/commissions](http://www.cityofberkeley.info/commissions); the Berkeley Main Library and the Parks Recreation & Waterfront Department Office at 2180 Milvia Street –3<sup>rd</sup> Floor, during their normal business hours. If you have questions, call Commission Secretary, Roger Miller at 981-6704 at 2180 Milvia Street, Berkeley, CA 94704 or by email at [rmiller@cityofberkeley.info](mailto:rmiller@cityofberkeley.info).

**MISSION STATEMENT – PARKS AND WATERFRONT:** Reviews and advises the City Council on issues related to all City/public parks, open space, greenery, pools, programs, recreation centers, the Waterfront, and resident camps: their physical conditions, policies, projects, programs, planning efforts, activities, and funding; early childhood education programs; and animal care issues in parks.

**COMMISSION MEMBERS**

<b>Mayor-</b> Gordon Wozniak	<b>District 3 -</b> Gianna Ranuzzi	<b>District 6 -</b>
<b>District 1 -</b> Reichi Lee	<b>District 4 -</b> Erin Diehm	<b>District 7 -</b> Alyssa Hurtado
<b>District 2 -</b> Claudia Kawczynska	<b>District 5 -</b> Brennan Cox	<b>District 8 -</b> Allan Abshez

**Current assignments**

Subcomm on Marina Fund (12-14-2022)  
 Subcomm on dogs and parks (02-08-2023)

Liaison - Civic Center Planning – Erin Diehm  
 Liaison - Civic Arts in Parks – Brennan Cox

## 2024 Commission Meeting Dates

Name of Commission: Parks, Recreation, and Waterfront Commission

Commission Secretary: Roger Miller

Location: Frances Albrier Community Center, 2800 Park St

Month	Meeting Day and Date (2 <sup>nd</sup> Wednesday per month)	Time	Notes
<b>2024</b>			
<b>January</b>	Wednesday, January 10	7:00 p.m.	Regular Mtg
<b>February</b>	Thursday, February 15	5:30 p.m.	Regular Mtg/Corp Yard Rm
<b>March</b>	Wednesday, March 13	7:00 p.m.	Regular Mtg
<b>April</b>	Wednesday, April 10	7:00 p.m.	Regular Mtg
<b>May</b>	Wednesday, May 8	7:00 p.m.	Regular Mtg
<b>June</b>	Wednesday, June 12	7:00 p.m.	Regular Mtg
<b>July</b>	Wednesday, July 10	7:00 p.m.	Regular Mtg
<b>August</b>	No meeting		
<b>September</b>	Wednesday, September 11	7:00 p.m.	Regular Mtg
<b>October</b>	Wednesday, October 9	7:00 p.m.	Regular Mtg
<b>November</b>	Wednesday, November 13	7:00 p.m.	Regular Mtg
<b>December</b>	No Meeting		
<b>2025</b>			
<b>January</b>	<i>Wednesday, January 8</i>	<i>7:00 p.m.</i>	<i>Regular Mtg</i>

**PARKS AND WATERFRONT COMMISSION  
Regular Meeting**

Wednesday, January 10, 2024, 7:00 P.M., Live Oak Community Ctr, Fireside Room

**Minutes – Draft**

The Commissions may discuss any items listed on the agenda, but may take action only on items identified as Action.

1. **Call to Order** (Chair). 7pm.
2. **Roll Call** (Secretary). Present: Abshez; Avellar; Cox; Diehm; Lee; Kawczynska; Ranuzzi; Wozniak; Absent: Hurtado.
3. **Land Acknowledgement:** The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.
4. **Action: Approval of Agenda** (Chair)(M/S/C: Kawczynska/Ranuzzi/U): Ayes: Abshez; Cox; Diehm; Lee; Kawczynska; Ranuzzi; Wozniak; Noes: None; Absent: Hurtado.
5. **Action: Approval of Minutes** for November 8, 2023 (Chair).\*(M/S/C: Diehm/Wozniak/U): Ayes: Abshez; Cox; Diehm; Lee; Kawczynska; Ranuzzi; Wozniak; Noes: None; Absent: Hurtado.
6. **Public Comment.** a) Steve Tracy, better trash containers; b) Gina Rieger, Trash container problem; c) Paul Kamen, Ferry Plan; d) Virginia Browning, Marina Plan Item 16; e) Jim McGrath, Parking RFP; f) Kelly Hammargren, Draft minutes and issues regarding renaming the Pier.
7. **Chair's Report.** A ribbon-cutting was held on Dec 1 at the Waterfront for variety of projects (Kawczynska); See page 18 in agenda re: Nature Grass Restoration Project at Cesar Chavez Park (Kawczynska); See page 17 in agenda re: link to DropBox recording of 11-09-2023 commission meeting (Kawczynska); \$300k was allocated from Council for design of Dreamland park at Aquatic Park (Kawczynska); See page 38 in agenda re: NY Times article from Cal ecologist on urban wildlife and redlining.
8. **Director's Report** (Ferris): PRW Divisions: Recreation; Parks; Waterfront; Capital; Budget. Update was provided.
9. **Discussion/Action: Approval of the 2024 PRW Commission meeting calendar** (chair).\*(M/S/C: Kawczynska/Cox/U): Ayes: Abshez; Cox; Diehm; Lee; Kawczynska; Ranuzzi; Wozniak; Noes: None; Absent: Hurtado.
10. **Discussion: Inclusionary Playgrounds** (Cox). Presentation was provided.
11. **Discussion: Waterfront projects ribbon-cutting and APWA Women in Construction video** (Ferris).\* Videos were presented.
12. **Discussion: New City Parks** (Ferris). Update was provided.

- 13. Discussion/Action: Issues of Trash Pickup in Parks (Kawczynska/Wozniak).** A discussion was held. Item to be placed on agenda for a future commission meeting.
- 14. Discussion/Action: Updates to Waiver of Berth Fees Reso No. 66,544-N.S. (Ferris/Wozniak).\*** A discussion was held. Item to be placed on agenda for future commission meeting. Public Comment: a) Sam Reifsnnyder, Bay Area Kayak Polo Club.
- 15. Discussion: Upcoming Waterfront Parking Study (Kawczynska).\*** Item was held over.
- 16. Discussion: Update on Waterfront Specific Plan (Ferris).** Item was held over.
- 17. Information: Recent Council Reports.\***
- 18. Future Agenda Items:** Election of Officers; Public Art in Aquatic Park (Lavvorn); Priorities for parks capital projects FY2023-24; PRW Commission Workplan 2024; Parks Development Fee; Citywide Accessibility Plan; Berth Fee Waivers for community service organizations; Locations for Dog Parks.
- 19. Communications.\***a) Communication with a link to the 11/8/2024 PRW Comm mtg recording (Kawczynska); b) Native Grass Restoration Project on 12-09-23, Cesar Chavez Park, (Kawczynska); c) Gordon Stout Ltr, 01-02-2024; d) Martin Nicolaus ltr, 11-27-2023; e) NY Times, Redlining and urban biodiversity, 01-03-2024 (Kawczynska); f) PRW Commission Report to Council Requesting Community Survey of Parks Tax Increase (Kawczynska/ Wozniak), 12-12-2023.
- 20. Next PRW Commission meeting:** Wednesday, February 14, 2024.
- 21. Adjournment:** 9:30pm.

\* document is attached to agenda packet and on the commission website.

\*\* document will be provided at the meeting.

