

PARKS AND WATERFRONT COMMISSION
Regular Meeting

Wednesday, July 12, 2023, 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).
2. **Roll Call** (Secretary). Present: Abshez; Avellar; Diehm; Gordon; Hurtado; Kawczynska; Katz; Ranuzzi; Wozniak; Absent: None.
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** [and move Item 11 before Item 8] (Chair). (M/S/C: Kawczynska/Abshez/U): Ayes: Abshez; Avellar; Diehm; Gordon; Hurtado; Kawczynska; Katz; Ranuzzi; Wozniak; Noes: None; Absent: None.
5. **Action: Approval of Minutes** for May 10, 2023 (Chair).* (M/S/C: Wozniak/Avellar/U): Ayes: Abshez; Avellar; Diehm; Gordon; Hurtado; Kawczynska; Katz; Ranuzzi; Wozniak; Noes: None; Absent: None.
6. **Public Comment.** a) Sam Reifsnnyder, berth fee waiver; b) Craig Gordon, Rose Pickleball; c) Gordon Stout, slipholders; d) Kelly Hammargren, biodiversity.
7. **Chair’s Report.**
8. **Discussion/Action: Waterfront Specific Plan subcommittee report** (Abshez/ Diehm/ Kawczynska).* Brief presentation was made by Abshez. Public Comment: a) Ryan Turner; b) Erica Jordan; c) John Kittredge; d) Jim McGrath; e) Tamar Gershon; f) Naomi Friedman; g) Martin Nicolaus; h) Jeff Malmuth; i) Brigita Bude; j) Cameron Woo; k) Danielle Calciolari; l) Kelly Hammargren; m) Kdonnie Chick; n) Carol Fields. The commissions approved a motion to approve the report, with edits from Commissioner Diehm, and send it to Council (M/S/C: Kawczynska/Ranuzzi/U): Ayes: Abshez; Avellar; Diehm; Gordon; Hurtado; Kawczynska; Katz; Ranuzzi; Wozniak; Noes: None; Absent: None.
9. **Director’s Report** (Ferris): PRW Divisions: Recreation; Parks; Waterfront; Capital; Budget. Held over.
10. **Discussion: Update on \$5.5 million loan for D&E Dock Project** (Miller).** Update was provided.

11. Discussion: Update on Marina Fund fiscal gap FY2024 (Miller).** Update was provided.

12. Discussion/Action: PRW Commission Workplan 2023 (DRAFT) and approval of new liaisons (Kawczynska/Diehm).* Held over.

13. Information: Recent Council Reports.*

14. Future Agenda Items: Priorities for parks capital projects FY2023-24; PRW Commission Workplan 2023; Parks Development Fee; Citywide Accessibility Plan; Dogs in Parks; Berth Fee Waivers for community service organizations.

15. Communications. Corporate Landscaping, NY Times (Kawczynska); Letters re: Cesar Chavez Park OLA (multiple ltrs).

16. Adjournment: 9:30pm.

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

** document will be provided at the meeting.

- Commissioners in attendance: 9 of 9 appointed.
- Public in attendance: 24
- Public speakers: 17

To: PRW Commission: Handout
Fr: Commissioner Diehm
Dt: 07-12-2023

• Erin's edits
(after agenda was published)
• handout: 07-12-2023

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

DRAFT

TABLE OF CONTENTS

	<u>Page</u>
I. The Specific Plan Should be Organized Around a Long-Term Vision for the Berkeley Waterfront Area – Not a Market Study.....	1
II. The Marina Fund should not be Burdened by non-Marina Expenses	2
III. The Specific Plan should be Organized Around the Following Planning Principles	3
A. The Specific Plan Should Be Flexible Administrative Simple to Implement	3
B. The Specific Plan should Embody Ecologically Sensitive Planning.....	3
C. The Specific Plan Should Attract More and Diverse Users to the Waterfront Area.....	3
D. The Specific Plan Should Encourage Great, Sustainable and Biophilic Design throughout the Waterfront Area	43
E. The Specific Plan Should Prioritize Key Infrastructure Investments	4
F. Connectivity and Circulation within the Waterfront Area Should Be Improved	4
IV. A Comprehensive Master Plan and Landscape Plan for Cesar Chavez Park should be included in the Specific Plan	4
A. Cesar Chavez Park should be one of the Anchors of the Specific Plan	4
B. The Off-Leash Area (OLA) should be Maintained and Improved.....	5
C. The Biodiversity of Cesar Chavez Park should be Increased.....	5
D. Great Design should be a Key Feature of Cesar Chavez Park	65
E. Cesar Chavez Park should be Enhanced Activated with Additional Public Uses and Amenities	6
V. The Defunct Pier and Seawall Drive should be Centerpieces of the Specific Plan.....	76
VI. Waterfront Area Development should Support Realizing the Long-Term Vision Specific Plan	7
VII. The Berkeley Marina Docks should be Modernized to Respond to Market Demand and an Asset Management Plan should be Created.....	8

