



PARKS, RECREATION, AND WATERFRONT COMMISSION

Regular Meeting

Wednesday, July 8, 2026, 7:00 P.M.
 Frances Albrier Community Center
 2800 Park St, Berkeley, CA 94702

Agenda

- The Commissions may discuss any items listed on the agenda, but may take action only on items identified as Action.
 - Public Comment on agenda items shall be heard at each item (2 minutes per speaker).
1. **Call to Order** (chair).
 2. **Roll Call** (Secretary).
 3. **City of Berkeley Land Acknowledgement:**¹
 4. **Action: Approval of Agenda.** (chair)
 5. **Action: Approval of Minutes** for Wednesday, June 10, 2026 (chair).*
 6. **Public Comment** (2 min each).
 7. **Chair's Report/Discussion.**
 8. **Director's Report:** Update on special events, community engagement, capital and maintenance projects, forestry, recreation, budget, fees (Ferris).
 9. **Discussion/Action:** Draft Pier-Ferry Parking Management Implementation Plan (McNulty).*
 10. **Discussion/Action:** Golden Gate Fields Subcommittee – upcoming presentation from EBRPD at September 9, 2026 PRW Commission Meeting (Abshez).
 11. **Public Hearings with actions at subsequent meetings:***
 - A. Naming former Cesar Chavez Park per Council referral to PRW Commission (Ferris).*
 - B. Naming South Berkeley public plaza as Delores Cooper Plaza (See April 14, 2026 Council referral. <https://berkeleyca.gov/sites/default/files/2026-04/2026-04-14%20Item%2016%20Recommendation%20to%20Parks%20and%20Waterfront%20Commission.pdf>)
 - C. Naming Gymnasium at Martin Luther King, Jr. (Young Adult Project (YAP) Community Center in honor of Philip Harper-Cotton (Ferris). **
 - D. Naming Santa Fe Railroad Track Park – initial process (Ferris).**
 12. **Information Reports.**
 13. **Recent PRW Council Reports.***
 14. **Future Agenda Items:** Pier-Ferry Project; Workplan; Nexus Study; Fitness Courts Project.
 15. **Communications.*** Latinos Unidos de Berkeley, 5-25-2026; Jeff Malmuth, 6-19-2026.
 16. **Next PRW Commission meeting:** Wed, September 9, 2026 (Regular).
 17. **Adjournment.**

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

** document will be provided at the meeting.

¹ Land Acknowledgement Statement: 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.

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COMMISSION MEMBERS

Mayor	District 3 Ben Nash	District 6
District 1 Carrie Rybczynski	District 4 Mary Muszynski	District 7 Ysabela Philip
District 2 Leigh Stewart	District 5 Allen Samelson	District 8 Allan Abshez

Current assignments

<ul style="list-style-type: none"> • Subcomm on dogs and parks (07-09-2025) (Nash; Stewart) • Subcomm on parks impact fee (07-09-2025) (Abshez; Rybczynski) • Subcomm on Waterfront Fees (10-08-2025) (Abshez; Philip) • Subcomm on City bond measure 2026 (10-08-25) (Muszynski; Nash; Samelson; Stewart) 	<ul style="list-style-type: none"> • Liaison - Civic Arts in Parks (Carrie Rybczynski) • Subcomm on State of the Parks (2/11/26) (Abshez; Rybczynski; Samelson) • Subcomm on underserved SE quadrant (03-11-2026) (Abshez; Nash; Philip). • Subcomm on Golden Gate Fields potential (4/8/26)
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2026 Commission Meeting Dates

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Commission Secretary: Roger Miller

Location: Frances Albrier Community Center, 2800 Park St

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Minutes- Draft

1. **Call to Order** (chair). 7:10pm.
2. **Roll Call** (Secretary). Present: Abshez; Muszynski; Stewart; Absent: Rybczynski; Nash (LOA); Philip (LOA); Samelson (LOA).
3. **City of Berkeley Land Acknowledgement**
4. **Action: Approval of Agenda.** (chair) (M/S/C: Muszynski/Stewart/U) Ayes: Stewart; Muszynski; Abshez; Noes: none; Absent: Rybczynski; Nash (LOA); Philip (LOA); Samelson (LOA).
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6. **Public Comment** (2 min each). a) Kelly Hammargren, Savannah Sparrows; b) Mary Carleton, median native garden; c) Korean War Memorial: 1) Christina Franco, 2) Judy Zia, 3) Larry Polos, 4) Patsy Espinoza, 5) Clementine Duror; 6) Henry Vega; d) Edward Kazniski, annual reports for nonprofits; f) Erin Diehm, Santa Fe Park Coast Live Oak; g) Martin Nicolaus, air quality at park; h) Paul Kamen, Pier-Ferry MOU; i) Laurel H, Civic events, drones; j) Jose Don, Golden Gate Fields.
7. **Chair's Report/Discussion.** No update.
8. **Director's Report:** Update on special events, community engagement, capital and maintenance projects, forestry, recreation, budget, fees (Ferris). Update was provided.
9. **Discussion/Action:** Potential New Name for former Cesar Chavez Park per Council referral to PRW Commission (Ferris).* Presentation: Natasha Beery, Beatriz Leyva-Cutler, Santiago Casal, Lupe Gallegos-Diaz, Alexis Adorador. Public Comment: a) Martin Nicolaus.
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12. **Presentation/Commission Feedback:** Aquatic Park - 600 Bancroft Development Project (Woodstock, Inc). Presentation and feedback were provided. Public Comment: a) Kelly Hammargren; b) Erin Diehm; c) Paul Kamen; d) Laurel H.
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- 22. Adjournment.** 10:00pm.

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- Public in attendance: 32
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<https://berkeleyca.gov/your-government/boards-commissions/parks-recreation-and-waterfront-commission>

Agenda Item 13. Recent Council Reports

PARKS, RECREATION 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:

June 16, 2026, (Regular – 6pm)

13.-FY 2027 Tax Rate: Fund the Maintenance of Parks, City Trees and Landscaping

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-16%20Item%2013%20FY%202027%20Tax%20Rate%20Fund%20the%20Maintenance%20of%20Parks.pdf>

21.-Utility Easements for East Bay Municipal Utility District (EBMUD) Water Meters at 80 and 90 Bolivar Drive

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-16%20Item%2021%20Utility%20Easements%20for%20East%20Bay%20Municipal%20Utility.pdf>

June 30, 2026 (Regular – 6pm)

16.-Utility Easements for East Bay Municipal Utility District (EBMUD) Water Meters at 80 and 90 Bolivar Drive

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2016%20Ordinance%208027.pdf>

34.-Contract: Redwood Engineering Construction for Cedar Rose Park 5-12 Playground Renovation and Site Improvements

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2034%20Contract%20Redwood%20Engineering.pdf>

35.-Contract No. 32300127 Amendment: AE3 Partners, Inc. for Architectural Services

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2035%20Contract%20No.%2032300127%20Amendment%20%20AE3.pdf>

36.-License Agreement with Masaba, LLC dba Roaming Bean Coffee at the Berkeley Waterfront

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2036%20License%20Agreement%20with%20Masaba.pdf>

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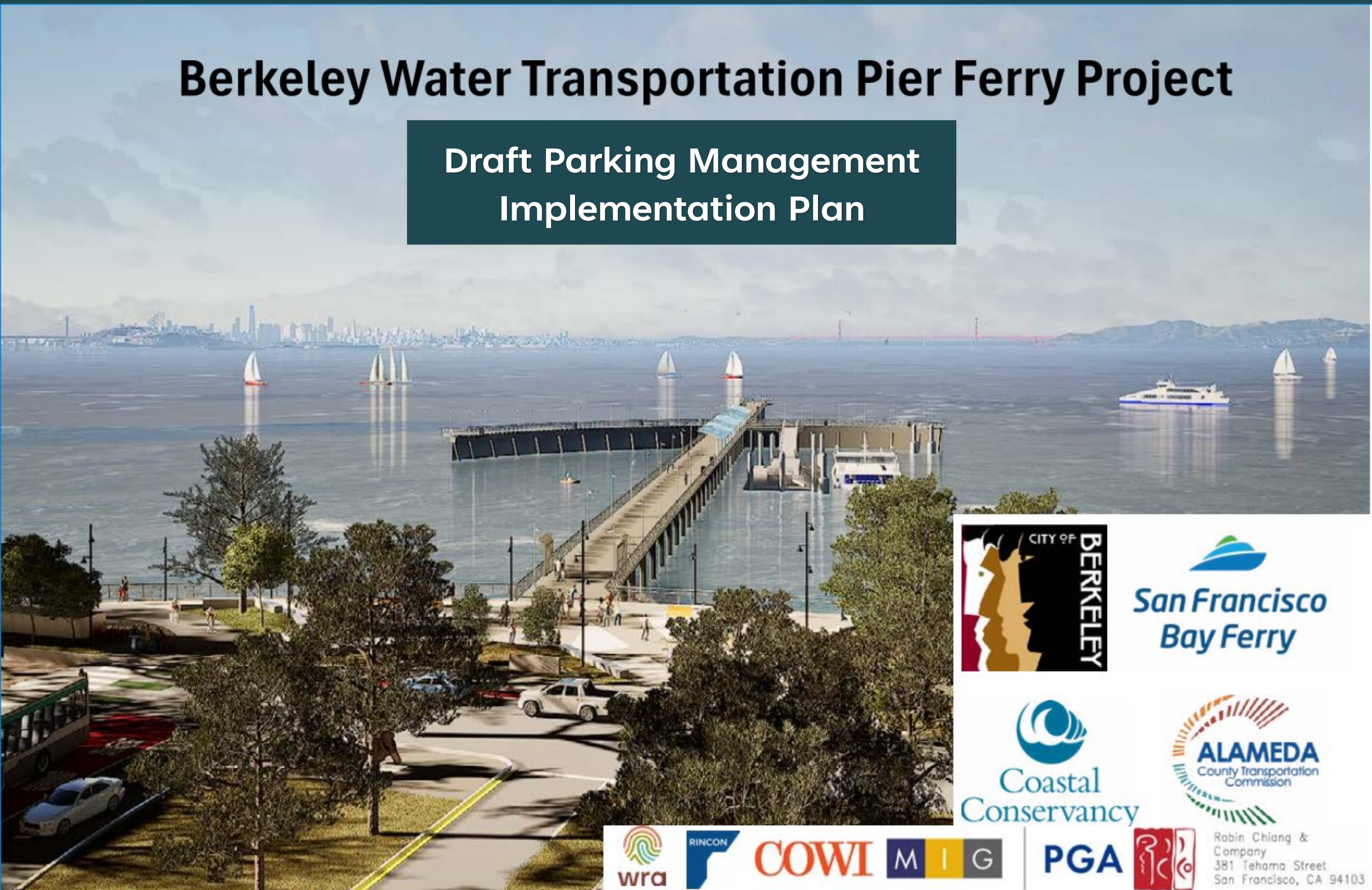
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Berkeley Water Transportation Pier Ferry Project

Draft Parking Management Implementation Plan



Meeting Overview

1. Project Overview & Status Update
2. Seawall Parking Lot Design
3. Draft Parking Implementation Plan
4. Questions & Feedback

Project Website

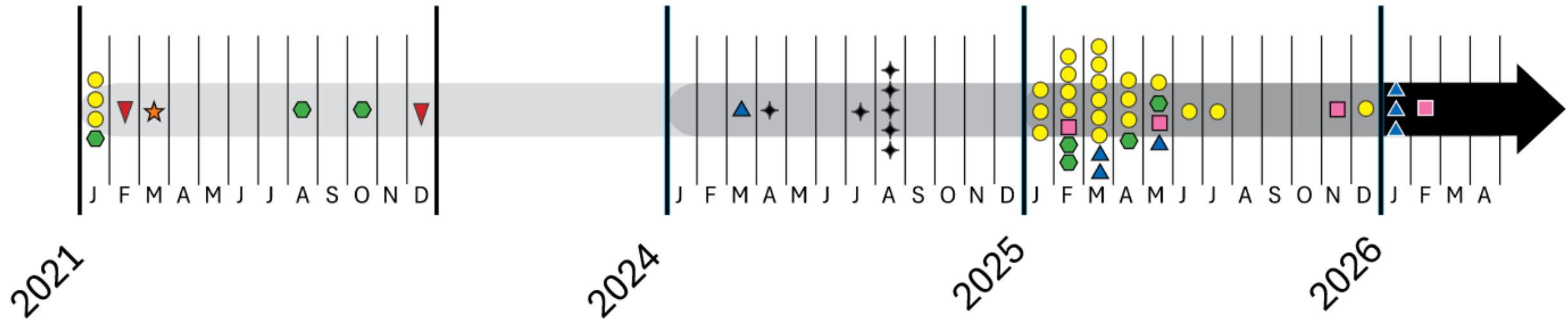
<https://berkeleyca.gov/your-government/our-work/capital-projects/berkeley-pier-ferry-access-project>

Project Manager

Liza McNulty, LMcNulty@berkeleyca.gov

Project Overview & Status

Public Outreach (through April 2026)



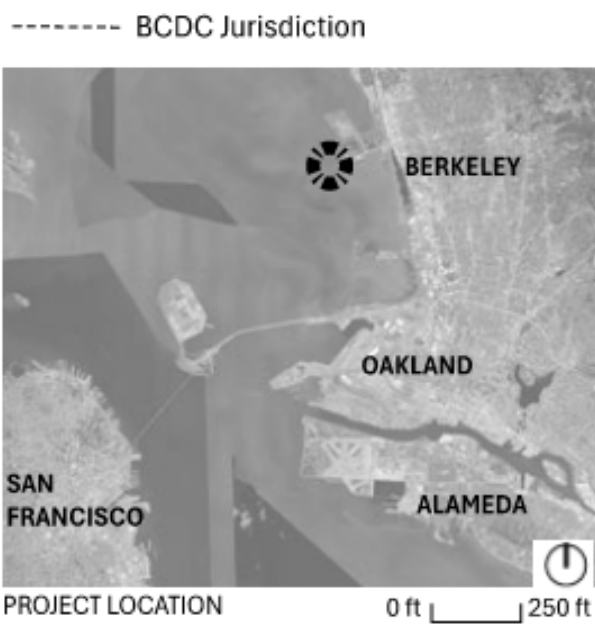
PUBLIC OUTREACH MEETING TYPE - 51 OUTREACH EVENTS TO DATE



- BCDC Public Meetings – **May 2026**
- Draft Parking Management Implementation Plan Public Outreach – **May-June 2026**
- Ongoing Focus Group / Stakeholder Meetings



- LEGEND**
- 1 University Ave cycle track
 - 2 Relocated and expanded AC Transit bus stop
 - 3 Seawall Drive and Bay Trail
 - 4 Seawall Drive parking lot with future solar
 - 5 Plaza
 - 6 Pier and breakwater
 - 7 Ferry landing
 - 8 New public restroom & bike lockers