- Commissioners in attendance: 7 of 8 appointed.
- Public in attendance: 10
- Public speakers: 5x

**\*Note:** For any handouts distributed at the meeting, please see the Draft Minutes for January 10, 2024 on the Parks, Recreation, and Waterfront Commission webpage at the following link online: <https://berkeleyca.gov/your-government/boards-commissions/parks-recreation-and-waterfront-commission>



Parks, Recreation and Waterfront

## CITY OF BERKELEY MEMORANDUM

To: On-Call Transportation Consultants

From: Liza McNulty, Capital Improvement Program Manager

Date: December 4, 2023

Subject: Berkeley Water Transportation Pier-Ferry Project – Parking & Transportation Demand Management Request for Proposal

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The City of Berkeley completed the Feasibility Study for Ferry Facility at Berkeley Municipal Pier (Feasibility Study) in June, 2022 and is now beginning detailed engineering and environmental studies for the Water Transportation Pier-Ferry (WTPF) Project.

Introduction of ferry service at the Berkeley waterfront is expected to bring new users and new parking demands to the area. During the Feasibility Study, stakeholders expressed concerns regarding parking management at the Waterfront. The City is conducting competitive procurement for engineering and environmental studies and detailed design of the WTPF Project. Given the level of concern expressed by stakeholders regarding parking and transportation demand management, and given the unique overlap between parking analyses and design, recreation, and other non-ferry existing and future uses of the Waterfront, the City desires to utilize an on-call contract to conduct a parking and transportation demand management (TDM) plan for the Pier-Ferry Project. Use of an on-call contract allows the City to initiate work on this study in a focused manner as quickly as possible. Given the inter-related and proximate land uses at the Waterfront, a WTPF analysis must consider Marina-wide parking availability and utilization for both baseline and buildout scenarios. The intent is to create a technical memorandum that will serve as the basis for future design decisions and CEQA findings.

The selected contractor would not be conflicted from joining other teams for future work on the design or environmental analyses for this Project.

### 1 PROPOSAL REQUIREMENTS

Interested and qualified on-call consultants should submit the following information in a proposal format:

- Firm Name
- Proposed Project Manager name and contact information
- Sub-consultants proposed, if any
- Relevant Experience: Brief description of at least 3 Projects completed in the past 7 years demonstrating similar scope / scale.

- Approach to Scope: See proposed scope of work below. Provide a brief narrative of how you would approach this scope, including any additional tasks not identified that you foresee as required to complete the scope.
- Cost Proposal: Broken down by sub-task (i.e. Task 1, Task 2, Task 3). Billing for this work will be Time & Materials with a not-to-exceed total. Invoices shall be billed on the sub-task level.
- Local Business: Identify what portion of the work, if any, will be completed by an Alameda County Transportation Commission certified local business enterprise (LBE) and/or small local business enterprise (SLBE). This percentage should be based on the cost proposal.

**Proposals shall be emailed to Project Manager Liza McNulty at [LMcNulty@berkeleyca.gov](mailto:LMcNulty@berkeleyca.gov) by 5 pm on Friday, December 15th, 2023.** Any questions regarding this request for proposals should be directed to Liza McNulty via email.

The Task Order issued for this work will include additional contractual provisions that apply to work performed under this task order, including (underlined text represents changes from the existing on-call boilerplate contract):

- Alameda County Transportation Commission, and its governing body, officers, employees and consultants as well as City, and its directors, officers, partners, representatives, employees, consultants, subconsultants and agents, shall be named as additional insureds, but only with respect to liability arising out of the activities of the named insured, and there shall be a waiver of subrogation as to each named and additional insured.
- Consultant agrees to maintain and make available to City during business hours accurate books and accounting records relative to its activities under this Agreement. Consultant shall permit City to audit, examine and make copies, excerpts and transcripts from such books and records, and to make audits of all invoices, materials, payrolls, records or personnel and other data related to all other matters covered by this Agreement, whether funded in whole or in part under this Agreement. Consultant shall maintain such data and records in an accessible location and condition for a period of not less than five years after final payment under this Agreement or until after final audit has been resolved, whichever is later. The State of California, Alameda County and any federal agency having an interest in the subject of this Agreement shall have the same rights conferred upon City by this Paragraph.
- Consultant shall not deny benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. The Consultant shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Consultant shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the Conservancy to implement such article. The Consultant shall permit access by representatives of the Department of Fair Employment and Housing and the Conservancy upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books,

records, accounts, and all other sources of information and its facilities as said Department or the California State Coastal Conservancy shall require to ascertain compliance with this clause. The Consultant shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.)

## **2 PRELIMINARY SCOPE OF WORK**

### **TASK 1: Existing Conditions**

Update previous analyses and metrics to reflect current existing conditions related to visitor management infrastructure and utilization.

#### **Task 1.1: Existing Visitor Management Facilities**

Summarize existing data (and collect additional data as necessary) to establish existing baseline conditions, including but not limited to:

- Number of parking spaces by type, location, etc.
- Bicycle facilities (bike travel routes by type, bike parking by type)
- Existing transit routes, stops & schedules.

Much of this data has been gathered and presented in the reference files. This task includes review, confirmation and update of the previously gathered information to reflect any changes in the existing condition. Develop and/or update tables and figures to communicate the data. Assume one online meeting with City staff under this task.

#### **Task 1.2: Existing Visitor Utilization of Facilities**

Update previous analyses regarding current use of Marina facilities including but not limited to changes in small ferry service, leaseholders and parking lot uses. Update data regarding utilization of existing facilities for weekday, weekend, and routine peak periods. Proposal should include proposed method/sources for this data collection (i.e. satellite data, cellphone data, etc.). Assume two online meetings with City staff under this task.

This task does not include additional stakeholder engagement or surveys. It is expected that previous public outreach and survey results will be referenced as needed to reflect stakeholder concerns.

### **TASK 2: BERKELEY WATER TRANSPORTATION PIER FERRY – YEAR 1**

Baseline operation assumes that 250 parking spaces within the currently closed HS Lordship Parking Lot will be allocated for Ferry riders. WETA projects total ridership of 1,830 on an average weekday in year one<sup>1</sup>. This value is total number of one-way boardings, including both Berkeley and San Francisco origination.

There is the need to update the strategies outlined in the Feasibility Study to (1) account for the updated ridership projections from WETA; (2) ensure resiliency in the strategies to account for actual mode shares differing from the projections and (3) develop specific actionable measures to be incorporated into Project plans to implement these strategies.

The goal of this task is to answer the following questions:

<sup>1</sup> WETA Berkeley Ferry Service Business Plan Version 1.0



- Develop specific, implementable TDM strategies with local and/or regional precedence for effective use.
- After incorporation of all feasible TDM strategies, what is the resulting Travel Mode for weekday and weekend riders projected for Year 1?
- How do the results of this analysis impact the WTPF Project construction scope?
  - What specific constructed elements needs to be included in the Project to implement the TDM strategies (i.e. number of new bike parking spaces, gates for parking areas, signage etc.)
- What operational / management measures are required to implement the TDM strategies?
  - Develop specific, implementable strategies for how Ferry Parking spaces may be reserved for / utilized by Ferry users.
  - Develop specific, implementable strategies for how non-Ferry Parking spaces may be protected from use by ferry riders.
- What is the strategy for management of over-flow parking? In the event that all ferry parking spaces are full and additional ferry passengers arrive by car – where will they go, and how will this be implemented?

Assume a total of four virtual meetings for this task.

### **TASK 3: MARINA FUTURE DEVELOPMENT PARKING & TRANSPORTATION DEMAND MANAGEMENT**

#### **Task 3.1: Future Ferry Ridership**

Determine reasonably foreseeable future ridership scenarios and develop specific management strategies and criteria for implementation of these strategies to account for the projected Ferry ridership through 2040.