Add IV.D.
The Landscape Plan for Cesar Chavez Park should create unstructured natural spaces filled with native vegetation that reflect California's 30x30 and Biodiversity Initiative guidelines and goals



TABLE OF CONTENTS

	<u>Page</u>
VIII. TDM and Parking Management Strategies should be Introduced & Waterfront Area Circulation should be Improved.....	98
IX. Recommended Specific Plan Procedures	9

DRAFT

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

Based on its participation in the workshops and focus groups conducted by Staff regarding the proposed Waterfront Area Specific Plan, and the public hearings it has conducted, the Parks, Recreation & Waterfront Commission submits the following recommendations to the City Council.

I. The Specific Plan Should be Organized Around a Long-Term Vision for the Berkeley Waterfront Area – Not a Market Study

The Waterfront Area Specific Plan must be more than a regulatory document with design criteria. It must reflect a long-term vision for the Berkeley Waterfront Area. The Berkeley Waterfront Area is a municipal treasure and regional asset reflecting years of public investment, community initiative, creativity and activism. The contributions and interests of existing Waterfront Area organizations and users to the vitality and existing experience of the Waterfront Area should be celebrated and supported. The Waterfront also lies within a global biodiversity hotspot and various areas of the Waterfront have significant ecological value that should be protected and enhanced. The Waterfront Area lies adjacent to a half a million East Bay Residents whose access to the Bay is blocked by I80 and at most points is limited to a narrow strip between the shoreline highway and the Bay. The Waterfront is one of the few areas of Berkeley that extends deep into the Bay that provides a myriad of water and Bayfront experiences on an equitable basis.

The Parks Recreation and Waterfront Commission is concerned that the Specific Plan process has become confused and the object of public concern because the role of adding commercial/retail uses to the Waterfront Area has not been properly communicated. The Market Study prepared by Keyser Marston and its conclusion that the Waterfront Area could foreseeably support up to 200 new hotel rooms and 12,000 square feet of cafes has been misunderstood as a rationale or vision for the Specific Plan, while it should not be. Rather, the Keyser Marston report should be understood for just what it is—a market study of the foreseeable demand for only two types of uses that might be added to the Waterfront Area and the revenue they might produce; not more than that. Specific Planning should not revolve around the Keyser Marston study.

Notwithstanding its strengths and earlier groundbreaking plans, the Waterfront Area lacks a does not have an updated comprehensive vision, supported by a plan that would enable its recreational, environmental, tourism, and economic development potential for the Berkeley community to be more fully realized. The Waterfront Area is presently comprised of loosely organized stand-alone 'nodes' of activity (Doubletree Hotel; Marina offices; Marine Center/Boat Launch; Cesar Chavez Park; Cal Sailing Club/Cal Adventures; Shorebird Park/Nature Center; Abandoned Pier; Seawall Drive Parking Strip). Some of these nodes of activity don't integrate with one another as they might, and the connectivity and synergy between them should be improved.

#1

The Parks, Recreation and Waterfront Commission believes that a well-crafted Specific Plan can expand the appeal of the Berkeley Waterfront Area beyond its current user groups, to attract new visitors towards becoming a resource with the broad appeal to the entire community

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

comparable to public recreation areas like Presidio/Tunnel Tops/Crissy Field by focusing on the following objectives:

- Protect open space and enhance habitat and biological resources;
- Enhance and revitalize the Waterfront Area's current nodes of activity;
- Discover and reveal the synergies between the nodes of activity;
- Link the nodes of activity together (through bike, pedestrian, water taxi, shuttle connections, or new uses), and by introducing an array of complementary new uses, services and activities that will make the Waterfront Area not only a destination for discrete stand-alone activities, but also a place where new and diverse users will be attracted, as well as a place where residents, families and visitors will want to spend the entire day (or lodge) exploring and enjoying its multiple dimensions.