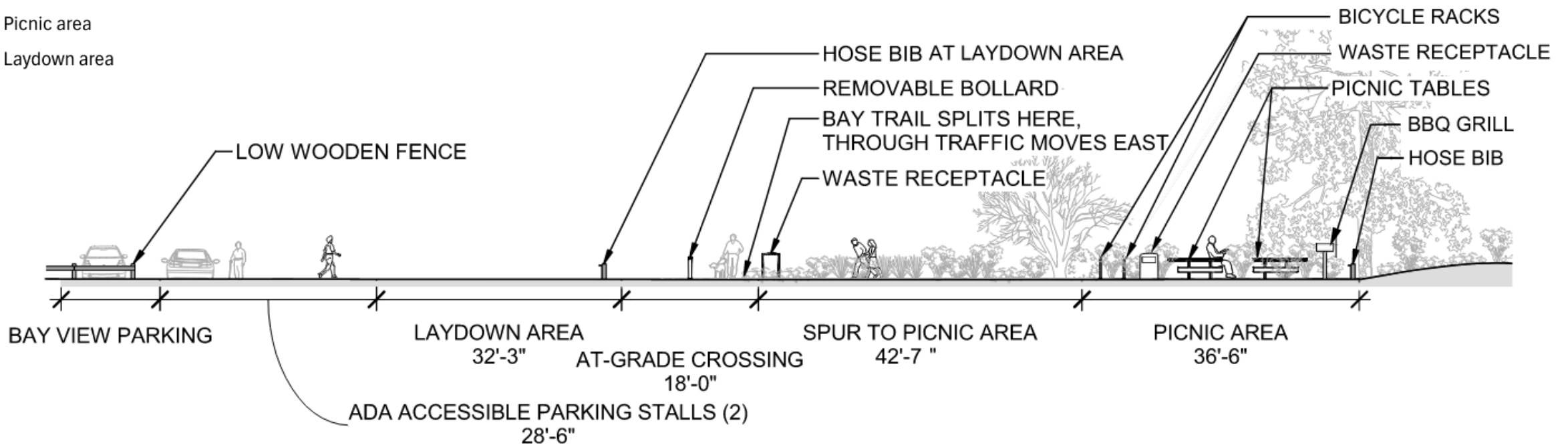
Un-Improved Water Access



B BAY TRAIL-SOUTHERN EDGE

LEGEND

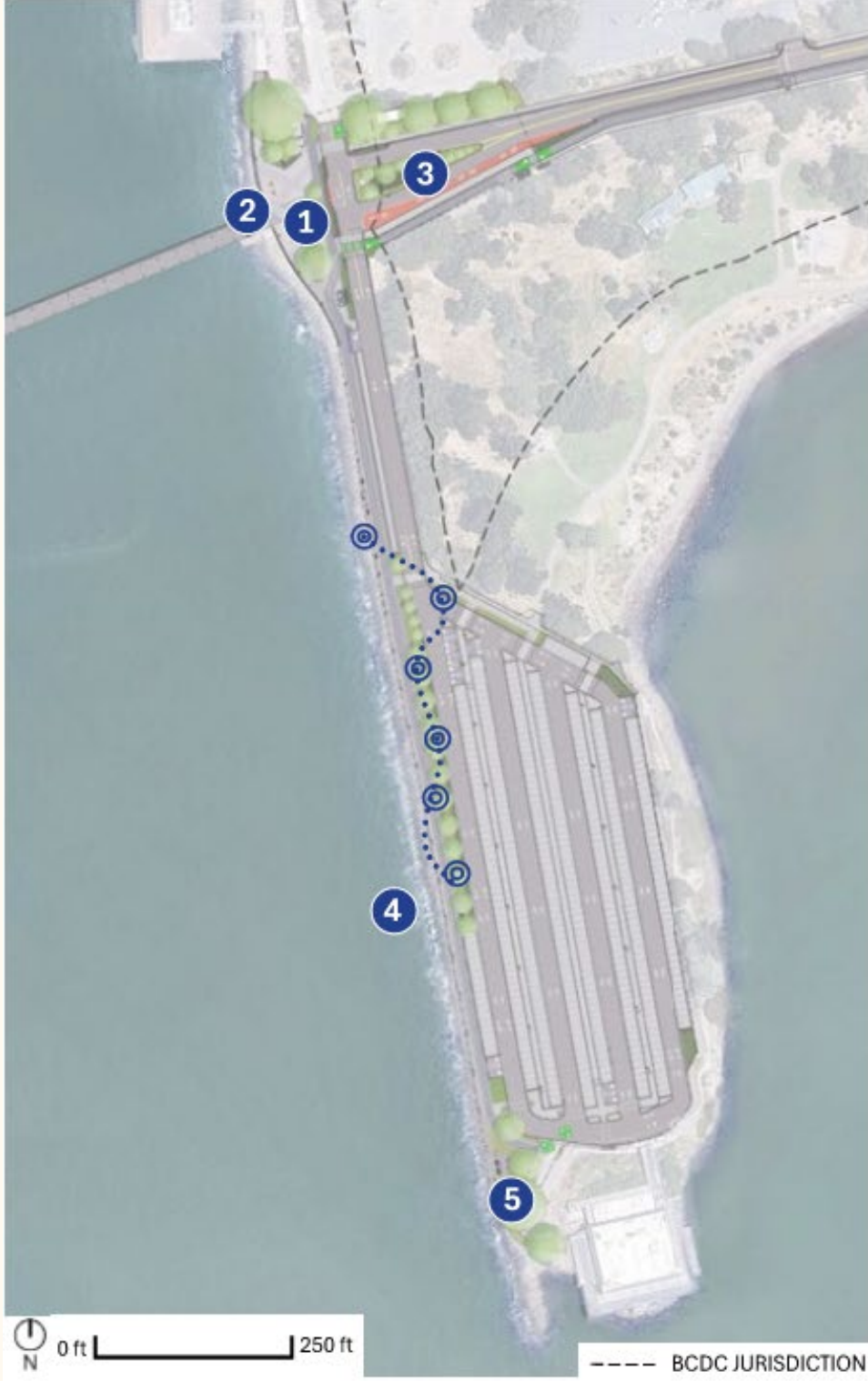
- 1 Bay Trail
- 2 Bicycle traffic joins street
- 3 Picnic area
- 4 Laydown area



1 Section Bay Trail- Southern Edge
LS-408



Shoreline Activation – Site Art



1 Interactive art piece in plaza



2 Artistic gate



3 Monumental sculpture as beacon



4 Parade of smaller sculptures

5 Artistic bench

*Locations marked will have space reserved. Art will be installed as funds become available

Project Schedule and Phasing



	2025	2026	2027	2028	2029
Engineering & Conceptual Design	█				
Environmental Analyses (CEQA)		█			
Permitting		█	█		
Final Design		█	█		
Construction				█	█



Upcoming Milestones

- Permit Application Submittals – **Summer 2026**
- Final EIR – **Fall 2026**
- Start of Construction – **2027**
- Start of Ferry Operations - **2029**

Seawall Parking Lot

Seawall Drive & Parking Lot Layout



- Optimize Parking capacity (from ~400 → 460)

- Future Solar Installation

Parks, Recreation, and Waterfront Commission

Draft Parking Management Implementation Plan

Existing Parking Regulations

PARKING LOT / FACILITY (SPACES)	AREA	EXISTING PARKING TYPE / REGULATIONS ¹
D & E (129)	North	Slipholder Permit Only
Spinnaker Way Lot (36)	North	Public - Free Open 5 AM - 10 PM
Marina Boulevard (150)	North	Public (On-Street) - Free, No Parking 2 AM- 6 am
Spinnaker Way (127)	North	Public (On-Street) - Free
F & G (63)	North	Slipholder Permit Only
H & I (52)	North	Slipholder Permit Only
Launch Ramp (Paid) (76)	North	Public - Paid
Dry Boat Storage Lot (73)	North	Dry Storage Permit Only
Berkeley Marine Center & Boatyard (39)	North	Leased; not open to the Public
J & K (92)	Central	Public - Paid, Slipholder Permit only 12 AM - 10 PM
South Cove West (85)	Central	Public - Paid
South Cove East (96)	Central	Public - Paid
L & M (148)	Central	Leased / Slipholder Permit Only
University Ave Shoulder (70)	Central	Public (On-Street) No Parking 2 AM - 6 AM
Doubletree Leased Lot (408)	Central	Leased - Paid Public Parking
O Lot (72)	South	Public - Free Slipholder Permit only 2 AM - 10 AM
Seawall Drive South of University (84)	South	Public (On-Street) - Free 2-Hour limit at 6 stalls north of University Ave No Parking 11 PM - 5 AM
Skates / N (137)	South	Public - Free Slipholder permit required 12 AM - 10 AM
Seawall Lot (320)	South	Public - Free, partially open

Existing Parking Utilization & Availability

<https://berkeleyca.gov/your-government/our-work/capital-projects/berkeley-pier-ferry-access-project>

Water Transportation Pier-Ferry Project Parking and Transportation Demand Management (TDM) Study

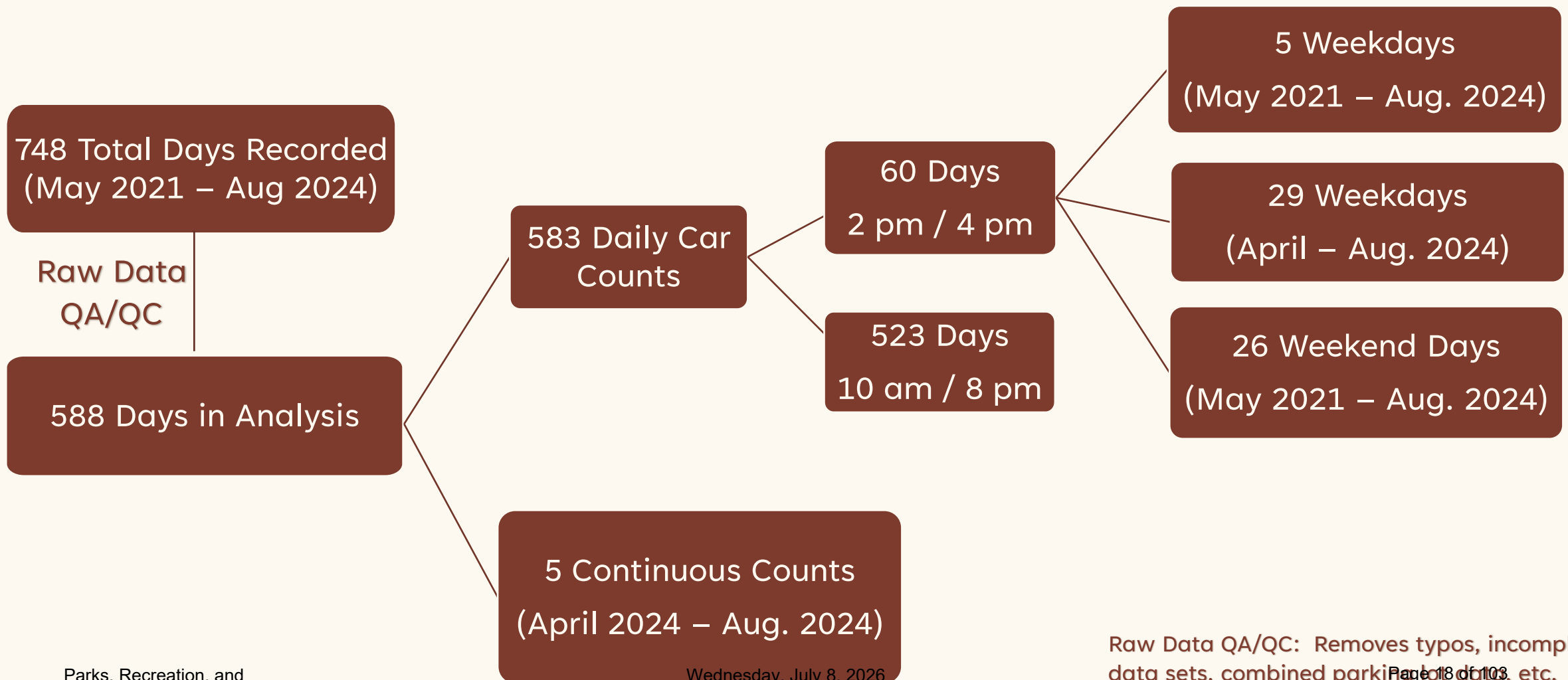
Analysis of 3+ years of Parking Data, Ferry Ridership and Parking Demand & Transportation Demand Management Recommendations

Water Transportation Pier-Ferry Project Parking & TDM Plan Addendum

Analysis of just mid-day Parking Counts

Presentation of Parking & TDM Plan to Parks, Recreation & Waterfront Commission

March 2025



Ferry Parking Demand & Strategy

Marina Blvd (Street Parking; 150 Spaces)



Proposed: Free Full Day Parking allowed

Skates/N Lot (137 Spaces)



Proposed: Paid Full Day Parking allowed in ~75 spaces
 Time Limited Parking in remaining ~62 spaces
 Evenings free / no time limits
 Shared recreation / ferry / restaurant use

Seawall Drive (Existing: 90 Spaces / Post Project: ~20 Spaces)

Stalls removed for Bay Trail improvements & stormwater treatment



Seawall Lot (Existing: 320 Spaces; Post Project: ~430 spaces)



Proposed: Paid Full Day Parking in ~200 spaces.

Time limited parking in remaining ~230 spaces

Evenings free / no time limits

0.3 Mile
5-6 min walk to Ferry plaza

0.1 Mile
2-3 min walk to Ferry plaza

0.5 Mile
10-12 min walk to Ferry plaza

NOTES



Time limits & permit program will prohibit full-day parking by ferry riders

Ferry Parking Demand

Weekday 314 – 347 Stalls

Weekend 236 – 269 Stalls



Draft Pier-Ferry Parking Management Plan Year 1

Duration Limited

Duration limits with strict enforcement are the primary tool used to protect recreational parking access. Duration limits are proposed at selected lots that serve primarily recreational or short-stay users, where all-day ferry commuter parking would reduce access for the intended user groups. An initial duration limit of four hours is proposed, subject to adjustments based on public feedback and observed parking patterns. In the Seawall Drive, Seawall Lot, O, and Skates/N Lot, the duration limit is proposed to be in effect from 8 AM to 5 PM. In the South Cove East/West and J/K Lots, the duration limit is proposed from 9 AM to 5 PM. This allows for longer stays by early-morning recreators (for example, a 6-hour kayak trip is accommodated if departure is by 7 am) while preventing full-day occupation by ferry commuters.

4-Hour
Time Limit

Restricted Hours

Under this Plan, restricted hours via permit rules or gate controls will continue to be used as a tool to protect slipholder parking and public access. The Year 1 Parking Management Plan proposes no changes to existing restricted hours and practices, except for a small adjustment of slipholder only hours in the O Lot. In the future the City may consider adjustments to restricted hours and expanding gate-controlled management in lots where all-day unauthorized parking is a persistent challenge.

Continue
Existing
Restrictions

Early Bird Full Day Parking

Early Bird parking is a tool to allow pre-payment for full-day parking where time limits normally apply. Proposed for use at the South Cove West lot, the program would allow visitors who arrive before 6 am to pre-pay for full day parking in that lot. For parking paid for after 6 AM, only the maximum four-hour time duration would be available. This allows early morning recreation visitors, including charter boat passengers, to access full day parking while excluding ferry commuters (ferry operations begin at 6:30 am).