Assume one virtual meeting for this task.

#### **Task 3.2: Future Marina Development**

The schedule and scope of future development within the Waterfront is unknown. The City of Berkeley has published a [Draft Waterfront Specific Plan](#), and the City is in the process of determining the next step for this document based on public input received to date. Whether or not the Waterfront Specific Plan is adopted by the City of Berkeley, the Draft document provides a hypothetical maximum build out scenario for the Waterfront.

Data from this hypothetical build-out will be provided, including building location, type (i.e. hotel, office, food & beverage, etc.) and square footage. Using this data, calculate number/type of visitors and projected travel modes to each of these facilities.

The phasing of any future development at the Waterfront (i.e. which developments would occur in which order over what timeline) is unknown. The Waterfront Specific Plan [Parking and Mobility Framework](#) (January 2022) provides general recommendations for strategies to consider for the build-out scenario. The goal of this task is to provide specific, implementable strategies and identify criteria for implementation / phasing of the identified strategies.

Assume a total of four virtual meetings for this task.

### 3 REFERENCES

Berkeley Marina Ferry Parking & Transportation Demand Management Strategy (Nelson Nygaard, October 2021), including Appendix A, Revised Short-Term Recommendations for Waterfront Parking Management – DRAFT – September 11, 2018, Nelson Nygaard (Appendix to the [Ferry Terminal Facility Feasibility Study](#))

[WETA Berkeley Ferry Service, Business Plan Version 1.0](#)

[Parking and Mobility Framework](#), Draft, Berkeley Marina Area Specific Plan, January 2022

[Draft Waterfront Specific Plan](#), November 2, 2023.

Traffic Assessment of University Avenue Concept Study, December, 2017. Parisi Transportation Consulting. Available by request.

## Agenda Item 13. Recent Council Reports

### **PARKS AND WATERFRONT COMMISSION**

#### **RECENT COUNCIL REPORTS**

The following recent PRW council reports can be accessed from the City Council Website by using the following URL's:

#### **January 30, 2024 (regular)**

18.-Donation: Memorial Bench at Cesar Chavez Park in memory of Samuel Lepie Hallward

URL: <https://berkeleyca.gov/sites/default/files/documents/2024-01-30%20Item%2018%20Donation%20Memorial%20Bench%20at%20Cesar.pdf>

#### **January 16, 2024 (regular)**

15.-Grant Application: Caltrans Sustainable Transportation Grant Program for the Interstate 80 at Aquatic Park Tide Tube Renovation Project

URL: <https://berkeleyca.gov/sites/default/files/documents/2024-01-16%20Item%2015%20Grant%20Application%20Caltrans%20Sustainable.pdf>

16.-Grant Application: Cal Fire Wildfire Prevention Grants Program to mitigate hazardous tree conditions at Berkeley overnight camps

URL: <https://berkeleyca.gov/sites/default/files/documents/2024-01-16%20Item%2016%20Grant%20Application%20Cal%20Fire%20Wildfire.pdf>

Revised material (Supp 2)

URL: <https://berkeleyca.gov/sites/default/files/documents/2024-01-16%20Cal%20Fire%20Grant%20Item%2016%20PRW%20%20Rev2.pdf>

17.-Contracts: As-needed Derelict Vessel and Debris Removal and Disposal Services

URL: <https://berkeleyca.gov/sites/default/files/documents/2024-01-16%20Item%2017%20Contracts%20As-needed%20Derelict%20Vessel.pdf>

## Miller, Roger

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**From:** Mina Sun <biomxsun@gmail.com>  
**Sent:** Tuesday, January 16, 2024 2:22 PM  
**To:** Harrison, Kate; Miller, Roger; Ferris, Scott  
**Cc:** Gregory, Thomas  
**Subject:** Team sport programs for disabled children in Berkeley

**WARNING:** This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Director Scott, Members of the Park, Rec and Waterfront Commission (Roger, please pass this email message to the members of the commission),

(cc'd Commission on Disabilities via the secretary)

My name is Mina Sun, I am a Berkeley resident (district 4), a mother of two kids, one of them is blind. I am writing to you requesting kids camp/team sports programs for disabled children Berkeley. As policymakers and administrators specialize in Park and Recreation Services, you need no introduction on the significance of sports and recreation opportunity on children, and the impact of team sports on our younger generation in their development of team work, collaboration, finding identity and community. There are currently 70 Sports and Rec programs offered by City of Berkeley, in the format of either afterschool sport programs, or summer camps. If you take a second to think of any child in your lives, they probably have been a part of a team sport programs. It is universally acknowledged that team sports have a positive correlation to academic excellence, student retention rate and professional achievement in a child's life.

However, the access to any team sport opportunities are shockingly limited for kids with disabilities, especially for those with physical, hearing, and visual disabilities. My blind child is 11 and very athletic. The only team sport he can play competitively is a Paralympic Sport called goalball ([What is goalball?](#)). The only team practice we could find in the bay area is an adult goalball practice which does not allow kids. My child is just one of the examples. What about other disabled kids? What options do they have? When we talk about how important team sport is in someone's lives, my non-disabled child can choose any sport City of Berkeley has to offer, but this is not true for my blind child. As far as I know, there is currently not any program designed specifically kids with disabilities offered by City of Berkeley.

I am writing to bring this critical issue to your attention. 25% of our residents have visible/invisible disabilities, the budget and programmatic planning of the Park and Rec services should reflect the diversity of our residents. I am writing to request team sport programs designed specifically to serve kids with disabilities, especially in City of Berkeley Summer Camps and Programs. Those programs can be extremely beneficial for the siblings, friends, allies and educators of those children, for their total integration to the greater Berkeley community.

I am happy to continue this conversation and identify resources. I can be reached by email or phone. Thank you for your time and consideration.

Mina Sun, PhD  
Phone: 704-807-7873  
Email: biomxsun@gmail.com

**Miller, Roger**

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**From:** Camille Antinori <camilleantinori@gmail.com>  
**Sent:** Friday, February 02, 2024 9:11 AM  
**To:** Claudia Kawczynska; Miller, Roger; BMASP; Bartlett, Ben; Gordon Wozniak; Reichi Lee; Diehm Erin; Taplin, Terry; Allan Abshez  
**Subject:** Update on Pier/ferry design and construction contracting

**WARNING:** This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Commission,

This document regarding the city's pier/ferry project recently came to my attention:

<https://berkeleyca.gov/sites/default/files/documents/24-11626-C%20-%20Berkeley%20Water%20Transportation%20Pier%20Ferry%20Project%20Engineering%20%26%20Design.pdf>

At the next commission meeting on 2/15/2024, could you please clarify the nature of the RFQ: Who authorized it, who is paying for it, out of what funds and why the commission was not made aware of it along with the parking study.

Also, may I please request that, since the January commission meeting was cut off as soon as we came to the waterfront items on the agenda, namely the WSP update and ferry parking study, that the commission consider moving these items to the top of the agenda, and that this RFQ be included in the WSP update section?

The lack of transparency surrounding the city's effort to make a deal with WETA is concerning. It makes the cancellation of any city meetings on the WSP indefinitely even more problematic. Please help to shed light on this step in the pier/ferry project by putting this on the agenda early in the meeting.