A successful Specific Plan should build upon, protect and enhance the best aspects of the existing Waterfront Area experience, acknowledge and correct its weaknesses, and add responsibly planned uses and activities that will invite new and diverse users. This approach will attract and invite the additional public and private investment that is necessary to maintain and enhance the Waterfront Area's utility, attractiveness and environmental value for the entire Berkeley community, the residents of the East Bay, and visitors to the area.

Activities and festivals that build upon those strengths will promote broader awareness and appreciation of Waterfront Area as a "place." For example, the Berkeley Kite Festival is recognized as one of the greatest kite festivals in the United States. It ought to be supported by the City of Berkeley. The once popular annual Berkeley fishing derby should be restarted. An annual festival that highlights a thriving ecosystem (e.g. a springtime wildflower superbloom festival) might be created in Cesar Chavez Park. Summertime weekend afternoon lawn concerts should be produced in Shorebird Park. Community businesses and brands should be featured throughout the Waterfront Area to reinforce the Waterfront Area's Berkeley identity and to promote Berkeley as a destination and as a wonderful place to live, work and play.

II. The Marina Fund should not be Burdened by non-Marina Expenses

The Commission is concerned that the Marina Fund concept is unsustainable as it presently exists. It has insufficient operating revenues to meet its operational expenses and inadequate capital funds for capital projects. Revenue from new uses enabled by the Specific Plan will take significant time to arrive and, in any event, will not be sufficient to address even the current fiscal of the Marina needs. Moreover, a significant amount of the Marina Fund is being diverted to non-Marina purposes. According to the recent analysis by the Division of Boating and Waterways, boating related activities provide 67% of the revenue for the Marina Fund, but only 45% of the Marina Fund is expended for Marina-specific purposes. The remainder of the Marina Fund is expended for non-Marina purposes, including street/parking lot/path maintenance, trash collection, the maintenance of Cesar Chavez Park, landscaping throughout the Waterfront, recreational programs, and charges by other departments for special events expenses.

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

The Marina Fund should not be burdened by non-Marina expenses. Though it is treated differently, the Waterfront Area is in effect another business district of the City of Berkeley. It includes 100 acres of parks, miles of public streets & sidewalks and 20 acres of parking lots that are basic public infrastructure and are not Marina-related. In other business districts the costs of maintaining such basic public infrastructure are assigned to Parks Department, Public Works Department and the General Fund budgets.

Non-Marina-related costs should be reassigned to Parks Department, Public Works Department and the General Fund budgets. A life-cycle Asset Management Program including a capital reserve for the Marina assets should be created. Net revenue from Marina commercial uses, slip rentals, and Marina hotel operations (including Transient Occupancy and Sales Taxes) should be dedicated to the Marina Fund and the Asset Management Program.

III. The Specific Plan should be Organized Around the Following Planning Principles

A. The Specific Plan Should Be Flexible Administrative Simple to Implement: The Specific Plan should be designed to be flexible and adaptable to community interests and opportunities that emerge or change over time without having to be frequently reopened. Planning and siting guidelines and design standards should ensure the preservation of the Waterfront Area's scenic and ecological values, but should be sufficiently flexible to attract and enable the consideration of creative proposals that would be evaluated during future site-specific project review. The Specific Plan should be administratively easy to navigate and implement.

B. The Specific Plan should Embody Ecologically Sensitive Planning: Areas of particular ecological value throughout the Waterfront Area should be identified, protected and enhanced. New development should be consistent with the highest design and environmental standards and should complement and actively protect the nearby natural environment. Observation and education stations should be planned at appropriate locations. More locally biodiverse green spaces are a public health benefit, and deliver greater benefits for children's cognitive development. Increasing the biodiversity and ecological value of the Waterfront Area (including Cesar Chavez Park) is particularly important because North America bird populations have declined 29% since the 1970s, and two-thirds of the remaining birds are at risk of extinction. Several threatened avian species are documented to seasonally frequent the Waterfront Area. There has also been a 33% decline of butterflies and moth populations since 1999, with an ongoing decline of 2% per year, and global declines of insects up to 75% or more. Birding is also a multi-billion dollar industry that can attract new visitors.