New Tool

Draft Pier-Ferry Parking Management Plan Year 1

Existing Paid Parking

PARKING FACILITY	FEE STRUCTURE ²	PAID PARKING HOURS	PRIMARY USERS
South Cove East Lot (96 spaces)	\$1/hr, \$6/day or \$500 / Year Waterfront Parking Pass	9 AM – 5 PM daily	Recreation water access
South Cove West Lot (85 spaces)	\$1/hr, \$6/day or \$500 / Year Waterfront Parking Pass	9 AM – 5 PM daily	Recreation water access, charters, park, playground
J & K Lot (92 spaces)	\$1/hr, \$6/day or \$500 / Year Waterfront Parking Pass	9 AM – 5 PM daily	Boaters, charters, diners
Doubletree (408 spaces)	0–3 hrs: \$24; 3–6 hrs: \$30; 6+ hrs: \$45; Valet \$47/day	24 hours	Hotel Visitors
Launch Ramp (76 spaces)	\$20/day; \$120/month; \$400/season	24 hours	Boaters with trailered vessels

Table 6: Ferry Terminal and Transit Parking Fee Comparison

Facility / Jurisdiction	Base Daily Rate	Paid Parking Hours	Notes
Alameda Harbor Bay Ferry Terminal	\$3/day	6:00 AM–4:00 PM Tues-Thurs	Demand-responsive pricing; quarterly adjustments up to \$7/day
Alameda Seaplane Lagoon Ferry Terminal	\$3/day	6:00 AM–4:00 PM, Tues-Thurs	Demand-responsive pricing; quarterly adjustments up to \$7/day
Alameda Main Street Ferry Terminal	Free (as of May, 2026)	N/A	Demand-responsive pricing; quarterly adjustments up to \$7/day
Vallejo Ferry Terminal	\$8/day	All days/hours	\$50/month
Golden Gate Ferry - Larkspur	\$2/day	5:00 AM–1:00 PM Mon-Fri	\$20/month
BART (Ashby, North Berkeley)	\$3.80 - \$6.60/day	4:00 AM–3:00 PM Mon-Fri	\$115.50/month
Jack London Square Ferry (Oakland)	Free (12 hrs)	N/A	Requires validation

New Full-Day Paid Parking

- Seawall Lot (200 stalls)
- Skates / N Lot (65 stalls)

Parking Permits

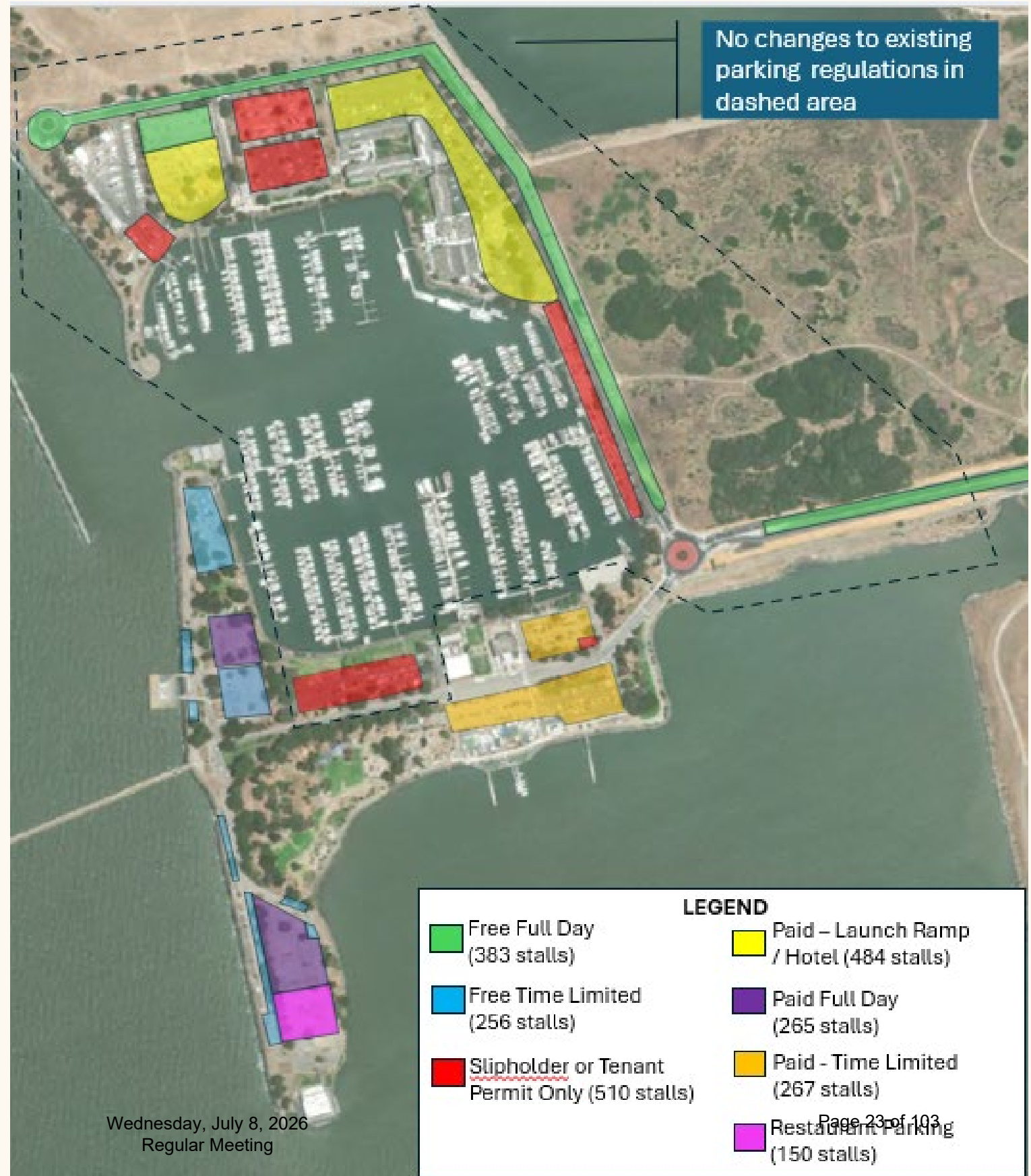
- **Slipholder Permit:** Issued to holders of an active berth permit at the Berkeley Marina or tenants. Authorizes parking during restricted hours and in designated slipholder lots (D&E, F&G, H&I, and portions of L&M), exempts permit holder from payment of hourly or daily fee. Additional permits for slipholders and tenants may be purchased for \$200/year.
- **Annual Waterfront Parking Pass:** Established by Council Resolution in June 2025 at \$500/year. Authorizes parking in the three paid parking lots (South Cove East, South Cove West, J/K) without payment of the hourly or daily fee.
- **Launch Ramp:** Parking available in Launch Ramp lot, with payment of launch ramp fee (\$20/day, \$105/month, or \$350/6-months).
- **Dryboat Storage:** While not formally classified as a permit, this effectively operates as one, authorizing long term parking (typically of vessels) in the Dryboat Storage Lot.

This Plan proposes to retain the existing Slipholder, Tenant, Launch Ramp and Dryboat Storage parking permits. A public annual parking pass would no longer be offered, as there is no mechanism to ensure that purchasers are recreational visitors rather than ferry commuters.

Draft Pier-Ferry Parking Management Plan Year 1: Weekday

Table 4: Marina Blvd Spaces Available

ANALYSIS METHODOLOGY / DATA SOURCES	NO. OF AVAILABLE PARKING SPACES
Weekday (June, 2021 - 2023) ⁹ All Data	91 - 109
Saturday (June, 2021 - 2023) ¹⁰ All Data	59 - 91
Weekday (April - August 2024) Mid-Day Data Only ¹¹	83 - 116
Weekend (April - August 2024) Mid-Day Data Only ¹²	101
Weekday, 6 AM - 6 PM ¹³ Quality Counts Data	83 - 103
Weekend, 6 AM - 6 PM ¹⁴ Quality Counts Data	92 - 105



- *Early-Bird Paid Full Day Parking at South Cove West Lot*

- *Assumes Restaurant at 199 Seawall Drive is re-opened*

Draft Pier-Ferry Parking Management Plan Year 1: Weekend



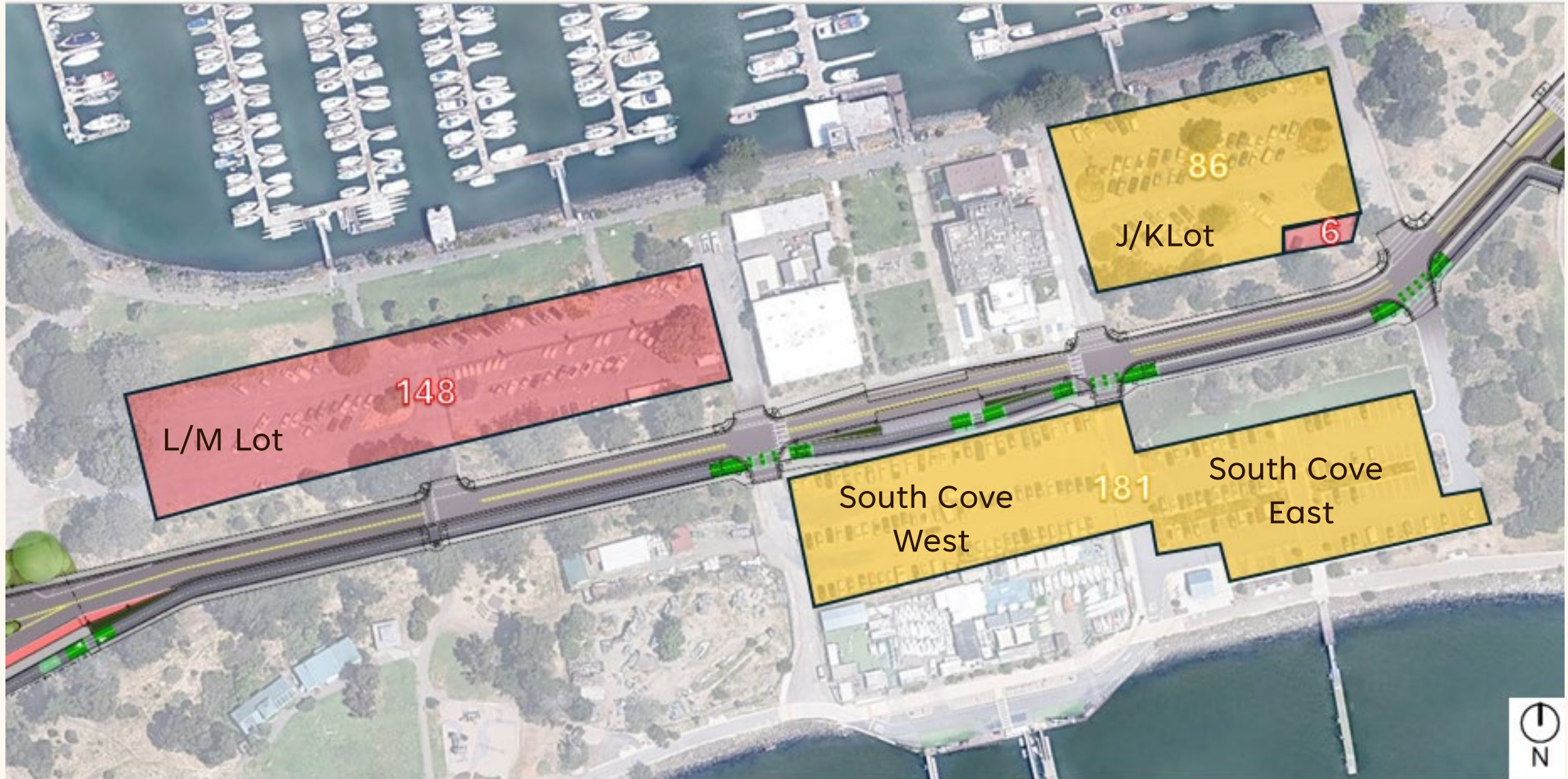
- *Early-Bird Paid Full Day Parking at South Cove West Lot*
- *Assumes Restaurant at 199 Seawall Drive is re-opened*

Draft Pier-Ferry Parking Management Plan Year 1

PARKING LOT / FACILITY (SPACES)	EXISTING PARKING TYPE / REGULATIONS ¹⁷	YEAR 1 PARKING TYPE / REGULATIONS ¹⁸
J & K	Paid, 9 AM – 5 PM, 7 days / week Slipholder Permit only 12 AM – 10 AM	Paid, 9 AM – 5 PM, 7 days / week 4-hour Limit 9 am – 5 pm Six stalls reserved for Slipholder Permit
South Cove West	Paid, 9 AM – 5 PM, 7 days / week	Paid, 9 AM – 5 PM, 7 days / week 4-hour Limit 9 am – 5 pm Early Bird Paid Full Day Parking
South Cove East	Paid, 9 AM – 5 PM, 7 days / week	Paid, 9 AM – 5 PM, 7 days / week 4-hour limit 9 am – 5 pm
O Lot	Free Slipholder Permit only 2 AM – 9 AM on weekdays / 2 AM – 6 AM on weekends	Free 4-hour limit 8 AM – 5 pm, 7 days / week Slipholder Permit only 2 AM – 8 AM on weekdays & 2 AM – 6 AM on weekends
Skates / N	Free Slipholder permit required 12 AM – 10 AM	65 Stalls: Paid 8 AM – 5 pm weekdays; Free on Weekends 75 Stalls: Free, 4-hour limited 9 AM – 5 pm; Slipholder permit required 12 AM – 10 AM
Seawall Lot	320 Stalls (existing) Free, partially open on weekends only	13 Stalls: Free, 4-hour limited 8 am – 5 pm 150 Stalls: Restaurant Parking 200 Stalls: Paid, Full Day Parking, 8 AM – 5 PM
Seawall Drive	84 Stalls (existing) Free No Parking 11 PM – 5 AM	96 Stalls Free 4-Hour limit 8 AM – 5 PM No Parking 11 PM – 5 AM

Cars displaying slipholder permit will not be subject to parking fees or time limits

South Cove, J/K and L/M Lots



SOUTH COVE, J/K and L/M LOTS: WEEKDAY & WEEKEND

- Public Paid Parking 9 am – 5 pm (267 Stalls)
 4-hour time limit 9 am – 5 pm except for South Cove West Early Bird (before 6 am) Paid Full Day Parking
Slipholder / Tenant Permit not subject to fees or time limit

- Tenant or Slipholder Permit Only (148 Stalls)

Seawall Drive & Seawall Parking Lot



SEAWALL DRIVE AND LOT (459 Stalls) WEEKDAY

- Public Free Parking: 4-Hour Time Limit 8 am – 5 pm
(78 stalls on Seawall Drive, 13 stalls in Seawall Lot)
- Public EV Charging: 4-Hour Limit, 8 am – 5 pm
(18 stalls on Seawall Drive)
- Public Paid Parking 8 am – 5 pm (182 Stalls)
- Paid Parking EV Charging, 8 am–5 pm (18 Stalls)
- Restaurant Parking (138 Stalls)
- Restaurant EV Charging (12 Stalls)

SEAWALL DRIVE AND LOT (459 Stalls) WEEKEND

- Public Free Parking: 4-Hour Time Limit 8 am – 5 pm
(78 stalls on Seawall Drive, 13 stalls in Seawall Lot)
- Public EV Charging: 4-Hour Limit, 8 am – 5 pm (18 Stalls)
- Public Free Parking (182 Stalls)
- Public EV Charging, 8 am–5 pm (18 Stalls)
- Restaurant Parking (138 Stalls)
- Restaurant EV Charging (12 Stalls)

Skates / N and O Lots



Table 3: Skates/N Lot Spaces Available

ANALYSIS METHODOLOGY / DATA SOURCES	NO. OF AVAILABLE PARKING SPACES
Weekday (June, 2021 – 2023) ⁴ All Data	127 - 136
Weekend (June, 2021 – 2023) ⁵ All Data	73 - 96
Weekday (April – August 2024) Mid-Day Data Only ⁶	74 - 99
Weekday, 6 AM – 6 PM ⁷ Quality Counts Data	80 - 137
Weekend, 6 AM – 6 PM ⁸ Quality Counts Data	75 - 137

SKATES/N and O LOTS: WEEKDAY

- Public Free Parking: 4-Hour Limit 9 am – 5 pm (75 Stalls)
- Public Paid Parking 8 am – 5 pm (65 Stalls)
- Public Free Parking 8 am – 2 am
4-hour limit 8 am – 5 pm (slipholder permit exempt)
Slipholder Permit Only 2 am – 8 am

SKATES/N and O LOTS: WEEKEND

- Public Free Parking: 4-Hour Limit 9 am – 5 pm (75 Stalls)
- Public Free Parking (65 Stalls)
- Public Free Parking 8 am – 2 am
4-hour limit 8 am – 5 pm (slipholder permit exempt)
Slipholder Permit Only 2 am – 6 am

Draft Pier-Ferry Parking Management Plan: Long Term Dynamic Management

Management Tools

- Demand Based Paid Parking
- Expanded Permit Programs
- Adjustments to Time Limits, Paid Parking, Permit Restrictions

Expanded Transportation Demand Management

- Additional Bike Parking
- Additional Micro-Mobility Stations (Scooters, E-bikes, etc.)
- Shuttles and/or Valet

Physical Improvements

- Marina Blvd Reconfiguration
- Dynamic Wayfinding

Summary of Draft Parking Management Implementation Plan Feedback to Date

1. South Cove & J/k Lots

- 4-Hour Time Limit too short
- Objection to Fees (existing condition)

2. Seawall Drive & Lot

- Proximity of parking stalls to unimproved Launch (walking distance)
- Mixed feedback on 4-hour time limit

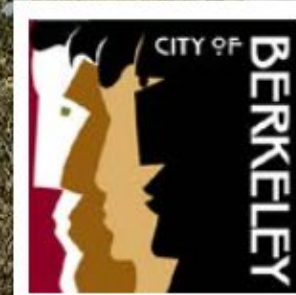
3. General

- Support for 4-hour time limit at Skates/N and O except during Special / Hosted Events
- Concern for volunteers being subject to time limits / fees (all lots)

Next Steps for Parking Management Implementation Plan

- 1. Revise & Finalize Parking Management Implementation Plan**
- 2. Publish Updated Plan on Project Website**
- 3. Submit to BCDC as part of Project Permit Application**
- 4. Changes to Waterfront parking fees must be approved by to City Council**

Thank you!
Questions & Feedback
 Liza McNulty, LMcNulty@berkeleyca.gov



Miller, Roger

From: Camille Antinori <camilleantinori@gmail.com>
Sent: Thursday, June 4, 2026 1:45 PM
To: Miller, Roger; Allan Abshez; Ben Nash; Bartlett, Ben; Leigh Stewart
Subject: Fwd: Comments on draft parking plan for ferry

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.