Camille Antinori  
Berkeley resident

# Gas War in Our Park

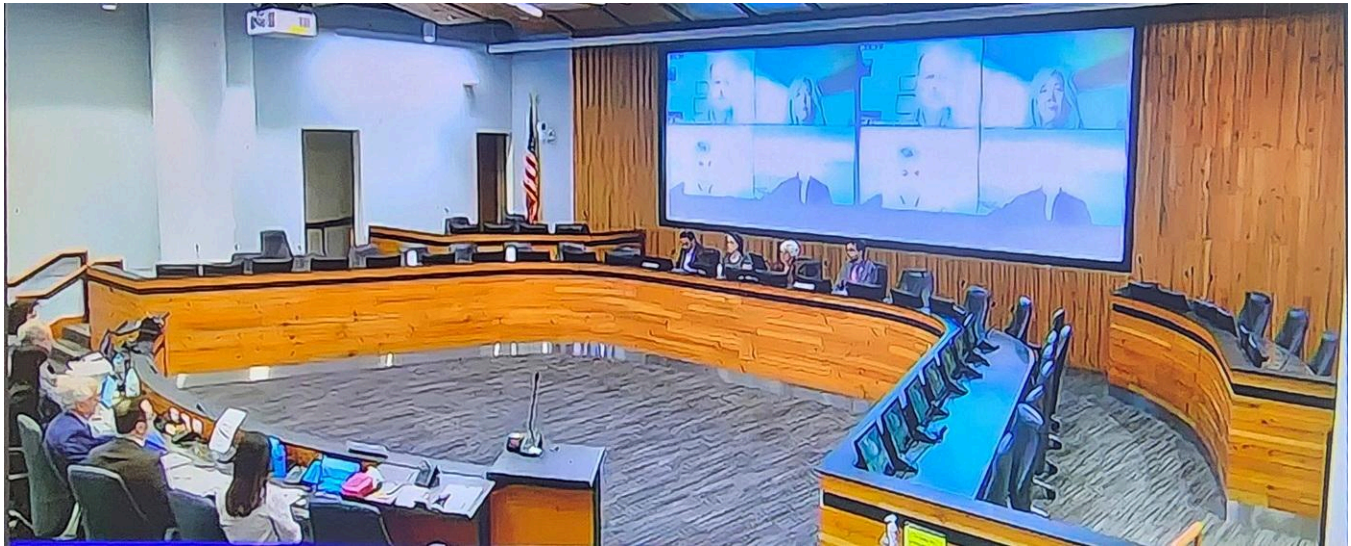
January 25, 2024 - Martin Nicolaus



The flare station near the middle of the park sits at the center of a spiderweb of lateral pipes drawing landfill gas from 37 buried gas wells

“We are operating in different universes,” said Noel Freid, attorney for the Bay Area Air Quality Monitoring District (BAAQMD), after listening to the opening statement made by Marc Shapp, attorney for the City of Berkeley, in the BAAQMD Board Hearing in San Francisco on Tuesday January 23. The City and the Air District are fighting over the future of the landfill gas collection and control system whose central flare stack sits inside a green fence near the center of Cesar Chavez Park.

If the District has its way, the City will have to spend at least \$2 million to dig a huge network of pits and trenches in the park, replacing the entire system of wells and lateral piping that was installed in 1988. The park will be a torn-up noisy mess for a year or more. If the City wins, the major change is that the existing flare station will run part time, instead of full time. Different universes, indeed.



Air District (BAAQMD) Hearing Room Jan. 23

The venue is the Air District’s modern hearing room, similar to a courtroom with dozens of screens. Valerie Armento, an attorney who chaired the proceedings, swore in witnesses as in a courtroom trial, but allowed much broader latitude for testimony than would be admissible in a real courtroom. Accordingly, each side took several hours to present its case, often in a rambling fashion, and the matter was not finished at the end of the day. The list of exhibits runs to more than 1800 pages.



The Air District made clear that it demands strict, unquestioning obedience to its rules, with every i dotted and t crossed. Its leverage is the permit. The City operates the landfill under a permit that the Air District issues. The permit contains a tight hashwork of detailed requirements with limited exemptions. One requirement is that the flare station must operate continuously, except for an allowance of 240 hours of downtime annually for maintenance. The District issued a series of Notices of

Violations to the City during 2023, charging that the downtime came to 474 hours, almost twice the allowance. The District also charged that the City “lost” five of the 42 originally built extraction wells without notifying the District, as it was required to do. Moreover, there were instances where hardware system components at the wellheads showed gas leaks, as documented in City records.

The SCS Engineering firm has had the landfill maintenance contract with the City since the system was built. SCS engineers testified on behalf of the City that a small part of the excess downtime last year was due to elusive malfunctions of thermocouples in the flare stack. There were also problems due to heavy winter rainstorms flooding the lateral pipes and throttling gas flow from wells to flare. But most of the downtime, SCS



argued, was due to low gas levels. Even with clear and dry feeder pipes, the garbage in the landfill is 40 to 60 years old, ancient as landfills go, and isn't producing enough methane to keep the flare burning full time. No matter what we do, the City said, the flare cannot and will not operate continuously. Therefore, the Air District should modify its permit to allow LTC — less than continuous operation.



As for the lost wells, the City said that Park landscaping had buried the wellheads. The GPS coordinates for each well set in the 1980s were not accurate. The City had searched intensively but failed to locate the wells, and therefore took them out of the system. Its failure to report the losses to the Air District was a paperwork oversight. The loss of the five wells did not impact the safety or effectiveness of the system as a whole. As for gas leaks recorded at wellheads from time to time, none of these were in excess of permitted levels, and all were transitory.

Bottom line, the City is arguing that the landfill is near the end of its productive life, as far as gas is concerned, and it would be inequitable to tear up the park to build a brand new and very expensive system to collect the last exhalations of this dying body of garbage.

The scenario recalled the period 2011-2016, when the original flare station in the park sputtered and flamed out repeatedly, due to lack of sufficient methane to drive it. At that time, the Air District allowed the City to shift to part time operation. The new flare unit installed in 2016 was much smaller and required less gas to drive it. Once it was up and running, the Air District once again required continuous operation. Now, as was predictable and predicted, gas volume has dropped further, and the new unit is too big for the gas available. According to SCS engineer Anton Svornich, the one we have is the smallest unit made.



At this point, one of the Board members asked a very intelligent question. Amelia Timbers, an environmental planner, said she did not understand why Berkeley is seeking part time operation, and not a complete shutdown. (Air District rules allow a system to be shut down if gas levels drop below a threshold amount, and the Chavez Park system has been hovering around that threshold for years.) Two SCS witnesses, Patrick

Sullivan and Anton Svornich, addressed that issue. The answer, in a word, is the hotel. Something still needs to be running, Svornich said, because of the gas at the hotel complex. If you shut it down, where do you put the gas from the hotel area?





To underline the point, witnesses produced maps and tables showing that high levels of methane gas were coming from the extraction wells around the hotel buildings. Robert Healy, a senior waste management engineer for CalRecycle, testified that gas concentrations around the hotel are at potentially explosive levels and would present a hazard to persons if not removed.