C. The Specific Plan Should Attract More and Diverse Users to the Waterfront Area: A broader variety of recreational activities, visitor-serving and hospitality uses that complement the waterfront setting and its natural resources should be encouraged and accommodated. As discussed below, such activities include, but are not limited to, food service and lodging. Access to the water and shoreline should be expanded for members of the general public without boating skills. A family-friendly bike rental facility should be centrally-located to encourage bicycling at the Waterfront Area and can function as an East Bay focal point of the nearby Bay Trail. A kayak rental and launch facility, in a carefully selected location(s), should also be provided

#2

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**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

D. The Specific Plan Should Encourage, State-of-the-Art, Sustainable and Biophilic Design throughout the Waterfront Area: The Specific Plan should encourage creative and state-of-the-art design ideas, including community-based contributions. Thoughtful design can be a problem solver as well as an attraction. Biophilic design principles in building and landscape design should nurture the relationship between people and nature. The implications of climate change and sea level rise should be considered in designing and implementing the Specific Plan. Opportunities to make the Berkeley Waterfront Area carbon-neutral through alternative energy sources (solar and wind) power should be pursued.

E. The Specific Plan Should Prioritize Key Infrastructure Investments: The Specific Plan should recognize key infrastructure fiscal investments that must be prioritized. The Marina Harbor entrances and South Sailing Basin must be periodically dredged to be functional. The closed, seismically unsafe, pier must be replaced with a new pier. The roads, sidewalks, bike paths, and parking lots must be paved or suitably surfaced to be functional.

F. Connectivity and Circulation within the Waterfront Area Should Be Improved: To link the Waterfront Area's nodes of activity together and encourage longer visits, all areas of the Waterfront Area should be connected with easy-to-navigate pedestrian, ADA and bicycle pathways, including a continuous shoreline trail with connection to Aquatic Park. Pathways should be activated with amenities and appropriate uses to link nodes of activity and encourage non-automotive movement around the Waterfront Area. The dirt pathway along Marina Boulevard should be improved and made ADA accessible. BCDC's planting guide should inform landscaping and access decisions along the trail corridor. A central bicycle hub and rental facility should be developed with connection to the East Bay Shoreline regional bike trail. Bike share and e-scooters pick-up/drop-off locations should also be established near activity centers. A circulating shuttle service should be explored. A pedestrian and bicycle ferry or water taxi across the 100-yard wide Marina Harbor Channel could link the Pier to Cesar Chavez Park and create a popular public attraction in the process. The amount of revetment-fronting parking along Seawall Drive should be reduced (while maintaining accessible ADA parking) and replaced with a landscaped pedestrian promenade with appropriate visitor-serving uses located close to the Pier.

G. The Specific Plan Should Recognize the Vision of Open Space and its Benefits: As Berkeley continues to densify open spaces like those at the Waterfront become even more essential. They give the public places to unplug, slow down, and relax, and should be a guiding principal for much of the planning process.

IV. A Comprehensive Master Plan and Landscape Plan for Cesar Chavez Park should be included in the Specific Plan

A. Cesar Chavez Park should be one of the Anchors of the Specific Plan: At approximately 90 acres, Cesar Chavez Park is the City's largest park and is also the most utilized public attraction within the Waterfront Area. It offers many features, including trails, a native plant area, solar calendar, an Off-Leash Dog Area (OLA), a protected area for endangered Burrowing Owls, a Nature Area, lawns for kite flying,

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

picnic tables, benches, and more. Unlike the Waterfront Area's private and semi-public facilities, the enjoyment of Cesar Chavez Park does not require membership in an organization, special equipment or training. Accordingly, it should not be left out of the Specific Plan. Rather, it should be treated as a centerpiece of the Specific Plan; and one that can attract complementary investment and nearby synergistic uses. To this end, Cesar Chavez Park requires and deserves public investment. Accordingly, the Specific Plan should include a comprehensive Master Plan for the Park, including a Landscape Plan that will increase the Park's biodiversity, scenic attraction, and the number of sheltered areas. Access to nature is a social-equity issue, and increasing access to, the attractiveness of, and use of Cesar Chavez Park by more and diverse users will promote social-equity. A list of permitted and prohibited activities, modes of transportation, and programs should be included in the Master Plan. Cesar Chavez Park should be a safe place for the disabled and persons walking.