Hi Roger,

Could you please include my note below as a communication for the PRW June 10 agenda packet for Item 14 on ferry parking plan?

Thank you!

Camille Antinori

----- Forwarded message -----

From: Camille Antinori <camilleantinori@gmail.com>
Date: Thu, Jun 4, 2026 at 11:50 AM
Subject: Comments on draft parking plan for ferry
To: Liza McNulty <lmcnulty@berkeleyca.gov>

Dear Liza,

Here are our comments from the parking meeting last night and a few more:

I am speaking on behalf of Berkeley Waterfront Community Coalition. Our members represent the range of recreational user groups at the waterfront.

General issue with the proposal gentrifying and pricing out visitors: many Berkeleyans have noted that the Marina provides a welcoming respite in an urban environment for recreation, exercise and relaxation at a time when these are especially needed. It is available to all people, regardless of their financial means. Many nonprofits there support that low cost access.* People, like fishers, are even visiting from the Central Valley to escape the heat. During covid, many discovered the marina and took up fishing for the first time. I am also a member of Cal Sailing Club. When they had to close during covid, I took up swimming in the south basin, as did many others who continue to do so.

The south part where plan is focused has on average lower income visitors than the north waterfront area. This is confirmed by various data sources *over time*.** This plan seeks to remove many of the free and untimed rec spaces to accommodate the ferry commuter spaces. This is a regressive policy by

several counts, and we are concerned that there will be a changeover of who visits, from lower to higher income visitors in a way that gentrifies the area and displaces those who enjoy it now.

As an example of impacts across the board, the paid parking plan in a cultural and recreational zone in Balboa Park, San Diego, reduced visitation 34%. Local tenants lost revenue and programs, and therefore tax receipts to the city. This is not good for Berkeley either.

<https://www.nbcsandiego.com/news/local/city-council-settlement-trash-fee-lawsuit-balboa-park-paid-parking/4026786/>

Ferry parking spaces: here's our breakdown, using Kittelson and WETA sources:

The parking report (Kittelson and new one says 915 person leaving from Berkeley (or $915 \times 2 = 1830$).

WETA Onboard 2025 Survey Report p. 21 says folks coming by park-and-ride are 48% systemwide.

- Take Kittelson breakdown of 421 coming by car with 366/421 driving alone = 87% and 55/421 = 13% carpooling
- Take 48% of 915 = 439 as estimate of how many coming by park-and-ride
- 87% of 439 = 382 cars from ferry riders coming by car alone.
- 13% of 439 = 57 carpooling but you have to divide by 2 bc we assume 2 persons per car = 29 cars
- **So $382 + 29 = 411$ car spaces needed for ferry riders.**
- P. 18-19 of Kittelson says paid parking measures would reduce ferry riders car spaces needed from 8%-15% or around 42 extra freed-up spaces on average. **So $411 - 42 = 379$** , which is higher than the plan estimates in section 3.1.
- Visit Berkeley's Placer.ai data indicates that the number of visitors in 2025 to the south waterfront alone is $171.1k / 365 = 469$ visitors per day.

(let me know any math errors!!!)

Enforcement costs: We need more info. Aside from making space for ferry commuter parking, staff have justified the parking fees as bailing out the marina fund. But we really haven't seen a convincing breakdown of costs to show the city would have any net revenue with the plan. Instead, it seems mostly for demand management. If the paid parking plan is going to sacrifice recreational shoreline visitation in a regressive way, it would be helpful to know net benefits. Scott Ferris' Marina Fund Fee Increases presentation for J&K and South Cove East/West in June 2024 listed infrastructure and operations costs but this did not explicitly include enforcement or describe the enforcement mechanisms. Managing J&K and South Cove East/West is integral to the overall ferry parking plan. An accounting of enforcement methods and technology, costs, and specifying how those fees would be used across the whole plan would be helpful in understanding the efficacy of the plan.

Seawall Drive: Keep free parking on west side. Reduce the line of trees replacing the free parking spaces, and keep the berm on the east side. Put the bike path behind the cars viewing west so that pedestrians, tailgaters, people sitting on benches along a refurbished pathway can be safe. Please

provide us your response to BCDC's query as to how manage stormwater drainage on fill, which is what Seawall Drive sits on.

Other thoughts:

- **Charge ferry commuters more. Focus TDM on ferry riders and not rec users.** The WETA commuter ferry rides are already a highly subsidized public service, to the tune of \$50/ride. Make them pay.
- **Keep recreational spaces low-cost and available to access this public resource.** Don't punish rec users for whom biking is not feasible. While bike transit is fantastic, not everyone can do it. The nature of recreation at the marina sometimes precludes it. The data highlight this.
- **Community engagement:** it is still unclear why you refused to let our group have a representative at your May 28 focus group for rec organizations. Looking at the invitees, we certainly fit the mold. Meetings like the June 3 meeting are fine generally but do not represent a meaningful discussion when each person is only allowed to speak for 3 minutes, with no conversation allowed and attendees unable to see other attendees. One of the largest community of rec users at waterfront are walkers, which our group includes. This was a missed opportunity to have real input from an organization of waterfront rec users.
- **Smaller-scale service:** A couple attendees mentioned using the ferry - occasionally! Another remembered fondly her Tidelines trips which left from inside marina and accommodated bikes. As a Berkeleyan, I'd take a hint. Ferries are fun but the progressive downsizing of the WETA Berkeley project to date is indicative that a smaller scale service is a better fit for Berkeley. As a Berkeleyan, I am very concerned about seeing my tax dollars go into a ton of infrastructure that does not get used to its full potential. Consider looking for ways to bring back the rec pier without the boondoggle.

If we can provide any more information or input, or answer any questions, please let us know.

Thank you for your consideration,

Camille Antinori
Director, [BWCC](#)

***Public service alive and well at CSC:** We had a record number of open house rides - which are free and open to the public - on the May 31 Open House: 346 rides total with 68 for kids. Compared with our usual 250+. We draw ppl to the Marina. [Open houses given at least 7 times a year.](#)

****Factoids on importance of marina to low cost access to shoreline (from our [BWCC DEIR comment](#)):**

- Most recreational visitors arriving by car are coming from outside Berkeley (63%) (Figure 18 in Kittelson report).
- 52% are 50 or over.
- Frequency of visits is high. Over 50% visit once a week or more and about 30% visit more than once a week.
- 36% of visitors earn <= \$75k. And 47% reported earning below the median household income for Berkeley of \$108,558 (Figure 34 of Kittelson study) and (U.S. Census Bureau QuickFacts: Berkeley city, California).
- Duration of visit is long in a number of key public access lots: In O-lot, J&K,

South Cove West, and FGHI, the average stay is greater than four hours on a weekday, weekend or both. FGHI may be dominated by liveboards while the others have turnover more typical with recreational visits.

- Walking is the most popular activity, followed by sailing/boating and sightseeing/photography.
- The south waterfront receives on average visitors with lower income than the north waterfront.
- Seawall Drive and South Cove West have most lowest-income (<\$25k) income visitors.
- J&K lot next to the bait shop sees a high number of those earning less than \$75k, as does L&M lot and H&I.
- The lowest income group (<\$25k) most often parks in South Cove West, which is part of the Project area.

Miller, Roger

From: Paul Kamen <pk@well.com>
Sent: Thursday, June 4, 2026 1:44 PM
To: McNulty, Liza; Miller, Roger
Subject: Letter for Waterfront Commission agenda packet

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.

Was anybody at the Marina last Saturday? (5/31) The Cal Sailing Club was having one of its monthly “Open House” days with free sailboat rides for the public. Berkeley Yacht Club was hosting a high school graduation party. Weather was typical for a summer day.

The parking lots for South Cove, East and West, were full and then some, with many cars illegally double parked. The O-Dock/N-Dock parking lot, by BYC, was also full with many cars illegally double parked. The M-Dock lot had some space, but on weekends these are “Permit Only” and many cars without permits were illegally parked.

There were a few legal “after-10 AM” spaces remaining in the Skates/N-dock parking area. It would only take one weekend ferry departure after 10 AM to fill up those few spaces as well.

The point is that the “baseline analysis” of parking load is a gross underestimate of peak weekend summer parking demand. And that does not count additional parking demand if a recreational pier is added as promised. And it underestimates potential restaurant parking: The old Hs. Lordships building has a 600-seat banquet room upstairs. (And it does not include all the Genentech bus who look for parking in the South Cove area.)

The other point is that parking will be a serious problem for Skates restaurant. Without convenient parking it will threaten the viability of that business, costing the City \$200K-\$400K in revenue per year. Skates should have been in the planning loop much earlier in the process, but this seems to have caught them by surprise.

We already lost one landmark restaurant (Hs. Lordships) thanks to the City’s failure to require the lease-holder to stay current on safety and structural maintenance. We now have a shell of a building that can’t possibly generate any revenue for the Marina Fund for at least eight years, maybe longer, even if a new restaurant operator signs on today.

Let’s not go the same route with Skates.

The ferry parking plan tries to put ten pounds of potatoes in a five pound bag. Does not fit. Usurpation of recreational parking and reduced restaurant revenue are both inevitable under the current proposal.

Please respect the CEGA requirements, and go back to a planning process that includes some substantive alternatives as required.

Paul Kamen, Naval Architect, P.E.
(Six-term former Chair, Berkeley Waterfront Commission, and Berkeley Marina berth since 1977)
1224 Campus Drive, Berkeley, California 94708
pk@well.com <http://www.SurfacePropulsion.com>
510-540-7968 510-219-8106 (cell)

Miller, Roger

From: Camille Antinori <camilleantinori@gmail.com>
Sent: Thursday, June 4, 2026 1:40 PM
To: Miller, Roger
Cc: Shreyas Chand
Subject: Fwd: Draft Parking Plan Feedback re:South Cove

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 Roger,

Can you please include our CSC comment below in your agenda packet item 14 on the ferry parking plan for the PRW June 10 meeting?

Thank you!

Camille

----- Forwarded message -----

From: Shreyas Chand, CSC Commodore <commodore@cal-sailing.org>
Date: Wed, Jun 3, 2026 at 12:01 PM
Subject: Draft Parking Plan Feedback re:South Cove
To: <lmcnulty@berkeleyca.gov>

Hi Liza,

I shared my notes with our membership from our meeting last week and solicited more ideas to help prevent overtake of South Cove by commuters that doesn't cause so much collateral damage to our operations.

One good suggestion that was made was to copy the model used at many BART lots where parking rules are only enforced in the mornings when work commuters would be expected to arrive. Later in the day, when other groups like tourists or folks travelling for non-work purposes would arrive, parking is free and unrestricted. BART enforces from 4AM to 3 PM. The marina could use other times - I'd suggest something like 7 AM to Noon to stay clear of charters and recreation. See <https://www.bart.gov/guide/parking> for more details.

Hope this is given due consideration and we get a better alternative in the next draft iteration.

Best,
Shreyas Chand
Commodore, Cal Sailing Club

June 3, 2026

I am enclosing the comments that I have drafted for the public meeting. Please make a copy available to the Parks Commission.

Jim McGrath

On May 29, 2026, I crewed on the sailboat Pegasus as it took two cruises with fourth graders from Sylvia Mendez School in Berkeley. This was the third trip for Sylvia Mendez 4th graders. It was free to the school and the kids, because the Pegasus operates as a foundation, and all 8 crew members were volunteers. We help Berkeley fulfill its responsibility as a trustee of public trust land to provide recreation for everybody, not just those that can afford a boat. That foundation has sponsored voyages for over 25,000 students, and partners with education efforts so they can see the sciences of the Bay. The marina is fortunate to have more groups of volunteers that take thousands of kids out on boats, gives them a paddle for a dragon boat, or teaches them to sail, kayak, or windsurf.

It is heartbreaking to see how little Berkeley's recreation staff and their consultants understand about how the marina works and what goes on there. At lunch, I asked the rest of the crew how they got there and whether they knew about the city's proposal to Limit hours and charge for parking at the South Cove and J and K lots where they park. Debra comes from Redwood City, another came from Rancho Cordova, Meg comes from Sacramento. They volunteer their time and the cost to get there. We started setting the boat up at 9:00 and finished and I got to my bike at 2:10. The city proposes no accommodation for such volunteer efforts—they must get there before 6:00 or park a quarter mile away—if there is space. The distance traveled by these volunteers is not unusual. Surveys by Kittelson for the city showed that the average boater travels more than 14 miles, those who dine more than 17 miles, anglers over 27 miles, sightseers and walkers over 9 miles.

The city is trying to sell us a ferry operation that will cost those who don't ride it \$170 million up front and \$9 to \$12 million a year in continuing subsidy. City staff wants us to believe that 955 to 1060 departing passengers can be accommodated with 265 paid parking spaces and there will be no impact to recreational activities. They can't understand why we don't believe them. At similar terminals now in operation, 55-60% of the passengers park and ride the ferry. Berkeley's first consultant on parking told them that. That would be 573 cars looking for parking spaces. Now the city proposes that 65 of those commuter spaces be in the lot used by Skates. I went into Skates to see if they knew what the city was planning for the lot they used, and if they knew what it would do for their business. They had not been told. It is insulting that the city describes this project as equitable—as they threaten the viability of the most popular African American dining spot in Berkeley. The plan provides no enforceable protection for parking used by anglers along the shoreline where 21% of the visitors are African-American, and 26% are Hispanic. The whole program

is like a reverse Robin Hood scheme, where the 47% of the current visitors make less than the median income for Berkeley, while they are either displaced or help subsidize the parking for ferry riders, 40% of whom make over \$200,000 a year!

Those who rent Berkeley marina's slips, despite years of poor maintenance, generate about 2/3 of the revenue for the marina fund—probably more as the Doubletree Hotel has stopped paying rent. Skates is the next largest contributor to the fund, while restaurants around the region close. In FY 2022, the marina fund generated only \$6.6 million, while costs were \$7.3 million. Without the Doubletree's \$1.5 million, things will get worse.

All the volunteer activities and most of the sailboats rely on volunteers for crew. If they face a situation where the city is trying to gouge those volunteers, they can leave and go to other marinas—taking their revenue with them.

While the city staff has presented this as necessary to bolster the marina fund, that can't be done under the city's parking ordinance. Section 14.52.110 requires that parking revenues be managed by the Public Works Department and placed into a special fund. If there is any surplus, and the city has not presented a budget that shows there might be, it will go to bolster the off-street parking fund. The Center Street Garage was funded with revenue bonds, has an annual debt service of \$1.9 million—and needs \$2.3 million in new parking machines. The fund has a current balance of -\$3.4 million and is projected to lose another \$1.4 million next year. The proposal by the city is unenforceable and doesn't show that ferry parkers could be prevented from usurping recreational spaces. Any person could come into the marina and park all day at any of the 265 paid spaces. Any ferry commuter who arrives and finds the paid parking occupied could park at one of the free spaces. Unless Berkeley has an enforceable program that can legally collect fines and tow illegally parked vehicles, the recreational spaces will be usurped by commuters in conflict with the Bay Plan. Currently, parking enforcement is performed by 24 staff in the city; no estimate has been provided of the number of staff hours or the cost required to implement paid parking at the marina, It represents an existential threat not only to recreation at the marina, but to the very survival of the marina.

When some of these problems were pointed out last week at the first meeting that the city staff had with the tenants, the response was that we haven't gotten that far yet. The city has been working on this ferry proposal for 8 years! And ignoring the input of those who know the marina.