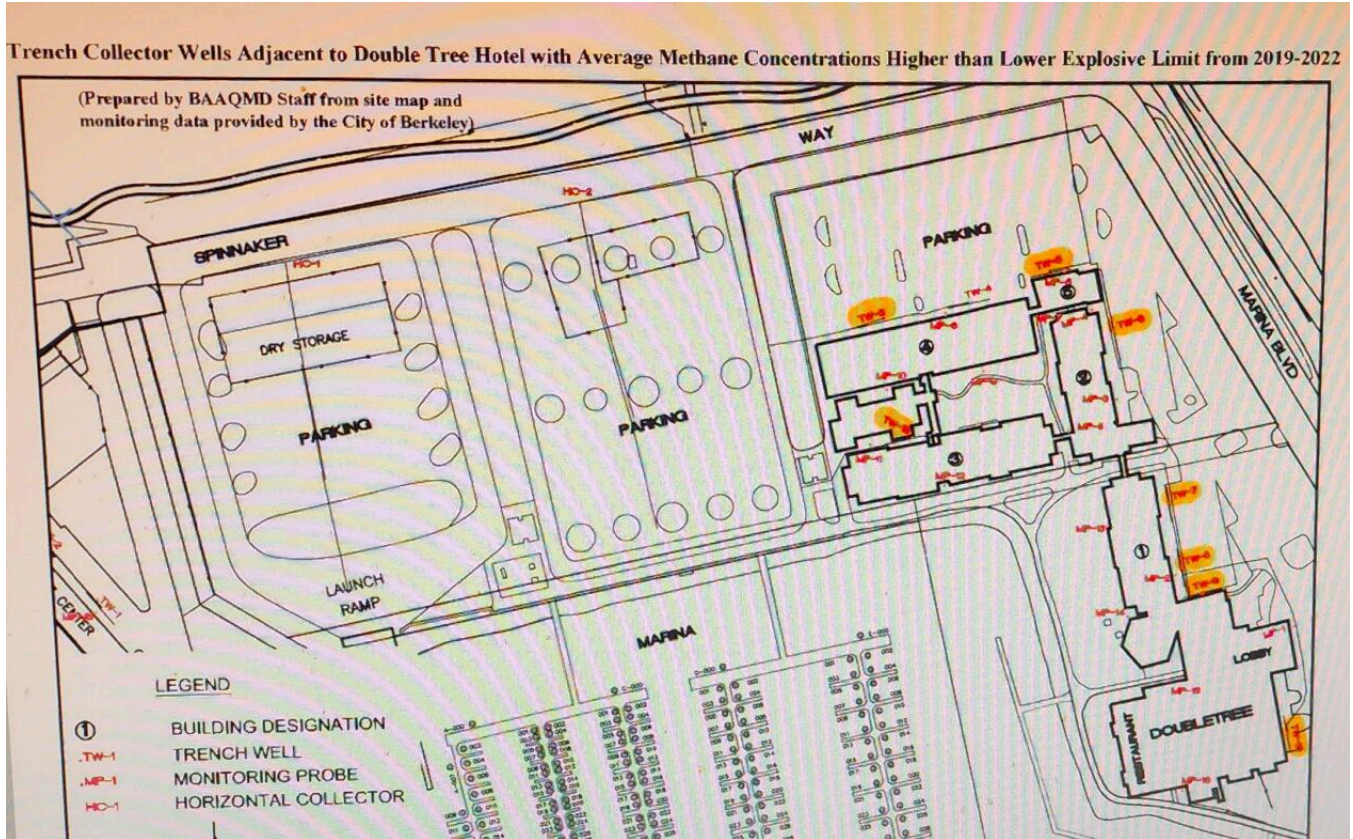
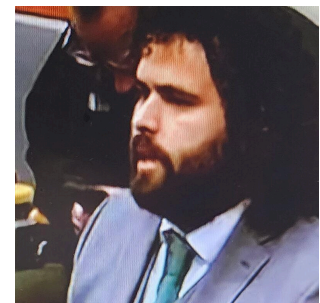


Exhibit showing gas collection wells around Hilton Doubletree Hotel with high levels of methane (orange highlights)

The presence of high methane levels around the hotel complex raised the legal question whether the Air District has jurisdiction there, since the area south of Spinnaker Way lies outside of the permitted landfill. The District has demanded that the City conduct a “fingerprint” study to determine, if possible, whether the methane seen on the hotel grounds is native there or has migrated from Chavez Park. If it’s migrant gas, the District could claim jurisdiction.

Several times during the Jan. 23 proceedings, the City was asked whether landfill gas came to the surface in the park during periods when the flare station was down. The City had its answer ready. On four occasions during 2023, including during system downtimes, SCS technicians walked the park in a tight grid pattern with rolling gas sniffer devices. At no time did they detect any landfill gas at the surface. These surface monitoring sweeps have been conducted in the park at least annually since 1988 and have never detected surface leakage, whether the flare was on or



off. The word “bioremediation” didn’t escape any lips at the hearing, but it’s been known to scientists since at least 1989 that a class of beneficial bacteria resident in the upper layers of the park soil has been very effectively cleaning up methane without the need for expensive hardware. But those bacteria can’t operate south of Spinnaker Way where the hotel sits because that area is almost entirely paved over.

The City of Berkeley’s current contract with SCS Engineers to maintain the landfill gas system at Chavez Park runs to \$714,022. What emerged from the first day of the hearing is that the principal beneficiary of this system, the main reason to keep it running, is the Hilton Doubletree Hotel.

The session adjourned before either side completed its case. The hearing resumes February 6 in the same venue. The Air District has the home field advantage. The District’s Board is the judge and jury. For the City to win, the Board has to rule against its own staff.

If the City loses, the City should take BAAQMD to court for bureaucratic overreach, if there is such a cause of action. Air District witnesses had fun kicking the City’s butt for losing five wells, letting pipes get flooded, and taking too long to fix thermocouples, and that was deserved. But the Air District also had gaps. It tried to beat up the City for transitory wellhead leaks that were within allowable levels. It tried to indict the City for violating a five percent oxygen level at a number of wells, when that standard has been repudiated as groundless everywhere except at BAAQMD. And it had no rejoinder for the historic fact that gas volume declines with time. District representatives radiated the smug arrogance of petty paper-pushing bureaucrats. They came from a punitive place, not a place of pragmatic collaboration and help. They were right, but they weren’t smart. An ordinary jury would kill them.

At this point the matter between the City and the District is up in the air, but there is one definite loser. The Hilton came out of Tuesday’s hearing with a cloud. Although witnesses were clear that there was no methane inside the hotel buildings, ever, the testimony about potentially explosive methane levels around the buildings probably won’t help bookings.

For background, check [this post on chavezpark.org](#).

James McGrath  
2301 Russell Street  
Berkeley, CA 94705  
January 10, 2024

Scott Ferris  
City of Berkeley  
2180 Milvia  
Berkeley, CA 94704

Subject: December 4, 2022, Request for Proposals for parking studies at Berkeley marina

Dear Mr. Ferris:

These comments will be hand delivered at the Parks, Recreation and Waterfront Commission. The posting of this document as part of the Commission agenda was too late to allow written comments to be made in time to be distributed to the Commission and interested parties.

#### GENERAL

The scope of work included in the Commission packet for January 10, 2024, is too general and vague to provide guidance to consultants to prepare an adequate parking study to support an EIR for either the Marina Specific Plan or a new ferry terminal. While it notes the importance of parking as an issue, it does not include the necessary standards. While I will provide further detailed comments, I will note that I have made many of these comments before.

#### STANDARDS

The land proposed for a 250-space parking lot for a new ferry terminal serving up to 4000 passengers was part of the Bay, filled with a permit from the Bay Conservation and Development Commission (BCDC) expressly for recreational purposes. Furthermore, BCDC's adopted Bay Plan provides a standard for considering a ferry terminal. I won't repeat that language here; many previous letters have cited it. But it provides two standards for use of that bay-fill property in Berkeley. First, since the land was filled for recreational policies, the city and WETA must demonstrate that it is no longer needed for recreational purposes. If a compelling case can be made that the land created by bay fill is no longer needed for recreation—in the original application parking for recreational users and visitor-serving commercial facilities---a case can be made for removal of that fill and restoration of the filled bay. Second, the city and WETA must demonstrate that parking for ferry patrons would not usurp the needs of current and recreational visitors. That standard should be the basis for the study, as well as for any eventual Environmental Impact Reports, and should be clearly articulated in the RFP.