#4

B. The Off-Leash Area (OLA) should be Maintained and Improved: The 17-acre Off-Leash Area of Cesar Chavez Park is an important City-wide amenity, and a core use of Cesar Chavez Park. Its boundaries should be appropriately demarcated to protect sensitive ecological areas and marked to deter off-leash activity in park areas not intended for that purpose. Bulletin board improvements, including maps depicting the boundaries of the OLA should be added. A mowing plan and schedule should be adopted for the OLA, and a viable and sustainable foxtail management program and reseeding plan should be implemented. Consideration should be given to dedicating the OLA to the memory of Cesar Chavez's dogs, Boycott and Huelga (Strike), with a public artwork memorial. Seating amenities, including boulders, straw bales, and appropriately located seating walls and artwork should be located at hilltops with panoramic view opportunities. The use of wood chips should be minimized in the OLA, as it makes many areas unusable for dogs and people and covers native burrowing bee habitats. Other plantings, such as trees and shrubs should be considered for this area.

C. The Biodiversity of Cesar Chavez Park should be Increased: Conservation and access to nature are also core uses of Cesar Chavez Park. The Landscape Plan for the Park should increase its biodiversity to improve its ecological value, scenic diversity, and attractiveness. The Waterfront Area is biologically rich, with more than 946 unique species documented to date, including 215 species of birds and 151 species of insects. The Waterfront Area is also ecologically connected with nearby Aquatic Park, Eastshore State Park, the Albany Bulb and beyond, and landscape and aquatic connectivity to these adjacent areas should be a key design principle of the Park Master Plan and Landscape Plan.

The Landscape Plan for Cesar Chavez Park should create unstructured natural spaces filled with native vegetation that reflect California's 30x30 and Biodiversity Initiative guidelines and goals. These initiatives highlight the essential role of locally native plants and tree species to "enrich our lives and sustain our environment by supporting wildlife, clean air and water, soil retention, and carbon storage, providing a helpful indicator of the health of the state's biodiversity." Observational stations, wayfaring and interpretative signage, such as bird and wildlife identification, as well as panoramic landmark signage should be provided along perimeter trail and elsewhere. Working with the Shorebird Nature Center (and utilizing citizen science platforms like iNaturalist and eBird), identify

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

a list of insect, bird, and amphibian—abundant and declining/disappeared—species to support through the Landscape Plan component of the Park’s Master Plan.

D. Great Design should be a Key Feature of Cesar Chavez Park: Cesar Chavez Park’s current picnicking areas are not inviting. More and better picnicking and seating amenities—reflecting the best aspects of contemporary park design – should be provided in appropriate locations; integrated with landscaping and topography to provide shade and shelter from windy conditions. As part of the Master Plan, a superior solution should be found to the concrete drainage swales that crisscross the Park. ADA access to the Park should be improved and new ADA trails should be added. The Park should be enlivened with public art. The land/water edge of the Park should be softened in areas where it is appropriate, and opportunities to engage the water should be provided.

E. Cesar Chavez Park should be Enhanced with Additional Public Uses and Amenities: As Berkeley’s largest public park at approximately 90 acres, Cesar Chavez Park is large enough to preserve existing areas and experiences, while accommodating new ones that increase the Park’s attractiveness and utility. In this regard, the Commission notes that the City’s initial plan for the Park envisioned that a variety of experiences could be accommodated in the Park and identified three potential ‘zones’ of use: a Natural Zone (including a wildlife sanctuary); a Transition Zone and a Recreation Zone.¹ These concepts should be reevaluated as part of the Master Plan for the Park. The Specific Plan should permit the consideration of well-planned festivals and events on a case-by-case basis by the Parks, Recreation and Waterfront Commission (for example, the Berkeley Kite Festival or an annual wildflower “Superbloom Festival”). The Master Plan for the Park should also facilitate uses and amenities (including temporary and pop-up uses and amenities) in, or proximate to, the Park that complement and support existing uses, and that invite broader use of the Park by a diverse public, including parents and children. For example:

- A public café
- A nature/art/science interpretive and education center akin to the ‘Field Station’ at the Tunnel Tops
- Public bike rental and support facilities
- A kayak rental facility and launch ramp
- An outdoor activity and adventure center for children and teens; perhaps including outdoor camping opportunities, and
- Areas for outdoor weddings and other celebrations.