As Debra from Redwood city said, if she has to bicycle from Redwood city, she'll probably be a little late. Both city monitoring of electric bikes and MTC analysis shows that the average distance people travel on a bike is 2 miles. It seems the argument of those who say "let them ride a bike" is just the updated version of "let them eat cake."

June 3, 2026

I am enclosing the comments that I have drafted for the public meeting. Please make a copy available to the Parks Commission.

Jim McGrath

On May 29, 2026, I crewed on the sailboat Pegasus as it took two cruises with fourth graders from Sylvia Mendez School in Berkeley. This was the third trip for Sylvia Mendez 4th graders. It was free to the school and the kids, because the Pegasus operates as a foundation, and all 8 crew members were volunteers. We help Berkeley fulfill its responsibility as a trustee of public trust land to provide recreation for everybody, not just those that can afford a boat. That foundation has sponsored voyages for over 25,000 students, and partners with education efforts so they can see the sciences of the Bay. The marina is fortunate to have more groups of volunteers that take thousands of kids out on boats, gives them a paddle for a dragon boat, or teaches them to sail, kayak, or windsurf.

It is heartbreaking to see how little Berkeley's recreation staff and their consultants understand about how the marina works and what goes on there. At lunch, I asked the rest of the crew how they got there and whether they knew about the city's proposal to Limit hours and charge for parking at the South Cove and J and K lots where they park. Debra comes from Redwood City, another came from Rancho Cordova, Meg comes from Sacramento. They volunteer their time and the cost to get there. We started setting the boat up at 9:00 and finished and I got to my bike at 2:10. The city proposes no accommodation for such volunteer efforts—they must get there before 6:00 or park a quarter mile away—if there is space. The distance traveled by these volunteers is not unusual. Surveys by Kittelson for the city showed that the average boater travels more than 14 miles, those who dine more than 17 miles, anglers over 27 miles, sightseers and walkers over 9 miles.

The city is trying to sell us a ferry operation that will cost those who don't ride it \$170 million up front and \$9 to \$12 million a year in continuing subsidy. City staff wants us to believe that 955 to 1060 departing passengers can be accommodated with 265 paid parking spaces and there will be no impact to recreational activities. They can't understand why we don't believe them. At similar terminals now in operation, 55-60% of the passengers park and ride the ferry. Berkeley's first consultant on parking told them that. That would be 573 cars looking for parking spaces. Now the city proposes that 65 of those commuter spaces be in the lot used by Skates. I went into Skates to see if they knew what the city was planning for the lot they used, and if they knew what it would do for their business. They had not been told. It is insulting that the city describes this project as equitable—as they threaten the viability of the most popular African American dining spot in Berkeley. The plan provides no enforceable protection for parking used by anglers along the shoreline where 21% of the visitors are African-American, and 26% are Hispanic. The whole program

is like a reverse Robin Hood scheme, where the 47% of the current visitors make less than the median income for Berkeley, while they are either displaced or help subsidize the parking for ferry riders, 40% of whom make over \$200,000 a year!

Those who rent Berkeley marina's slips, despite years of poor maintenance, generate about 2/3 of the revenue for the marina fund—probably more as the Doubletree Hotel has stopped paying rent. Skates is the next largest contributor to the fund, while restaurants around the region close. In FY 2022, the marina fund generated only \$6.6 million, while costs were \$7.3 million. Without the Doubletree's \$1.5 million, things will get worse.

All the volunteer activities and most of the sailboats rely on volunteers for crew. If they face a situation where the city is trying to gouge those volunteers, they can leave and go to other marinas—taking their revenue with them.

While the city staff has presented this as necessary to bolster the marina fund, that can't be done under the city's parking ordinance. Section 14.52.110 requires that parking revenues be managed by the Public Works Department and placed into a special fund. If there is any surplus, and the city has not presented a budget that shows there might be, it will go to bolster the off-street parking fund. The Center Street Garage was funded with revenue bonds, has an annual debt service of \$1.9 million—and needs \$2.3 million in new parking machines. The fund has a current balance of -\$3.4 million and is projected to lose another \$1.4 million next year. The proposal by the city is unenforceable and doesn't show that ferry parkers could be prevented from usurping recreational spaces. Any person could come into the marina and park all day at any of the 265 paid spaces. Any ferry commuter who arrives and finds the paid parking occupied could park at one of the free spaces. Unless Berkeley has an enforceable program that can legally collect fines and tow illegally parked vehicles, the recreational spaces will be usurped by commuters in conflict with the Bay Plan. Currently, parking enforcement is performed by 24 staff in the city; no estimate has been provided of the number of staff hours or the cost required to implement paid parking at the marina, It represents an existential threat not only to recreation at the marina, but to the very survival of the marina.

When some of these problems were pointed out last week at the first meeting that the city staff had with the tenants, the response was that we haven't gotten that far yet. The city has been working on this ferry proposal for 8 years! And ignoring the input of those who know the marina.

As Debra from Redwood city said, if she has to bicycle from Redwood city, she'll probably be a little late. Both city monitoring of electric bikes and MTC analysis shows that the average distance people travel on a bike is 2 miles. It seems the argument of those who say "let them ride a bike" is just the updated version of "let them eat cake."

To: Liza McNulty and the PRW Commission
From: Claudia Kawczynska
Date: June 4, 2026
Re: Draft Parking Implementation and Management Plan, Item 14 on PRW agenda

After attending both a recreational focus group and the general meeting on 6/3/26, I still have a few questions and comments about the Draft Parking Implementation and Management Plan.

Dynamic Management

I believe that more specifics about the “Dynamic Management” for this project should be required and what is meant by “routinely” reviewed be spelled out in more detail before its submission to the BCDC. It has been acknowledged that much is still missing from this draft (including which department is actually in charge of the meters, PRW or PW), or what possible modifications to this draft plan will be included.

“Dynamic” implies that modifications can be made at just about any time. But how will the public know about this? How can the public stay informed? How can the public alert staff about their concerns now and when this project is launched? This will be doubly challenging because, as we know, the marina is currently experiencing staffing shortages, and, to date, we still don’t know who will be in charge of this project. Would it be possible to calendar regular updates and reviews, perhaps assigning this to the PRW Commission calendar?

Dynamic wayfinding sounds expensive, can you give us an estimate of what the costs might be? And how will it be funded? Is this kind of wayfinding that in itself is “dynamic” meaning if changes are made to the component parts/lots, will it be difficult, and costly, to “reformat” the signage program? I ask because the various signage programs within the Waterfront Park (formerly known as CCP) have been less than successful.

Street Improvements

Can improvements to Marina Blvd of Seawall Drive qualify for Measure FF funding? Or other funding sources outside of the Marina Fund or Parks Tax?

Waterfront Benefits District

It is my understanding that there was interest, at least from the D1 councilmember, for the formation of a Waterfront Benefits District. Such a special district would allow the marina fund, and not the PW or GF, to retain any revenue that could be generated by paid parking. I also know there has been interest in expanding paid parking to the whole waterfront not just the recreation “heavy” south end. What is the status of this?

Equity

It is quite unclear to me, and to many others, to understand how Paid Parking protects Equity, since the lots most affected by paid parking are used by low income recreationist users? Can you detail what is meant by “not monopolized by any single user group”? I do hope it means ferry riders and not recreationists.

I know that staff has said repeatedly that the South Cove Lots are not under the purview of this Draft plan, but nonetheless they are probably the most important components of this parking puzzle and the whole Waterfront’s recreational ecosystem. They should not be separated out.

The whole planning process that was launched with the BMASP, morphed into the WSP, and the Pier/Ferry plan but this has been less than adequately handled since the start, hence the

many concerned, and articulate, stakeholder voices you have been hearing throughout this long process. Frankly it is all rather confusing to the public and even to someone, such as myself who has been involved with waterfront matters for more than 30 years.

The planning process and proposed changes to our much loved waterfront have been bifurcated, so during the BMASP, even though WETA took part in a few of the initial meetings, we were told that we could not discuss the pier, much less the ferry itself. 199 Seawall too, including its large parking lot, were also taboo. And now we hear that the misguided paid parking plan for the South Cove lots has nothing to do with the Pier/Ferry parking plan, it is too hard for me, with all that I have learned while serving on the PRW, to quite believe that.

So yes the marina fund is troubled, and back in 2025 the hotel hadn't paid its rent, but then a budget deadline loomed, so voila, we get a poorly conceived paid parking plan for the most used lots for recreationists, with no time for the public, via the PRW commission, to review this. The staff's plan was unveiled at a city council meeting, without the chance for the public to review it even hours before that meeting and the council blithely signs off on this paid parking plan, even though right before the vote, the hotel rent had been received. "Let them eat cake," sounds a lot like "no one likes to pay for parking" to me.

I am pleased that during the last two public meetings it was acknowledged that the public's input was important and ideas to solve this parking conundrum were asked for, so that modifications to the draft might be made. I just hope that those changes are also shared with the public before presenting the staff's plan to the BCDC and that, importantly, there is still time to reconsider a more equitable plan for parking in the South Cove lots.

Thanks for your consideration.

Claudia Kawczynska
Former Chair of the PRW Commission and Waterfront Commission

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Thanks for your consideration.

Claudia Kawczynska
Former Chair of the PRW Commission and Waterfront Commission

NO TIME LIMITS ON SOUTH COVE PARKING

DATE:	3 June 2026
PETITION ORGANIZER:	Tom Colton
ADDRESS:	1515 North St, Berkeley, CA 94703
CONTACT INFO:	tcolton@berkeley.edu 510-847-5771

The proposed 4-hour limit on parking at the South Cove lots would prevent most recreational use by sea kayakers. The Bay Area Sea Kayakers (BASK) club uses this location to conduct full-day classes and practice sessions on strokes, rescues, incident management, and paddling safely in bay chop. The location is ideal because it includes protected water for novices, and nearby windy, choppy conditions for practicing in realistic bay conditions. In addition, typical day paddles from here involve a 2-hour paddle out, landing on a beach for lunch, and a similar paddle back, with 45 minutes before and after to deal with boats and changing clothes. A 4-hour or even 6-hour time limit would preclude many paddlers from using this unique central-bay location.

We, the undersigned, oppose setting daytime parking limits on the South Cove lots.

	DATE	FULL NAME	City	CONTACT INFO
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2	6/3/26	Tim Kohler	San Jose	tim@relhok.com
3	6/3/26	Jean Spurr	San Francisco	jeanspurr@gmail.com
4	6/3/26	Brad Findlay	Citrus Heights	bfind74@yahoo.com
5	6/3/2026	Ellen Simms	Berkeley	northstreetpaddler@gmail.com
6	6/3/2026	Cynthia Robinson	Richmond	cynson@yahoo.com
7	6/3/2026	Steve Goldfinger	San Anselmo	steve@ecomind.net
8	6/3/2026	David Longerbeam	Lafayette	david_longerbeam@yahoo.com
9	6/3/2026	Alan Kepner	Forest Knolls	akepner@mindspring.com
10	6/3/2026	Stacey Jones	Guerneville	taichitoes@comcast.net
11	6/3/2026	Winy van Veen	Rescue	winy@vanveeren.net

NO TIME LIMITS ON SOUTH COVE PARKING

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13	6/3/26	Annie Valdes	Mountain View	poopmonkey@gmail.com
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15	6/3/26	Jennifer L Fury	El Cerrito	jennsgarden@hotmail.com
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37	6/4/26	Bill Rostenberg	Greenbrae	brostenberg@gmail.com

NO TIME LIMITS ON SOUTH COVE PARKING

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45	6/4/26	Marvin Feldman	San Francisco	konamarv@gmail.com
46	6/4/26	Richard Luibrand	Oakland	rich.luibrand@csueastbay.edu
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Miller, Roger

From: Robert <robert@alamolighting.com>
Sent: Thursday, June 4, 2026 5:01 PM
To: Miller, Roger; McNulty, Liza
Subject: Berkeley Marina Ferry/Parking

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.

Hello Roger, and Liza,

Please include these comments for the PRW agenda packet for the June 10 meeting, Item 14 on the ferry parking plan. I'm also copying Liza McNulty for consideration regarding the Big Ferry proposal.

I support ferries operating from the Berkeley Marina, which can fit in nicely, without disturbing the current sensitive and balanced equilibrium, *when they are kept to a small scale, operating from K-Dock, as they have in the past*. To do otherwise, on the far larger scale contemplated, will certainly, negatively, impede critical recreational activities, so vital to Bay Area citizens' physical health and mental well being.

I'm concerned that the value of these precious waterside recreational activities—including, walking, daydreaming, painting, swimming, windsurfing, kayaking, sailing...—is increasingly treated by planners as of less importance compared to the perceived necessity of creating a “transportation hub” at the Berkeley Marina. I oppose current Big Ferry and associated parking plans, and ask all involved to instead redouble your efforts to appreciate and cultivate the marina for its sacred primary purpose, as a park.

In the zoom discussion last night on Big Ferry parking, I was struck that, yes, planners were currently working with “stakeholders” (actually, every Bay Area citizen is a stakeholder in the Berkeley Marina) to address concerns regarding unreasonable 4-hour parking limits associated with the Ferry; however, I wonder how was it possible that anyone started with 4-hour parking as the default baseline assumption in the first place? This aspect of the Big Ferry plan, is just one example of how far removed planners are from the actual typical citizens' activities and usage of this park. This saddens me, reflecting the great push to create a *transportation hub*, while giving recreational activities a kind of second-class priority status.

The plan, envisioning over 900 Ferry commuters per day, using about 300 parking spaces, for another example, is far too optimistic and unrealistic. Park users will certainly be negatively impacted. Please stop this Big Ferry plan, and reconsider alternatives.

Similarly, the lack of protection for the planned new Ferry, against North wind and seas in the fall and winter—which every sailor knows, comes around each year like clockwork — reflects an apparent disconnect and lack of planning, for likely, predictable, negative scenarios.

Lastly, on a related note, I beg all involved to reconsider and not start charging for parking at the Berkeley marina—this will yield a profound negative impact on park users. The *net* revenue—after costs—if any, will be the proverbial “drop in the bucket” at best, and at worst, after all this effort and heartache, not net a financial benefit at all. Please don't do it.

Yes, of course I understand the City's fiscal challenges, but parking fees at the marina are self-defeating, truly upsetting the present, working, delicate equilibrium. As noted above, this plan reflects a sad disconnect from actual marina park users, many low income, seeking a bit of solace in an increasingly stressful world. At the very least, can planners promise to study actual financial parking cost/benefit results after time passes, and rescind the program if it is shown to be a debacle?

I thank you sincerely for your service and consideration.

Robert Ofsevit

Miller, Roger

From: David Fielder <davidfielder@comcast.net>
Sent: Thursday, June 4, 2026 4:16 PM
To: Miller, Roger; McNulty, Liza
Cc: David Fielder; Claudia Kawczynska
Subject: PRW/Marina Parking Zoom comments

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.

Roger & Liza,

Please share with PRW.

Thanks, David

xxxxxxx

1. I almost commented on 75% reduction in Seawall Dr viewer parking (80 down to 20 spaces). That is sooo egregious. Regular users of that parking strip are well aware of how important it is. Comment that “walkers/bikers” are more important was really annoying - “out of car experience”, etc. Weather is huge factor in how people access/enjoy Seawall Dr.
2. Liza’s initial site photo/slide shows almost no recreational pier extension beyond the hilt breakwater. Also, no further pier remnants. Doubt those will be dealt with in future.
4. Nothing about fisherfolk parking near the pier, especially given all their gear, chairs, etc.
5. Emphasis on health benefits of the Marina at about 8:20 PM - recreation is too simplistic a description.
6. WETA siphoning \$ from BART and for minimal actual patron results - 8:15 PM or so.

xxxxxxx

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Parking Urgency

Imagine you are a Berkeley ferry commuter, not wanting to be late and miss your boat. Let's say the line for the Seawall parking lot is moving slowly. Rather than risk missing that ferry, you may well park in whatever lot looks quickest, even if it means a \$100 parking ticket.

That is expensive, but the city has made it easy for you: for \$500 per year, you can get a Waterfront Permit that exempts you from parking time limits. Such a deal! But what prevents Waterfront Permit holders from filling up the South Cove lots with all-day parking?