## BASELINE REQUIREMENTS

To prepare an adequate EIR, the City of Berkeley and WETA, through their consultants, must first prepare an adequate baseline of existing use. The RFP does not include the details necessary to accomplish this. There is no clear direction to the consultants about what new work is needed, the RFP includes phrases like "update existing conditions" and "collect additional data as necessary" rather than describing the tasks that must be completed. An adequate baseline **must** include information about the existing recreational uses, the current parking practices at the marina, and in particular the patterns of use and mode split that developed after the city approved two small ferry operations. Because the standard for the eventual EIR is protection of established and needed future recreational use, the background analysis must be done during the peak recreational season—summer. Nothing in the RFP stipulates the timing of data collection, or the specific purposes in the standards that require “updating existing conditions.” Stakeholders have provided the city website and staff with multiple letters and photos showing nearly full use of the south basin parking lots during weekdays during the summer. This information needs to be provided to the consultants, and the contract needs to include directions to either verify this information or provide a more comprehensive baseline. There are many different Automatic Vehicle Counting Systems, from the old-fashioned rubber tubes to modern infrared devices. They should be deployed on University Avenue and collect data, coming and going, to establish the existing background of use. As noted above, this must be done during the recreational season—not during the winter. Because recreational use of the parking lots in the South Basin might be usurped by the different development proposals under consideration, it is essential to establish what the baseline use at those lots is. Of course, this is not useful merely for preparing a baseline, it can also provide insight into recreational use by establishing what the average dwell time is for the average vehicle entering the marina. Certainly recreational spaces turn over more frequently during the day than commuter parking.

Studies prepared to date and linked on the city website show that 95% of the people arriving at the marina for recreational purposes do so by car. Studies of mode split done by WETA and provided on the city website establish that more than 60% of ferry riders also arrive by car. The RFP asks the consultants to answer these critical questions about parking for ferry users: “Develop specific, implementable TDM strategies with local and/or regional precedence for effective use.[and] After incorporation of all feasible TDM strategies, what is the resulting Travel Mode for weekday and weekend riders projected for Year 1?” For several years, the city has allowed small ferry operators to use Berkeley marina for commuting, and riders park in the marina. This established use, and the mode split that it represents, is an essential part of developing an adequate baseline. Yet the RFP makes no reference to using this data.

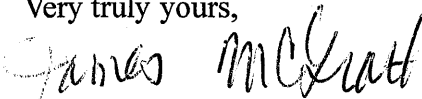
Similarly, Berkeley Marina has a secure bike parking facility near the bait shop. I’m frequently in the marina on my bike, and I rarely see this facility used. But there is no need to rely on my anecdotal observations—the facility can only be used through an app, which means data on actual use has been collected.

Because the mode split that can reasonably be expected is the most critical aspect of evaluating the impact of a ferry terminal, an adequate baseline, which includes careful analysis of existing uses and mode split, must be completed. The draft RFP fails to do this.

## DESIGN YEAR BASIS FOR ANALYSIS

The draft RFP identifies the projected year one ridership to be 1830 passengers. This represents more than 900 departing passengers, or more than 540 parking spaces at existing mode split—more than twice the available parking. The RFP goes on to set the year 2040 as the end date for study purposes. However, WETA has adopted a projection for up to 4000 passengers for the year 2050. The planning horizon for any parking analysis should match the planning horizon that WETA is using.

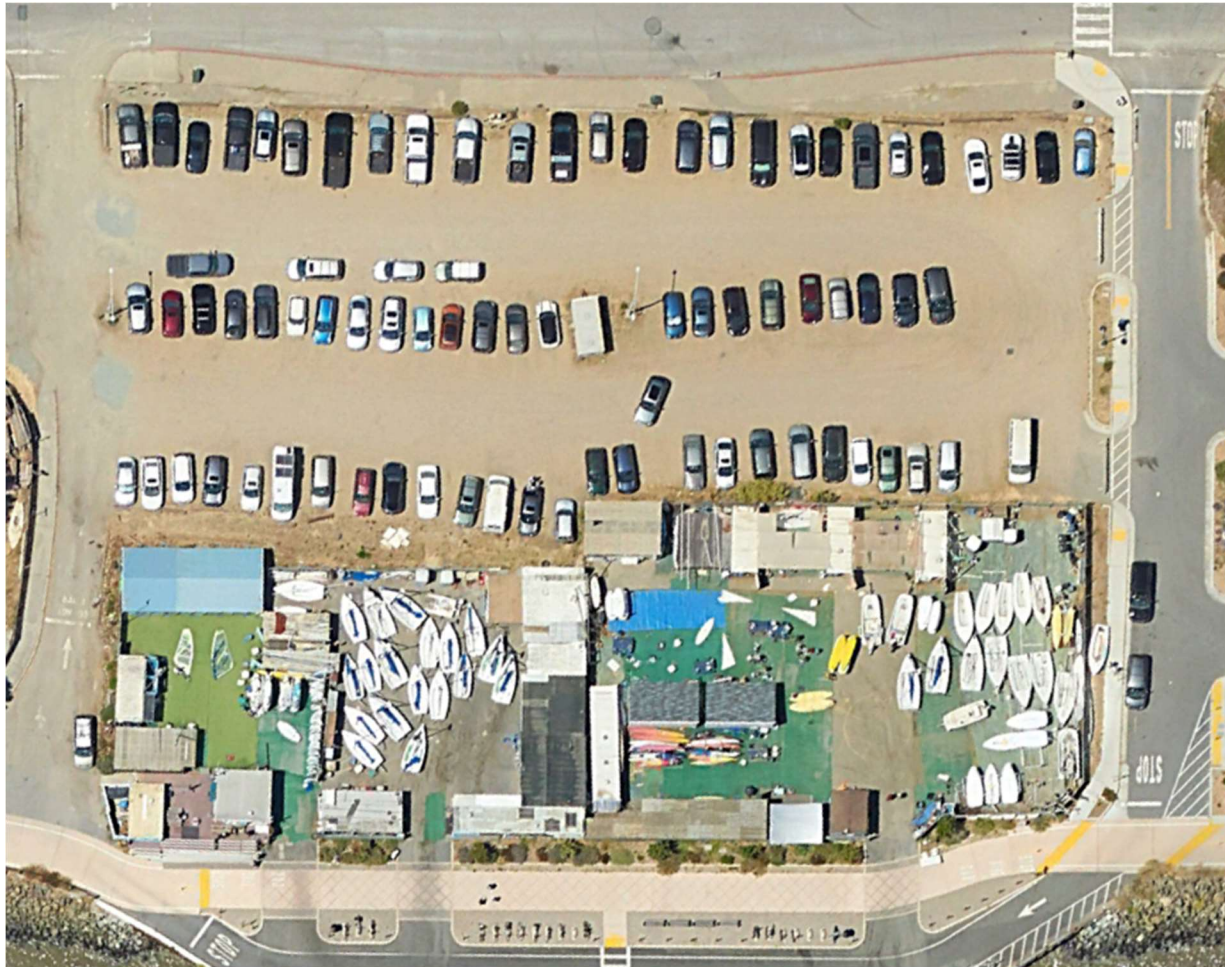
Very truly yours,



James McGrath

# Parking in the South Cove West Parking Lot

From: Gordon Stout, 01/02/2024



This is a Google Earth picture of the South Cove West parking lot. As shown, with three rows of parking spaces, it has room for about 80 cars. Because the lot is not striped, cars can be parked in front of or behind the middle row cars, making a fourth row with room for up to 30 more cars.