¹ North Waterfront Park Land Use Plan, Environmental Impact Report, November 1978, pp. 7-9.

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

Public safety groups, such as the ham radio operators, who provide such a valuable safety service to the City, should be permitted to use certain areas of the Park for their annual practice sessions as they used to do.

V. The Defunct Pier and Seawall Drive should be Centerpieces of the Specific Plan

A new or reconstructed Berkeley pier should be a Centerpiece of the Specific Plan. The now-closed and unsafe Berkeley Pier was a key feature of the Waterfront Area since its construction in 1926, and originally extended from University Avenue and Second Street. The pier, which is an important amenity for area fisherman, should be replaced or repaired. Surface parking fronting the Bay occupies almost the entirety of Seawall Drive south of the Pier (approximately 330 yards). The amount of revetment-fronting parking along Seawall Drive should be significantly reduced while maintaining accessible ADA parking (with displaced spaces located landward), and the majority of the area now devoted to surface parking should be transformed into a landscaped pedestrian promenade and bikeway, with appropriate visitor-serving and recreational uses located close to the Pier. A sandy beach accessible to children and swimmers should be enlarged and enhanced at Shorebird Park, and a dedicated windsurfing launch facility should be considered nearby.

VI. Waterfront Area Development should Support Realizing the Long-Term Vision Specific Plan

The role of new commercial uses within the Waterfront Area should be to further the realization of the Specific Plan's vision for the Waterfront Area as discussed in Section I, above. While additional uses may provide new net revenue to the Marina Fund, development for the sake of new net revenue should not be an objective of the Specific Plan or drive development within the Waterfront Area. The Keyser Marston report should be understood for just what it is—a market study of the foreseeable demand for only two types of uses that might be added to the Waterfront Area and the revenue they might produce; not more than that. Specific Planning should not revolve around the Keyser Marston study.

The overall quantity of commercial development should be appropriately limited, but a broad variety of well-planned visitor-serving uses that would complement and enhance the Waterfront Area experience should be permitted. The DoubleTree Hotel is comprised of 378 hotel rooms, 24 meeting rooms and 14,000 square feet of event space, with capacity for 850 guests. Other existing development (public, privately operated, marine servicing, and non-profit association) needs to be accurately quantified to establish a baseline so that a reasonable amount of new development, sufficient to support the Specific Plan vision, can be evaluated for CEQA purposes and authorized by the Specific Plan.²

Besides food service and lodging, these include outdoor-activity rental and sale (kite shop/bike rental/kayak); wellness facilities (yoga, pilates, gymnasium); nature, book and art studios/stores; museums; marine equipment and services; waterside cafes, beer gardens and entertainment; as well as other creative uses that would broaden and enhance public enjoyment of the Waterfront Area. Berkeley businesses, brands and arts should be encouraged to have a

² The existing consultant reports do not accurately quantify existing uses and the square footage of buildings in the Waterfront Area, or present the information in a simple table format.

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

presence in the Waterfront Area so that they can play a central role in promoting the Waterfront Area's identity as an expression of the Berkeley community.

Use proposals, their siting and the structures that house them should be consistent with the Planning Principles set forth in Section II, above, and should complement the Specific Plan vision by:

- Protecting open space and enhancing habitat and biological resources;
- Enhancing and/or revitalizing the Waterfront Area's current nodes of activity;
- Creating synergies with current nodes of activity;
- Helping to link the nodes of activity together; and
- Attracting new and diverse users and helping to make the Waterfront Area a place where residents, families and visitors will want to spend the entire day (or lodge) exploring and enjoying its multiple dimensions.