On many days this last year, the South Cove West lot was mostly full by 9:00 am with fishing charter boat patrons and riders of the small Genentech ferry. Add twenty Waterfront Permit holders from the much bigger WETA ferry, and that parking lot will get very full, indeed, every day. The \$500 Waterfront Permit will be useless for South Cove sailors or Adventure Playground families—the South Cove West lot will have no parking spaces available, short-term or all-day. They will all be full.

The Waterfront Permit program is a bad idea!

Even if there is no Waterfront Permit program, \$100 tickets may not keep the South Cove West lot free from all-day parking. How long will it take to fill that 400-space Seawall lot? Use.ai suggests a maximum rate of one car every 5 seconds, which would take 33 minutes to fill the lot. Rather than joining the resulting stop-and-go traffic on University Avenue, our ferry rider may well decide to park in the South Cove, accept the \$100 ticket and be on time for the ferry and for work.

Recreational Users are in a Losing Position In general, recreational users arrive late, when most of the parking lots have already been scouted by the ferry and charter boat riders. And many recreational users do not have the income for either normal paid parking or the occasional expensive "oops—missed the time limit" tickets. Bad deal for them, we should not let it happen.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

DYNAMIC PARKING MANAGEMENT

Who within the city government will be responsible for making sure that recreational parking remains available? It will take a talented person and a commitment from Berkeley to spend as much energy and money as is necessary to make it all work. Speaking as someone who has watched the process, I'd say that the city administration will need to work on credibility.

How many years after spending megabucks will you know the system works? Don't you want to know before you build it?

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Paid Parking

As part of their parking study, Kiteleson conducted an Intercept Survey that asked about household income and frequency of trips to the Marina.

Arithmetic: 33 respondents (33 / 321 = 10.3%) reported a household income of \$25,000. From Figure 31, 130 respondents (130 / 447 = 29%) visit “a few times a week”, let’s say 3 visits per week. For eight good weather months (x 4 = 32 weeks) of the year, 3 visits/week x 32 weeks = 96 visits per year. If parking were set at \$10 per visit, the parking for the 96 visits would be \$960, a crazy expense on a \$25K annual income. And a \$100 citation would be an economic wipeout! People would visit a lot less often, if at all.

From January 2022 Nelson/Nygaard study:

Table 1 Preliminary Nelson/Nygaard and City of Berkeley cost/revenue estimates

	NN Estimate	City Estimate
Annual revenue	\$780,000	\$550,000
Annual operating cost	\$340,000	\$550,000
Net annual revenue	\$440,000	\$0

What is Fair? When I park in the South Cove, I see young families bringing kids to Adventure Playground or picnics to Shorebird Cove. I think about my mother, many decades ago, taking us kids to the Golden Gate Park Panhandle and the other nearby free city parks. I also think about my sister, who lived in Berkeley as a single mom, working as a waitress, vet tech and art teacher, raising two sons on a shoestring. Please don't ask people like my mom or sister to pay for parking at the Marina or any other city park. People need parks to stay happy and healthy—please don't erect financial barriers to keep them away.

For the last ten years I have had a boat on J-Dock, and at ~\$320 per month I have cheerfully paid the Marina about \$38,400 for those ten years of slip fees. That actually makes financial sense both for the Marina and for me.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

How much would it cost to collect the parking fees? The original proposal for \$6.00 per day in the South Cove lots was expected to generate \$182,500 annually for the Marina Fund. Wow! That's an amazing amount of money! Too good to be true, let's look at some other estimates:

From January 2022 Nelson/Nygaard study:

The 2022 Nelson Nygaard table above shows two interesting sets of estimates: Nelson Nygaard: Revenue \$780,000, Operating cost \$340,000, net rev, \$440,000. Takes \$780,000 from marina patrons, only delivers \$440,000 to Marina Fund. Ooh—more plausible cost estimation, but incredibly inefficient tax collection!

City of Berkeley: Revenue \$550,000; Operating cost \$550,000, net revenue, zero! Massively inefficient tax collection—Sold your soul, got nothing in return! Why is this a good idea?

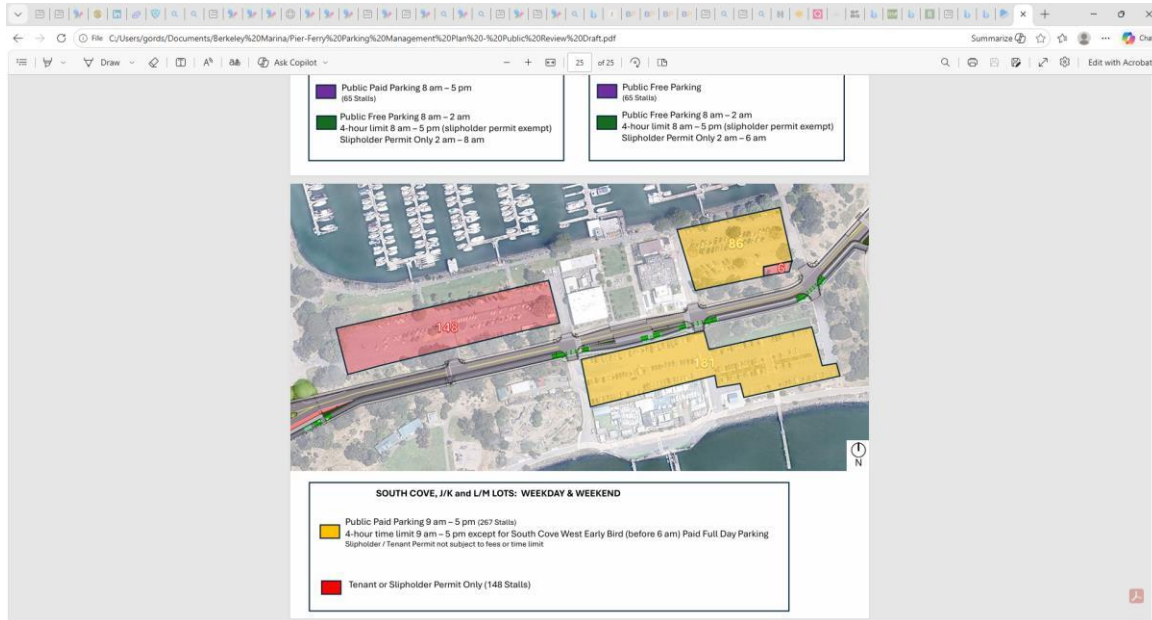
From April 2, 2019 proposal for \$10 parking fee: “The cumulative impact of the new South Cove Parking Fee is estimated to add \$26,000 in annual revenue to the Marina Fund (Fund 608). This revenue will offset the City's cost to collect the fee and maintain the parking lot. This fee is not expected to make a significant impact on the Marina Fund's \$1M structural deficit and projected insolvency within the next two years.”

Paid parking will dramatically degrade the quality of time spent at the marina. Instead of sailing, walking, relaxing, and enjoying a magnificent place, there will be a constant push to figure out how to make do with expensive parking that just does not work. You see it in the suggestion, made recently by marina management, that people headed for the South Cove lots should drop off their gear (or their kids??), then drive up and park on Marina Boulevard, and walk back down. This is not an acceptable solution.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

J-Dock Slip Holders Parking



Six spaces are reserved in J-Dock for slip holders, which does not seem enough to accommodate the number of slips on the three J-Dock fingers. What is the basis for this choice? It should be clearly understood that easily available slip-holder parking is important to keeping slip occupancy high, which is what keeps the marina financially healthy. Don't get this wrong!

As shown, these spaces are located far away from the entrance to J-Dock—they would be better near the J-Dock ramp to make access easier.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Lordships Cove Parking



The southern end of the 199 Seawall peninsula shows parking for the re-opened restaurant (see above). Also needed are parking and rigging areas for water access to the cove. It's a crowded area, and considerable design work is needed to make a usable solution. **This needs to be fully worked out before the parking lot is striped.** Sharing water access parking with restaurant parking would save a lot of space, though it might complicate negotiations for the restaurant.

Will we really use \$100 citations for time limit/permit violations?

Seems very steep from an equity point of view, is there another way to influence parking choices without making Marina parking unaffordable?

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Early Bird Full Day Parking is a tool to allow pre-payment for full-day parking where time limits normally apply. Proposed for use at the South Cove West lot, the program would allow visitors who arrive before 6 am to pre-pay for full day parking in that lot. For parking paid for after 6 AM, only the maximum four-hour time duration would be available. This allows early morning recreation visitors, including charter boat passengers, to access full day parking while excluding ferry commuters (ferry operations begin at 6:30 am).

Early Bird Parking is a generous gesture for charter boat anglers, though it surely will increase the number of all-day cars, which is bad for everyone else. We can predict that the west end of the South Cove West lot—important for families going to Shorebird Park and Adventure Playground—will be monopolized by all-day ferry rider cars that will keep families out. Not good.

Miller, Roger

From: Ellen Rodin <esrodin729@gmail.com>
Sent: Tuesday, June 9, 2026 9:34 AM
To: pk@well.com
Cc: McNulty, Liza; Miller, Roger
Subject: Re: [BWCC] Letter for Waterfront Commission agenda packet

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As a regular user of the entire marina area, I am finally grateful for a serious careful and clear discussion of the needs, parking needs especially, of the South Cove area. Thank you.

I will also point out, again (I have tried to provide this information twice before) that the Rails to Trails organization substantial research shows that Providing better access to nearby already existing amenities and businesses, for example on fourth Street and fifth Street both north and south of university Avenue, is the most effective way of generating revenue for the city and creating access to the marina without actually building on the marina. You should check out “rails to trails”,, they have actual research.

Please keep me informed. Thank you.

Ellen Rodin Attorney at Law Sent from Gmail Mobile

On Tue, Jun 9, 2026 at 9:11 AM Paul Kamen <pk@well.com> wrote:

Was anybody at the Marina last Saturday? (5/31) The Cal Sailing Club was having one of its monthly “Open House” days with free sailboat rides for the public. Berkeley Yacht Club was hosting a high school graduation party. Weather was typical for a summer day.

The parking lots for South Cove, East and West, were full and then some, with many cars illegally double parked. The O-Dock/N-Dock parking lot, by BYC, was also full with many cars illegally double parked. The M-Dock lot had some space, but on weekends these are “Permit Only” and many cars without permits were illegally parked.

There were a few legal “after-10 AM” spaces remaining in the Skates/N-dock parking area. It would only take one weekend ferry departure after 10 AM to fill up those few spaces as well.

The point is that the “baseline analysis” of parking load is a gross underestimate of peak weekend summer parking demand. And that does not count additional parking demand if a recreational pier is added as promised. And it underestimates potential restaurant parking: The old Hs. Lordships building has a 600-seat banquet room upstairs. (And it does not include all the Genentech bus who look for parking in the South Cove area.)

The other point is that parking will be a serious problem for Skates restaurant. Without convenient parking it will threaten the viability of that business, costing the City \$200K-\$400K in revenue per year. Skates should have been in the planning loop much earlier in the process, but this seems to have caught them by surprise.

We already lost one landmark restaurant (Hs. Lordships) thanks to the City’s failure to require the lease-holder to stay current on safety and structural maintenance. We now have a shell of a building that can’t possibly generate any revenue for the Marina Fund for at least eight years, maybe longer, even if a new restaurant operator signs on today.

Let’s not go the same route with Skates.

The ferry parking plan tries to put ten pounds of potatoes in a five pound bag. Does not fit. Usurpation of recreational parking and reduced restaurant revenue are both inevitable under the current proposal.

Please respect the CEQA requirements, and go back to a planning process that includes some substantive alternatives as required.

Paul Kamen, Naval Architect, P.E.

(Six-term former Chair, Berkeley Waterfront Commission, and Berkeley Marina berther since 1977)

[1224 Campus Drive, Berkeley, California 94708](http://www.SurfacePropulsion.com)

pk@well.com <http://www.SurfacePropulsion.com>

510-540-7968 510-219-8106 (cell)

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You received this message because you are subscribed to the Google Groups "Berkeley Waterfront Community Coalition" group.

To unsubscribe from this group and stop receiving emails from it, send an email to berkeley-waterfront-community-coalition+unsubscribe@googlegroups.com.

To view this discussion visit <https://groups.google.com/d/msgid/berkeley-waterfront-community-coalition/6b281380-9e29-40e3-9764-f7acde7bf957%40well.com>.

Miller, Roger

From: Fran Haselsteiner <franhaselsteiner@gmail.com>
Sent: Tuesday, June 9, 2026 3:49 PM
To: McNulty, Liza; Miller, Roger
Subject: [BWCC] Letter for Waterfront

I previously submitted a comment regarding the ferry proposal (see below). FYI: I was a member of the Transportation Commission for nearly ten years.

One more point: The proposal for a Berkeley ferry does not make practical sense given the highly likely development of the Albany park proposed for the former racetrack. First, as I recall, the Albany shore does not require the kind of dredging needed for the Berkeley ferry. Second, the Albany tract has more space for parking. Third, the park will be a destination for the region. Commuter use of the Berkeley Marina is inconsistent with its intrinsic purpose as state recreation land.

Thank you for considering my views.

Fran Haselsteiner
District 2 resident since 1984

Comment, 4/11/26:

Let's please not pretend that the ferry project will actually improve the transbay commute. Has anyone calculated how many single-passenger trips would be eliminated if those riders used the ferry? I doubt it would be anything more than five minutes' worth on the Bay Bridge.

State and municipal land intended for recreation will host all-day parking for commuters.

As one who commuted daily to the city for 15 years, even with a transit subsidy I could not afford to pay for a ferry. Nor would it deliver me to my destination at SF Civic Center Plaza. Instead of paying for bus and BART, I would have been paying for bus (with transfer), ferry, and SF Muni.

I also wish to express concern about the toxic waste generated by dredging.

I am a homeowner and resident of Berkeley since 1984.

The Berkeley City Council Rules of Procedure and Order

Adopted by Resolution No. 70,091–N.S.

Effective October 26, 2021

APPENDIX A. POLICY FOR NAMING AND RENAMING PUBLIC FACILITIES

Purpose

To establish a uniform policy regarding the naming and renaming of existing and future parks, streets, pathways and other public facilities.

Objective

- A. To ensure that naming public facilities (such as parks, streets, recreation facilities, pathways, open spaces, public building, bridges or other structures) will enhance the values and heritage of the City of Berkeley and will be compatible with community interest.

Section 1 – Lead Commission

The City Council designates the following commissions as the ‘Lead Commissions’ in overseeing, evaluating, and ultimately advising the Council in any naming or renaming of a public facility. The lead commission shall receive and coordinate comment and input from other Commissions and the public as appropriate.

Board of Library Trustees

Parks and Recreation Commission –Parks, recreation centers, camps, plazas and public open spaces

Public Works Commission –Public buildings (other than recreation centers), streets and bridges or other structures in the public thoroughfare.

Waterfront Commission –Public facilities within the area of the City known as the Waterfront, as described in BMC 3.36.060.B.

Section 2 – General Policy

- A. Newly acquired or developed public facilities shall be named immediately after acquisition or development to ensure appropriate public identity.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. Public facilities that are renamed must follow the same criteria for naming new facilities. In addition, the historical significance and geographical reference of the established name should be considered when weighing and evaluating any name change.
- D. The City encourages the recognition of individuals for their service to the community in ways that include the naming of activities such as athletic events, cultural presentations, or annual festivals, which do not involve the naming or renaming of public facilities.
- E. Unless restricted by covenant, facilities named after an individual should not necessarily be considered a perpetual name.

Section 3 – Criteria for Naming of Public Facilities

When considering the naming of a new public facility or an unnamed portion or feature within an already named public facility (such as a room within the facility or a feature within an established park), or, the renaming of an existing public facility the following criteria shall be applied:

- A. Public Facilities are generally easier to identify by reference to adjacent street names, distinct geographic or environmental features, or primary use activity. Therefore, the preferred practice is to give City-owned property a name of historical or geographical significance and to retain these names.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. The naming of a public facility or any parts thereof in recognition of an individual posthumously may only be considered if the individual had a positive effect on the community and has been deceased for more than 1 year.
- D. When a public facility provides a specific programmatic activity, it is preferred that the activity (e.g. skateboard park, baseball diamond) be included in the name of the park or facility.
- E. When public parks are located adjacent to elementary schools, a name that is the same as the adjacent school shall be considered.
- F. When considering the renaming of an existing public facility, in addition to applying criteria A-E above, proper weight should be given to the fact that: a name lends a site or property authenticity and heritage; existing names are presumed to have historic significance; and historic names give a community a sense of place and identity, continuing through time, and increases the sense of neighborhood and belonging.