The photos on pages 4 through 6 below were taken early in the morning of Tuesday, November 28, sunny and calm with no recreational use evident in the South Basin. The very last space in the third row of the lot was filled at 9:04 am. I watched people leaving the parking lot and hurrying across to the ferry on K-dock, which had its gate unlocked for the ferry riders.

This is a significant change for this lot. Last summer, the north row of cars and part of the middle row would fill up on weekday mornings with the cars of ferry and fishing charter riders, but not this full. Even so, the parking lot would often fill up completely when recreational users arrived for the afternoon winds.

On Thursday, November 30 the lot was somewhat less full, and on Tuesday December 5 and Tuesday December 12 the lot again had three rows fairly full. A chronic situation like last summer, but worse—this parking lot is too full. **If the South Cove lot is filled by all-day ferry or fishing charter parking, there won't be enough space left for recreational users. What can we do to maintain recreational access to the South Cove?**

## Genentech Ferry

The people I saw on Tuesday November 28 were dressed for white-collar jobs, probably Genentech ferry riders. I see this on the web: <https://oysterpointmobility.com/bus-ferry-share/> Looks like Genentech is expanding their ferry service to include other Oyster Point companies.

We note that the BCDC Bay Plan has this to say about ferry terminals, parking , and recreational use, page 73:

"Ferry terminals may be allowed in waterfront park priority use areas and marinas and near fishing piers and launching lanes, **provided the development and operations of the ferry facilities do not interfere with current or future park and recreational uses**, and navigational safety can be assured. Terminal configuration and operation should not disrupt continuous shoreline access. **Facilities provided for park and marina patrons, such as parking, should not be usurped by ferry patrons.** Shared parking arrangements should be provided to minimize the amount of shoreline area needed for parking." (boldface added)

The link below downloads a PDF version of the BCDC Bay Plan with pagination to make references easy.

<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiSufqubyAAxVOAjQIHsILBTIQFn0ECBQQAQ&url=https%3A%2F%2Fwww.bcdc.ca.gov%2Fpdf%2Fbayplan%2Fbayplan.pdf&usq=AOvVaw2rDGQYzyLDHly9iJsQuBUp&opi=89978449>

Possible steps to deal with Genentech ferry parking:

- Impress upon Genentech the importance of the BCDC requirement to not interfere with recreational parking, solicit their cooperation in keeping ferry riders' cars out of the South Cove lots.
- Encourage ferry riders to bike, walk, carpool, or take the bus.
- Make sure that bus schedules mesh well with ferry departure and arrival times.
- Re-open the 199 Seawall parking lot, and direct ferry riders to park there.
- Allow parallel parking on the north and south sides of lower University Avenue.
- Get the City of Berkeley vehicles out of the L-Dock parking lot.



Ferry leaving in the fog, December 5, 2023

**Fishing Charter Boats** I see reports of boats fishing for Dungeness Crab, I believe on November 28: [https://www.sportfishingreport.com/dock\\_totals/?date=2023-11-28](https://www.sportfishingreport.com/dock_totals/?date=2023-11-28) shows 41 people fishing for crab off one of the Berkeley charter boats.

Last summer during the halibut/salmon run, many boatloads of anglers left from Berkeley, and it had a significant impact on parking in the South Cove (see below).

**Fish** Counts by Boat - July 12, 2022 Total 69 anglers

Berkeley Fish Counts			
Boat	Trip Details	Dock Totals	Audio
California Dawn California Dawn Sportfishing Berkeley, CA	17 Anglers Full Day	47 California Halibut (up to 22 pounds)	
California Dawn II California Dawn Sportfishing Berkeley, CA	24 Anglers Full Day	48 King Salmon (up to 28 pounds)	
El Dorado Berkeley Charter Boats Berkeley, CA	17 Anglers Full Day	34 King Salmon (up to 25 pounds)	
Halia Kai Berkeley Charter Boats Berkeley, CA	11 Anglers Full Day	22 King Salmon (up to 27 pounds)	

**Fish** Counts by Boat - July 13, 2022 Total 39 anglers

Berkeley Fish Counts			
Boat	Trip Details	Dock Totals	Audio
California Dawn California Dawn Sportfishing Berkeley, CA	16 Anglers Full Day	28 California Halibut (up to 24 pounds), 5 Striped Bass	
California Dawn II California Dawn Sportfishing Berkeley, CA	23 Anglers Full Day	30 King Salmon (up to 30 pounds)	

**Fish** Counts by Boat - July 14, 2022 Total 28 anglers

Berkeley Fish Counts			
Boat	Trip Details	Dock Totals	Audio
California Dawn California Dawn Sportfishing Berkeley, CA	8 Anglers Full Day	13 California Halibut, 5 King Salmon	
California Dawn II California Dawn Sportfishing Berkeley, CA	20 Anglers Full Day	14 King Salmon (up to 31 pounds)	

**Fish** Counts by Boat - July 15, 2022 Total 57 anglers

Berkeley Fish Counts			
Boat	Trip Details	Dock Totals	Audio
California Dawn California Dawn Sportfishing Berkeley, CA	20 Anglers Full Day	15 King Salmon	
California Dawn II California Dawn Sportfishing Berkeley, CA	20 Anglers Full Day	15 King Salmon (up to 25 pounds)	
Happy Hooker Happy Hooker Sportfishing Berkeley, CA	17 Anglers Full Day	13 Halibut, 27 Lingcod, 150 Rockfish, 40 Halibut Released, 35 Lingcod Released, 100 Rockfish Released	

Fishing is a recreational use, and is therefore not in the same BCDC category as ferries, so we need to share the parking between charter boat anglers and other recreational users. .



First, there must be an overflow lot, because the South Cove West lot is not big enough for all the cars that need to use it. Probably this should be the 199 Seawall lot and/or the Skates lot, which ideally should be opened before the 5:00 am departure time of some of the fishing boats.

Anglers need to bring tackle in the morning, and take fish home at the end of the day. Other recreational users may have kids and strollers, or windsurfing/kayaking equipment and wetsuits to carry. Balancing these interests will take some thought and diplomatic effort.

The Marina should probably not rent berths to additional fishing charter boats without considering how to provide parking for the anglers that will use the boats. For what it's worth, 2022 income from charter boats was estimated at \$70,000.

Parking pictures from Tuesday, November 28, 2023:



South Cove West Parking lot on Tuesday, November 28, 2023, from the north side of University Avenue.



South Cove West Parking lot on Tuesday, November 28, 2023, from the west end of the lot.



Southeast corner of the South Cove West Parking lot on Tuesday, November 28, 2023, as cars pull into the last empty spaces of the third parking row at 9:04 am.

## Parking Variability at the Marina 2/7/2023 Gordon Stout

**Parking and the proposed South Bayfront Hotel** About 90% of marina visitors arrive by car—either because they are bringing children and strollers and picnic food, or equipment to go sailing, kayaking, or fishing. Parking is important to slip-holders, who often need to bring equipment or guests to their boats. If a slip-holder has paid \$350 for a month’s rent on a berth, they will be frustrated if on the prime sailing day of that month there are no available parking spaces within walking distance of their boat. Remember that slip-holders provide two-thirds of the Marina revenue, and it is hard to maintain a low slip vacancy rate if slip-holder parking is messed up. A 5% drop in the slip vacancy rate would cost \$175,000 in revenue.