Individual use proposals, their siting outside of park areas, and proposed design should be considered on a case-by-case basis by the Planning Commission to evaluate how they would contribute to the enhancement of the Waterfront Area and its enjoyment by the public. Siting in areas that are subject to BCDC jurisdiction should not be excluded provided that the use is consistent with the existing Bay Plan. A limited amount of sensitively planned food service, educational retail, and recreational uses in Cesar Chavez Park and other park areas should be permissible subject to the review and approval of the Parks, Recreation and Waterfront Commission.

Planning and siting guidelines and design standards should ensure the preservation of the Waterfront Area's scenic and ecological values, but should be sufficiently flexible to attract and enable creative design proposals. The Specific Plan should establish appropriate height limit zones to guide future site-specific proposals. Until permanent commercial services are established, pop-up rentals and food-trucks should be authorized pursuant to Use Permit.

Existing leases should not be prematurely terminated. Marine services (boatyard, chandlery, fuel dock) should be optimized for more efficient use of land area and retained. Long term leases for areas that may be the subject of redevelopment should not be entered into or extended.

VII. The Berkeley Marina Docks should be Modernized to Respond to Market Demand and an Asset Management Plan should be Created

The Berkeley Marina has 15 publicly owned docks with more than 1000 slips. The Berkeley Marine Center leases A Dock, which contains 44 slips, from the City. Recreational vessels in California and Alameda have decreased by 20%. Berkeley Marina's slips are generally smaller, and 48% of them are less than 30 ft. in length. The market trend is towards larger vessels. Accordingly, the Parks Recreation and Waterfront Commission recommends that as docks reach the end of their useful life, that the slips be reconfigured to address this market

**PARKS, RECREATION & WATERFRONT COMMISSION
REPORT & RECOMMENDATIONS TO CITY COUNCIL
REGARDING
BERKELEY WATERFRONT AREA SPECIFIC PLAN**

demand for boats greater than 35 ft in length. As discussed earlier, an asset management plan, as well as a Marina Area 5-Year Capital Improvement Plan, should be created.

VIII. TDM and Parking Management Strategies should be Introduced & Waterfront Area Circulation should be Improved

Regrettably, after the 90 acres of Cesar Chavez Park, surface parking lots are the biggest consumer of land area in the Waterfront Area. Consistent with the City's climate and transportation demand management goals, parking as a land use should not predominate a significant percentage of the Waterfront Area, and over time the amount of parking provided at the Waterfront Area should be reduced. In the meantime, existing parking should be used more efficiently by implementing a shared parking strategy as recommended by Nelson/Nygaard. Though free parking in the closest and most convenient location is viewed as a 'personal right' by many, if not most, of the Waterfront Area's current users, Nelson/Nygaard also argues that paid parking would better support the City's equity and sustainability goals; that it better reflects the true public cost of parking in the Waterfront Area; and that it can create a revenue stream which can be used to fund multimodal investments and rebalance the local transportation network. To ensure equitable access and encourage visits to the park, especially families with children, free short-term parking should be available for up to two/three/four hours of use. For those who want to stay longer, parking should be fee-based.

#5

TDM strategies recommended in Nelson/Nygaard report should be pursued including: Free transfers with AC Transit bus service; secure and well-designed bicycle parking throughout the waterfront; a circulator shuttle connecting waterfront destinations and parking locations; shared mobility services such as car share, bike share, and e-scooters; and pick-up/drop-off locations in central locations near activity centers. Establishing a pedestrian and bicycle ferry or water taxi across the 100-yard wide Marina Harbor Channel would link the Pier to Cesar Chavez Park and create a popular public attraction in the process.

IX. Recommended Specific Plan Procedures

The Specific Plan (including the recommended Master Plan for Cesar Chavez Park) should become the primary land use regulatory document and 'zoning' for the Waterfront Area. To attract and guide its implementation, they should be transparent and easy to navigate. The layering of approvals by different administrative bodies should be avoided. Uses authorized by the Specific Plan outside of park areas should be subject to site-specific review and approval by the Planning Commission, with lease review by the City Council. New public recreation uses and amenities within park areas should be subject to review and approval by the Parks, Recreation & Waterfront Commission, with lease review by the City Council. Temporary activities, events and concerts in park areas should be subject to review and approval by the Parks, Recreation & Waterfront Commission.