Section 4 –Naming Standards Involving a Major Contribution

When a person, group or organization requests the naming or renaming of a public facility, all of the following conditions shall be met:

- A. An honoree will have made a major contribution towards the acquisition and/or development costs of a public facility or a major contribution to the City.
- B. The honoree has a record of outstanding service to their community
- C. Conditions of any donation that specifies that name of a public facility, as part of an agreement or deed, must be approved by the City Council, after review by and upon recommendation of the City Manager.

Section 5 –Procedures for Naming or Renaming of Public Facilities

- A. Any person or organization may make a written application to the City Manager requesting that a public facility or portion thereof, be named or renamed.
 - 1. Recommendations may also come directly of the City Boards or Commissions, the City Council, or City Staff.
- B. The City Manager shall refer the application to the appropriate lead commission as defined in Section 1 of the City's policy on naming of public facilities, for that commission's review, facilitation, and recommendation of disposition.
 - 1. The application shall contain the name or names of the persons or organization making the application and the reason for the requested naming or renaming.
- C. The lead commission shall review and consider the application, using the policies and criteria articulated to the City Policy on Naming and Renaming to make a recommendation to Council.
 - 1. All recommendations or suggestion will be given the same consideration without regard to the source of the nomination
- D. The lead commission shall hold a public hearing and notify the general public of any discussions regarding naming or renaming of a public facility.

1. Commission action will be taking at the meeting following any public hearing on the naming or renaming.
- E. The commission's recommendation shall be forwarded to Council for final consideration.

The City of Berkeley Policy for Naming and Renaming Public Facilities was adopted by the Berkeley City Council at the regular meeting of January 31, 2012.

Miller, Roger

From: Beatriz Leyva-Cutler <beatrizleyvac@gmail.com>
Sent: Tuesday, June 2, 2026 3:50 PM
To: Ferris, Scott; Miller, Roger
Cc: Santiago Casal; Natasha Beery
Subject: Recommendation for renaming Meeting on June 10, 2026
Attachments: 1. Park Renaming Report for 6_10_2026 PRW Meeting.pdf; 2. Appendix for Renaming Report to PRW 06_10_26.pdf

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Dear Mr. Ferris and Mr. Miller,

On behalf of the Commemorative Renaming Committee, which has been working to provide the Parks, Recreation, and Waterfront Department with a recommendation on the renaming of Chavez Park, we hereby submit our recommendation for discussion at the upcoming meeting on June 10, 2026.

As previously requested, we would greatly appreciate being placed early on the agenda and being given 15 minutes to present and discuss. Attached are the documents to be provided to the commissioners, the public, and for your review. There are a few items in the document that have links to open and view.

We look forward to hearing from you and plan to attend, along with some of our committee members. Please let us know if you have any questions or need any additional information.

Respectfully,

Beatriz Leyva-Cutler
Santiago Casal
Natasha Beery

Attachments:

1. Renaming Report

2. Appendix includes:

- Rationale for 2nd and 3rd polled names
- Straw Poll Results
- Committee Members

Date: June 3, 2026

To: **Parks, Recreation, and Waterfront Commission**

cc: Mayor Ishii, City Manager Paul Buddenhagen, PRW Director Scott Ferris

From: **Commemorative Committee Renaming Working Group**

Re: **Recommendation for Renaming the Waterfront Park**

Following the April 14, 2026, referral by the Mayor,¹ members of the Citywide Commemorative Committee² constituted a renaming working group in order to submit a recommendation to the Parks, Recreation and Waterfront Commission and City Manager for renaming the waterfront park. The committee of 21 members was drawn from many constituencies and stakeholders, including representatives from Latinos Unidos, the Multicultural Institute, Berkeley Unified School District, the Park Conservancy, the Off-Leash Association, the Tribute Site, the Ecology Center, UC Berkeley, the mayors and council aides, and community members (see Appendix).

Each individual and constituency brought a unique perspective on the park's history, current use, and potential. We conducted a substantial deliberative process that included reviewing the Mayor's referral, consulting city policy on naming and renaming, and developing criteria to review proposed names before polling representatives and discussing the poll results.

This committee process adapted the successful model developed and refined during recent BUSD school renaming efforts to carefully consider each name, including its educational implications and any caveats. We hope you will find this report illuminating for your discussion and deliberation, and believe you may find this process helpful for your future naming or renaming work.

We are pleased to have reached a strong consensus on a recommendation for a new name, one that we believe will endure and inspire our Berkeley community for generations to come: **¡Sí Se Puede! Park**. Please read the attached report for supporting details.

Respectfully submitted on behalf of the Committee,

Beatriz Leyva-Cutler, BUSD School Board Director, Emerita

Santiago Casal, Founder of The Tribute Site & Former Chair of Latinos Unidos

Lupe Gallegos-Diaz, UC Berkeley Lecturer and Current Chair of Latinos Unidos

Natasha Beery, BUSD Superintendent's Designate & Former Director of Community Relations

This report includes the following components:

- 1) *Naming Background and Renaming Working Group Process*
- 2) *Naming Recommendation and Rationale for Sí Se Puede Park*
- 3) *Appendices: Rationales for 2nd & 3rd Choices (Esperanza and Campesino/a), Poll Results, Working Group Roster*

¹ [5/13/2026 PRW Agenda, page 12](#)

² formerly known as the Citywide Chavez-Huerta Commemorative Committee

Park Naming and Renaming Background

Thirty years ago, in 1996, the City of Berkeley renamed Waterfront Park to César Chávez Park in recognition of the Farmworker movement and of Chávez as one of its leaders.

In 2003, a citywide Chávez-Huerta Commemoration period was established as a collaboration between the City of Berkeley, the Berkeley Unified School District, and the Berkeley community. It begins on the Spring Equinox to coincide with the planting season and César Chávez's birth, and concludes on Dolores Huerta's birthday, April 10th.

In 2004, the Berkeley City Council approved a Chávez Tribute Site in César Chávez Park, designed as an ancient solar calendar to honor key virtues of the Farmworker movement: Hope, Determination, Courage, and Tolerance/Non-Violence.

The park, the Tribute Site, and the Commemoration period have played a crucial role in 23 years of city-wide celebrations and are a source of pride for the Latino community in Berkeley and beyond. With the shocking and painful news about Chávez that broke in March of this year, new and founding members of the Commemorative Committee stepped up to offer to work toward the park's renaming.

On April 14th, 2026, the Mayor requested the City Manager and the PRW Commission to "engage with the Chavez/Huerta Commemoration Period partners and Latinos Unidos de Berkeley...to bring back to City Council recommendations for...name changes that will continue to honor the legacy of labor organizing and solidarity for farm workers and recognize farm workers as the backbone of America."

Renaming Working Group Timeline

The Working Group adapted a process used by the Berkeley Unified School District in the recent renaming of two of our elementary schools. Five meetings were held over the past two months to work intensively and thoughtfully together. Following is a snapshot of the process:

April 16: Reviewed the Mayor's directive, City policy on naming and renaming, and discussed potential criteria for selecting a new name. A poll on criteria was conducted April 21-26.

April 27: Reviewed results of the criteria poll, agreed to use eight key criteria to assess possible names, began soliciting names from committee members and their constituencies, and shared updates on district and city actions so far. Straw poll on names April 29-May 3.

May 4: Reviewed and discussed results of first poll, and prepared for May 13 update to PRW Commission. Discussed the creation of rationales and learning opportunities for each name. Conducted a second straw poll, May 6-12, which included new names written in during the first poll. The writing group began working on drafts of top-name rationales, May 17-25.

May 26: Shared results of 2nd poll and initial drafts, found consensus on top name.

June 1: Reviewed report drafts and discussed presentation ahead of the June PRW meeting.

Committee Consensus Recommendation:

¡Sí Se Puede! Park



3

1. Summary Statement

Coined by civil rights activist Dolores Huerta for the United Farmworkers Movement in 1972, **¡Sí Se Puede!** has served as an empowering rallying cry for labor and immigrant rights as well as for political change, emphasizing collective action to overcome obstacles. What others saw as insurmountable obstacles, Dolores and others saw as the next hill to climb. Their example motivated and inspired others to follow their leadership. It has become an international phrase of the will to overcome.

The name not only meets all the committee's naming criteria, but you'll also find "**¡Sí Se Puede!**" reflected in the Park's [Tribute Site and Solar Calendar](#) as one of the four directions linked to the virtue of Determination.

Dolores Huerta has indicated that [she does not want to have places named/renamed after her personally](#), but rather to honor the farmworker movement itself, and "**¡Sí Se Puede!**" manages to honor both Huerta and the movement without being about one person.

Barack Obama used the saying "Yes We Can" during his presidential campaign, and [he acknowledged his debt to Huerta](#) for these words of inspiration. In fact, **¡Sí Se Puede!** can serve as a rallying cry for many in our community to overcome the enormous setback posed by the shocking revelations about Chavez. "Yes, we can overcome this!" The name also lends an uplift to a beautiful park that once suffered from its status as a garbage dump and is now a community gathering place.

2. Results of the Committee Poll

In two rounds of polling, **¡Sí Se Puede! was consistently the #1 choice** of a majority of the committee. In the first poll, with 19 names under consideration and five additional write-ins, **66% ranked Sí Se Puede Park as the top choice, and 83% placed it in their top three names.** In the second poll, Sí Se Puede Park rose to **the top three for 93% of respondents and was the #1 choice for two-thirds.** The May 26th meeting confirmed that the committee as a whole would move forward with this consensus name.

³ Image created by 2nd graders at Sylvia Mendez elementary school for the Si Se Puede march

3. Opportunities for Learning and Celebration

¡Sí Se Puede! rings through the halls of our public schools during the [Commemorative Period](#). This name readily lends itself to many existing educational materials used District-wide. Each year, our students will be inspired to honor the farmworker movement leaders and organizers, particularly Dolores Huerta, and to imagine themselves as change-makers and champions for their community.

Sí Se Puede connects directly to the history of the Farmworker Movement and conveys a celebratory sense that “we can do it,” which is uplifting and engaging. Banners that say “Sí Se Puede” could be used and reused in many settings - schools, parades, gatherings of all kinds.

It is a beautiful expression of what Berkeley is all about. The phrase invites curiosity about its origin and use and is found in many places, including as one of the four directions at the Tribute Site, re: [determination](#). It is the *Sí Se Puede* attitude (It Can Be Done!).

4. Relevance to Committee Criteria

A. Celebrates **FARMWORKERS**:

Yes - it is the motto of the United Farm Workers of America

B. Honors the **HISTORY OF LABOR ORGANIZING**:

Yes - this chant has been used widely throughout labor and other organizing movements

C. Reflects **SPANISH-SPEAKING** and/or **CHICANO/LATINX HERITAGE**

Yes - this saying is in the Spanish language and connected to this heritage

D. Reflects our **SHARED VALUES**

Yes - this chant reflects the possibility of community and positive change

E. Promotes **UNITY**

Yes - this is meant to be chanted together with united voices

F. Is likely to **ENDURE**

Yes, there is not likely to be any controversy over this saying

G. Uplifts the **COMMUNITY** rather than just one individual

Yes - this reflects a community working together

H. Resonates with **BERKELEY** and/or the **BAY AREA**

Yes - this phrase is used at many Berkeley and Bay Area gatherings...and beyond!

5. **Additional Considerations, Caveats, and Variations**

- The phrase honors Dolores Huerta, who coined the phrase.
 - The phrase brings a smile and a shout to the lips of all who say it!
 - One person commented that it could be hard to pronounce, but we don't think that's a major concern. The phrase has been in the public sphere for 50 years and is widely used by English and Spanish speakers alike.
 - The word Sí (“yes”) should be written with an accent. (Note that the name César Chávez should also have accents, but these are often omitted by many.)
 - The phrase is typically used with at least one exclamation point, or in the Spanish usage, ¡an inverted exclamation point followed by another exclamation point!
 - Multiple variations could be acceptable in actual use:
 - Sí Se Puede Park
 - Sí Se Puede! Park
 - ¡Sí Se Puede! Park
-

6. **How is this name being used elsewhere?**

- [Denver's César Chávez celebration will be called "Sí, se puede" this year](#)
 - [30th Annual Sí Se Puede Celebration | California State University Stanislaus](#)
 - [County replaces César Chávez Day name with “Dolores Huerta - Sí Se Puede”](#)
 - [Mesa County “Sí Se Puede” celebration](#)
 - [What will Cesar Chavez Park be renamed? Modesto narrows list to 3 options](#)
 - [Sí Se Puede Academy - El Centro de la Raza](#)
 - [Sí Se Puede! | Los Lobos Farmworker Fundraiser Album](#)
-

7. **Google AI Response to “Is Sí Se Puede a Good Name for a Park?”**

"Sí Se Puede" is an excellent name for a park because it honors civil rights and community resilience. Originating as a famous rallying cry in the farmworker labor movement co-founded by Dolores Huerta, the phrase embodies hope, collective struggle, and the possibility of positive social change. [1, 2, 3, 4]

Key Reasons the Name Works:

- **Empowerment and Hope**: It transforms a park into a symbol of encouragement, reminding visitors that challenges can be overcome through community effort and perseverance.
- **Cultural Heritage**: The phrase is deeply tied to the Chicano and farmworker civil rights movements. Naming a public space "Sí se puede" serves as an enduring tribute to the hard work and dignity of laborers
- **Inclusivity**: Rather than being dedicated to a single historical figure, the name emphasizes the community's strength. It invites everyone to feel welcome and capable of achieving great things.
- **Universal Motivation**: In addition to its deep roots in Latinx and labor history, the phrase has become a universal, uplifting motto used across various campaigns for social and economic justice. [1, 2, 3, 4, 5, 6, 7]

8. **Wikipedia: Sí Se Puede**:

"Sí, se puede" (Spanish for "Yes, you can"), pronounced ['sí se 'pwe.ðe], is the motto of the United Farm Workers of America and has since been taken up by other activist groups. UFW co-founder Dolores Huerta created the phrase in 1972.^{[1][2][3]}

"Sí se puede" has long been a UFW guiding principle that has inspired the accomplishment of goals. The phrase has been widely adopted by other labor unions and civil rights organizations and has drawn widespread political and media attention as a rallying cry during the U.S. immigration reform protests.^{[4][5]}



APPENDIX:

Rationale for 2nd Choice:
Esperanza Park

Rationale for 3rd Choice:
Campesino Park

Poll Results

Commemorative Committee
Roster

Second Choice Name:
Esperanza Park

1. Summary Statement

Esperanza was the second choice among the many suggested names, but a distant second compared to “Sí Se Puede.”

While Esperanza is a positive feeling that conveys support and resonates with the Latino community, in the farmworker movement, it is not necessarily as strong a word as a movement that requires action and change. “Hope” was famously popularized by civil rights leader and politician Rev. Jesse Jackson during his 1988 presidential campaign as a rallying cry for equality, justice, and collective resilience in the face of systemic adversity.

Esperanza is a popular name for parks, particularly in revitalized or historically underserved areas. It transforms green spaces into symbols of community renewal, safety, and a brighter future. The park offers a majestic view of the west, San Francisco, which inspires hope, especially at [sunset](#). Esperanza is also one of the cardinal virtues of the Farmworker Movement (Hope, Determination, Courage, and Tolerance) reflected in the [Tribute Site and Solar Calendar](#) at the park.

2. Results from the Committee Poll

Esperanza came in as a fairly strong second choice in the Committee straw poll, with **44%** of respondents placing it in 2nd or 3rd place (although none had it as a first choice). In the second poll, support increased, with **57%** in 2nd or 3rd place, although it was again not a first choice for any respondent (71% had selected “Sí Se Puede” in first place, and 93% in top three)

3. Opportunities for Learning and Celebration

Esperanza is a verb, an action, a feeling. Learning materials would need to be created to explicitly connect Hope and Activism: Hope for change; Hope for farm workers to be valued; Hope for improved conditions, wages, and benefits; and Hope for stopping the deportation of farm workers.