Many of the WSP’s proposals put food trucks, restaurants, or hotels into parking lots that on a casual walk-through appear to be underutilized. An example is the proposed South Bayfront Hotel, page 149, pictured below, located in the parking lot of the Skates restaurant.



### Opportunity C South Bayfront Hotel

#### Development Metrics

- +/-115,000 GSF
- 170 Hotel Rooms
- 85 Parking Spaces
- No more than 0.5 parking spaces per room
- Parking strategies to include, but not limited to, valet options

#### Opportunities

- Maximize scenic views of the Bay
- New source of revenue at the Waterfront
- Utilize rooftops for gathering and green roof

WATERFRONT specific plan PUBLIC DRAFT 09/23/2023

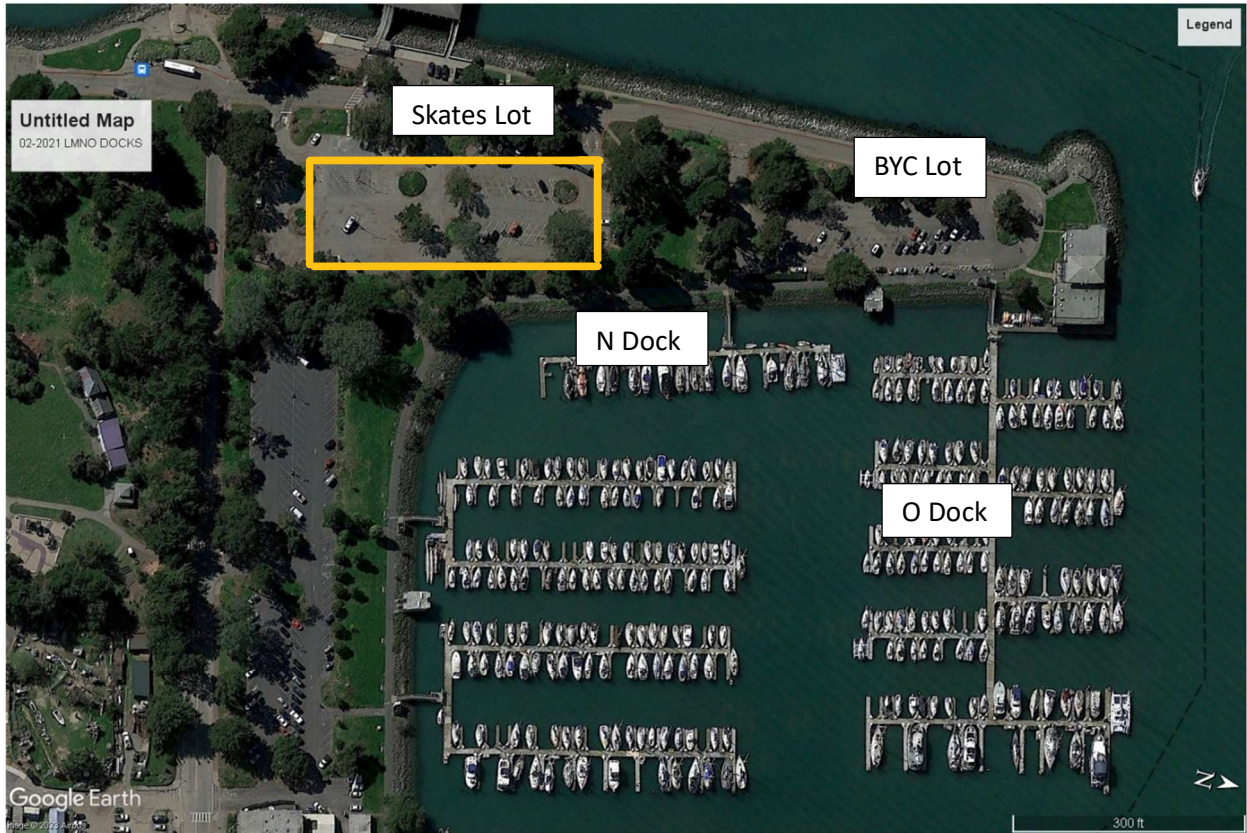


Figure 2-23 | Potential South Bayfront Hotel Development



149

A 03/2021 Google Earth image shows the Skates parking lot as almost empty, which might explain why the site was chosen for the hotel. (Hotel footprint shown in yellow.)



A 03/2013 image, by contrast, shows the Skates lot quite full, along with the BYC lot.

Of 16 images collected, roughly a third showed significant number of cars in the Skates and BYC lot, a third showed few cars, and a third fell in between. Note that the pictures are from the middle of the day, so dinner parking from Skates is probably nowhere near its maximum. Indeed, I drove through the Skates lot at 7 pm on 25 October 2023, dinner hour, and the lot was very full.

The Skates lot and the BYC lot provide parking for N and O dock slip-holders, who would be seriously compromised if the hotel replaced the Skates lot and kept all those cars from parking there.

Two messages from this exercise:

1. A hotel in this location would interfere with N and O dock parking and is therefore a nonstarter.
2. Assessing parking requires much more than a single parking count. Certainly, building a hotel would require much more diligence than a few parking counts.

Variability affects not only the measurement of parking lot use, but also the mode split for ferry parking. Say a mode split is achieved that allows 250 spaces to accommodate 815 ferry riders. On a rainy day, we can expect fewer people to walk, bike, or take the bus, so the 250-space lot will overflow with extra cars—will they be penalized if they park in recreational spaces?

## Miller, Roger

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**From:** Carol Hirth <chirth@mac.com>  
**Sent:** Tuesday, February 6, 2024 7:08 PM  
**To:** Bronson, Darlene; Gregory, Thomas; Miller, Roger; Mostowfi, Hamid; Nevels, Ronald  
**Cc:** mfreeman@thecil.org  
**Subject:** Ohlone Pedestrian and Bike path

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Commissioners:

I am writing, again, to urge you to reconsider and make sure the Ohlone Path, particularly between Gilman Street and Cedar Street, also until it reaches Sacramento Street, includes a separate, ADA compliant, pedestrian path.

Bicycles, especially electric bikes, scooters, especially electric scooters, pose a significant danger to pedestrians, including seniors, the disabled, people walking dogs, people with children, people with strollers. There have been numerous incidents in which those on bikes and scooters have only barely missed colliding with pedestrians. Bikes and scooters seem to think they have the right of way, whether approaching pedestrians from the front or from behind, expecting those on foot to get out of their way, rather than carefully giving pedestrians the right of way.

For the same reasons, NO electric bicycles and NO electric scooters should be allowed on any sidewalks in Berkeley. They are dangerous to pedestrians.

Thank you.

Carol Hirth  
94702

February 7, 2024

To Parks, Recreation & Waterfront Commission:

I attended the recent (Feb. 3) Tree-Planting Volunteer Opportunity at Aquatic Park and was delighted to see such a great turnout to help beautify this often neglected park. After last month's resignations by two City Councilmembers, I was not sure if the public's commitment to community work would be affected—if it was—it was only to boost participation, as a wide range of people came out in droves to help—families, seniors, youngsters of all ages, Cal students and more ... it was a welcome sight and it seems much good work was accomplished.

Kudos to the city staff who organized and showed up to oversee the crowds of volunteers. Please take a look at these photos and spread the word—Berkeley's community spirit is alive and well!

Cameron Woo  
Long-time West Berkeley resident