Hope is directly connected with the EAST at the Tribute Site, and indirectly to the UFW rallying cry of *¡Viva La Causa!* The creation of the UFW gave highly exploited and abused farm workers Hope that they could overcome seemingly insurmountable odds. Common spring metaphors (the planting season) include birth, renewal, new beginnings, and HOPE.

4. **Committee Criteria**

A. Celebrates **FARMWORKERS**

? - The word itself, “Esperanza,” does not directly celebrate Farmworkers

B. Honors the **HISTORY OF LABOR ORGANIZING**

Yes - Esperanza, meaning “Hope,” is a part of the labor movement

C. Reflects **SPANISH-SPEAKING and/or CHICANO/LATINX HERITAGE**

Yes - The word is in Spanish

D. Reflects our **SHARED VALUES**

Yes - We all hope / Esperanza for things to be better.

E. Promotes **UNITY**

Yes - We all hold hope / Esperanza as a uniting factor

F. Is likely to **ENDURE**

Yes, the concept of Esperanza can endure and is uncontroversial

G. Uplifts the **COMMUNITY** rather than just one individual

Yes, Esperanza is a feeling, a desire, a communal wish.

H. Resonates with **BERKELEY** and/or the **BAY AREA**

? - Can be a word that resonates, but we would need to market it more!

5. **Additional Considerations, Caveats and Variations**

The connection to the Farmworker movement is indirect, or not obvious to many, and it will take further education and explanation to make that link. Some may find the word less strong than other options. However there is a direct connection to the Tribute Site at the park, with the cardinal direction of “Hope”.

Esperanza is pronounced in Spanish, with soft a; Esperanza does not rhyme with Anza, as in Lake Anza.

The word “la” serves as a definite article in Spanish, equivalent to “the” in English, but specifically used with the feminine singular noun, like Esperanza, so in Spanish this would be Parque de la Esperanza

6. How is this name being used elsewhere?

- [La Esperanza Park](#), Brownsville, Texas
 - [Esperanza Park in Cathedral City, California](#).
 - [Esperanza Hills Regional Park](#)
-

7. Google AI Response to “Is Esperanza a Good Name for a Park?”

"Esperanza Park" is a strong name because "esperanza" translates to "hope" in Spanish. It is frequently used by communities to symbolize renewal, resilience in the face of adversity, and the realization of a long-awaited vision for neighborhoods that have been historically overlooked. [1, 2, 3, 4, 5]

The name works well for a few key reasons:

- Symbol of Renewal: "Hope" embodies the transformation of neglected land, a former landfill, or an empty lot into a vibrant, safe community space for families and children.
 - Cultural Connection: In neighborhoods with strong Hispanic roots, using Spanish names directly connects the park's identity to the heritage of local residents.
 - Community Advocacy: Often, these parks result from years of grassroots campaigning. The name serves as a monument to the long-awaited vision and perseverance of the people who fought for the space.
 - Promotes Community Gathering: The meaning of "hope" translates directly to the park's purpose: a vibrant, free space that encourages families to celebrate, gather, and recreate together
 - Environmental Transformation: It honors the journey of healing or repurposing land. For example, a former landfill in L.A. County was transformed and renamed *Esperanza Hills Regional Park*.
-

8. Wikipedia: Esperanza

Esperanza is the Spanish word for hope, and may refer to [a long list of places, including mines, people, films, TV shows, music, and organizations such as Esperanza International, a non-profit organization that develops Dominican Republican communities through microfinancing, Esperanza Peace and Justice Center, a non-profit community-based arts & cultural organization that advocates for social justice, Esperanza Unida, Inc., a non-profit organization that provides job training and placement to unemployed minority workers in Milwaukee, Wisconsin, United States

Third Choice Name:
Campesino/a Park

1. Summary Statement

In the United Farm Worker (UFW) movement, *Campesino* signifies a profound relationship to the land, and often a familial way of life. It centers the park on recognition of farm workers who powered the movement. Organizers used the word to foster a collective identity among farmworkers who cultivate the land, often highlighting their struggles for dignity, fair wages, and land rights, rather than just their economic status. *El Teatro Campesino* (The Farmworkers' Theater) used this term to empower striking workers through performances that illustrated their struggle against exploitation. Rather than using "peasant," the UFW used *Campesino* to dignify the agricultural laborer. It celebrated a deep, spiritual, and communal relationship with the land.

Campesino may underscore awareness of farm workers who are currently facing mass deportations and threats, with workplace protections being rolled back and efforts to reduce their hard-won hourly benefits. Between 1/3 and 1/2 of all farmworkers in America reside in California, or roughly 500,000 - 800,000 farmworkers. Approximately 1/3 are women, and they range in age from their teens to their 60s. In addition, 400,000 children work in U.S. fields.

However, since "Campesino" is the masculine form of the word, the alternative "Campesina" to honor women is a viable alternative. Women farmworkers (Campesinas) are often systematically subjected to sexual slurs, groping, threats, beatings and even rape in the fields. In California, 80% of farmworker women (campesinas) state that they have experienced sexual harassment. Using "Campesina" brings attention to their struggle.

2. Results from the Committee Poll

In the first round of Committee polling, Campesino Park was the first choice of only two of 18 respondents; two listed it in second place and two in third, for a total of 6 respondents (33%) who included it in their top three choices.

By the second round, Campesino had dropped considerably in favor, with no committee members listing it as a first or second choice, and only 3 people listing it as a third choice. In fact, another option, "El Pueblo Unido" initially polled slightly higher than Campesino. However, we included Campesino in the top three due to its popularity with the Conservancy. In the Conservancy's final online poll in late April, when choices they offered to their readers were limited to just three options (*Campesino*, *Sí Se Puede*, and *Farmworker*), and their leadership declared in favor of Campesino when launching the poll, a plurality (55.6%) preferred *Campesino*, with *Sí Se Puede* in second place, and *Farmworker* in third place.

3. Opportunities for Learning and Celebration

For Campesina Park, per se, a new series of educational materials would need to be developed unless there are examples of existing curricula specifically related to this version of the name. Part of the benefit would be to move the many women leaders from the background to the foreground of the movement. This particular opportunity could be applied equally to the two other names, *Esperanza Park* and *¡Si Se Puede! Park*, and the distinct leadership and can-do spirit of women.

4. Committee Criteria

A. Celebrates **FARMWORKERS**

Yes - for example, *El Teatro Campesino* uses this term to empower striking workers through performances, illustrating their struggle against exploitation.

B. Honors the **HISTORY OF LABOR ORGANIZING**

Yes - It bridges Mexican and Filipino laborers in a shared struggle against poor working conditions, low pay, and exploitation by growers.

C. Reflects **SPANISH-SPEAKING** and/or **CHICANO/LATINX HERITAGE**

Yes - a Spanish word

D. Reflects our **SHARED VALUES**

? - it is the male version of the word in Spanish, and this usage could be more in question today. The word "Campesina" honors women.

E. Promotes **UNITY**

? - Perhaps people would unite around the intent of honoring farmworkers.

F. Is likely to **ENDURE**

Yes - as the referral says, "Farmworkers are the backbone of America."

G. Uplifts the **COMMUNITY** rather than just one individual

? - If the name "Campesino" is used, it refers to a group, but given the male version, the image that comes to mind often doesn't include women.

H. **Resonates** with **BERKELEY** and/or the **BAY AREA**

Yes - May resonate well if Berkeley chooses to make the case for featuring women farmworkers with "Campesina". Possibly connect it to the fact that parts of Berkeley were farmland. In a committee member's West Berkeley backyard (8th Street between Virginia and Cedar), an old plow is still there.

5. Additional Considerations, Caveats and Variations

Given that the word Campesino is the male version of the term, it would have to be written with a slash as “Campesino/a or Campesinx”. Alternatives such as Campesinx or Campesine are not universally accepted and are problematic for signage.

“Campesina” Park could serve as an affirmation/ celebration of women farm workers; however, many people might accidentally default to “Campesino,” since it may not resonate with those used to talking about the “Campesino” movement.

6. How is this name being used elsewhere?

- Campesino Park (Santa Ana, CA): This Orange County landmark reverted to its original name to reflect inclusivity for a broader coalition of farmworkers.
 - Camino Campesino (Hollister, CA): Following community outreach, the city renamed a prominent avenue to Camino Campesino to honor the enduring agricultural legacy of the region.
 - Campesinos Unidos: A prominent resource and community assistance hub based in El Centro, California, serving the migrant and agricultural working populations of the Imperial Valley.
-

7. Google AI Response to “Is Campesino a Good Name for a Park?”

"Campesino" (Spanish for "farmer" or "farmworker") is a powerful and fitting name for a park because it honors the essential, hardworking laborers who cultivate the land. It reflects cultural heritage, grounds the space in community history, and represents values of perseverance, dignity, and connection to the earth. [[1](#), [2](#), [3](#), [4](#), [5](#)]

Key Reasons the Name Works:

- Honors Laborers: It pays direct tribute to the agricultural workers whose sweat and labor form the backbone of local and regional economies, particularly in agricultural states like California.
- Cultural Representation: In areas with large Latino and Hispanic populations, it uses an accessible, recognizable term that speaks directly to the local community's heritage and history.
- Connection to the Land: "Campo" (from the Latin for field) signifies a relationship with nature. A name like Campesino reinforces the park's purpose as a green, natural space intended for the community to nurture, enjoy, and find peace

- Promotes Community Gathering: The meaning of "hope" translates directly to the park's purpose: a vibrant, free space that encourages families to celebrate, gather, and recreate together
 - Environmental Transformation: It honors the journey of healing or repurposing land. For example, a former landfill in L.A. County was transformed and renamed *Esperanza Hills Regional Park*.
-

8. Wikipedia: Campesino

Campesino means 'farmer' or 'peasant' in Spanish and may refer to:

- a translation of the word "peasant", referring to a Latin American farmer
 - Los Campesinos!, an indie pop band from Cardiff, Wales
 - Teatro Campesino, a theater group founded by the United Farm Workers
 - Valentín González, El Campesino, a military leader during the Spanish Civil War
 - Via Campesina, the collaborating body for an international peasant movement
 - *Bloque Obrero y Campesino*, the Workers and Peasants' Bloc in 1930s Barcelona
 - *Confederación Revolucionaria de Obreros y Campesinos*, Mexico
 - *Confederación Sindical Única de Trabajadores Campesinos de Bolivia*, Unique Confederation of Rural Laborers of Bolivia
-

Straw Poll Results

Each member was asked to rank their top three names

In the first round, additional write-in votes were also solicited

Any park name that received a first, second or third place vote was included in the next round.

POLL NAMES ROUND ONE		POLL NAMES ROUND TWO
¡Sí Se Puede! Park		¡Sí Se Puede! Park
Esperanza Park		Esperanza Park
Campesino Park		Campesino Park
<i>Farmworker Park</i>		<i>El Pueblo Unido Park</i>
<i>El Pueblo Unido Park</i>		<i>Parque (or Jardín) de los Obreros</i>
<i>Movimiento Park</i>		<i>Farmworker Park</i>
<i>Huelga Park</i>		<i>Farmworker Solidarity Park</i>
<i>¡Viva La Causa! Park</i>		<i>Bahia Del Sol (Dorado) Park</i>
<i>¡Hasta La Victoria! Park</i>		
<i>¡Viva La Huelga! Park</i>		IN POLL, NO VOTES RECEIVED
<i>La Gente Unida Park</i>		<i>Movimiento Park</i>
<i>North Waterfront Park</i>		<i>Huelga Park</i>
		<i>¡Viva La Causa! Park</i>
NEW SUGGESTIONS		<i>¡Hasta La Victoria! Park</i>
<i>Parque (or Jardín) de los Obreros</i>		<i>¡Viva La Huelga! Park</i>
<i>Bahia Del Sol (Dorado)</i>		<i>La Gente Unida Park</i>
<i>Farmworker Solidarity</i>		<i>North Waterfront Park</i>
<i>Parque (or Jardín) de los Olvidados</i>		
<i>Parque (or Jardín) de los Braceros</i>		
IN POLL, NO VOTES RECEIVED		
<i>Águila Negra Park</i>		
<i>Burrowing Owl Park</i>		
<i>Comunidad Park</i>		
<i>Hope Park</i>		
<i>Jardín de los Pájaros Park</i>		
<i>Oceanview Park</i>		
<i>Park del Movimiento</i>		

Commemorative Committee Membership and Constituencies

	Name	Title, Representative
1	Cydney Chilimidos	Mayor Adena Ishii Representative*
2	Beth Gerstein for Rashi Kesarwani	City Council District 1
3	Ruben Hernandez for Terry Taplin	City Council District 2
4	Senator Jesse Arreguin	State Senator
5	Ariana Casanova	State Senator Arreguin, Representative*
6	Ana Vasudeo	BUSD Board Director
7	Natasha Beery	BUSD Superintendent Designate
8	Beatriz Leyva-Cutler	BUSD Board Emerita, Tribute Site Education Director
9	Ruben Lizardo	UCB Representative
10	Sheila Jordan	Alameda County Board of Education, Emeritus
11	Lisette Flores	Peralta College
12	Lupe Gallegos-Diaz	Latinos Unidos Representative
13	Daniela Gonzalez Mirna Cervantes	Multicultural Institute
14	Martin Nicolaus	Park Conservancy
15	Santiago Casal	Founder/Director, Tribute Site
16	Carlos Hill	Coordinator of Site Stewards
17	Vivian White	Seasonal Gathering Coordinator
18	Jeff Malmuth	Off-Leash-Area (OLA)
19	Martin Borque	Ecology Center
20	Alexis Adorador	Community Member
21	Todd Kerr	Berkeley Times
		*Advising, non-voting

Commemorative Renaming Committee

	Name	Title/Representative
1	Cydney Chillimidos	Mayor Adena Ishii Representative
2	Beth Gerstein for Rashi Kesarwani	City Council District 1
3	Ruben Hernandez for Terry Taplin	City Council District 2
4	Ana Vasudeo	BUSD Board Director
5	Natasha Beery	BUSD Superintendent Appointee
6	Ariana Casanova	State Senator Arreguin, Representative
7	Senator Jesse Arreguin	State Senator
8	Martin Borque	Ecology Center
9	Ruben Lizardo	UCB Representative
10	Mirna Cervantes Daniela Gonzalez	Multicultural Institute
11	Alexis Adorador	Community Member
12	Beatriz Leyva-Cutler	Tribute Site Education Director
13	Carlos Hill	Coordinator of Site Stewards
14	Lupe Gallegos-Diaz	Latinos Unidos Representative
15	Martin Nicolaus	Park Conservancy
16	Sheila Jordan	Alameda County Board of Education, Emeritus
17	Santiago Casal	Founder/Director, Tribute Site
18	Todd Kerr	Berkeley Times
19	Vivian White	Seasonal Gathering Coordinator
20	Lisette Flores	Peralta College
21	Jeff M	Off Leash Area (OLA) Community

April 16, 2026
1920 7th Street, Berkeley
5-6:30 PM

Commemorative Renaming Committee Individual Comments from Straw Polls on Names May 2026

Sí Se Puede Park

- Sí Se Puede Park captures the essence of the United Farm Worker Movement. "Sí se puede" is a Spanish phrase meaning "Yes, it can be done." Coined by civil rights activist Dolores Huerta, it serves as an empowering rallying cry for labor and immigrant rights and for political change, emphasizing collective action to overcome obstacles. It also gives an uplift to what has become a beautiful park that once suffered from its "former garbage dump status." It is also a beautiful expression of what Berkeley is all about. And will ring through the halls of schools during the CityWide Commemorative Period each year, as our students march to honor the farm worker movement leaders and organizers, particularly Dolores Huerta.
- While I could live with Esperanza Park and maybe Campesina Park (re: honoring the women of the movement), I do not think that they give the park the dramatic boost and direct link to the farmworker movement that the ¡Sí Se Puede! Park name does. It has an elaborate history, is linked directly to Dolores Huerta, is a marching chant known to all, is linked directly to the Tribute Site and one of the four directions (South) and the virtue of Determination, and lends itself easily to much of the existing educational materials that we have used during the Citywide Commemorative Period, and at the Tribute Site. In fact, it can serve as a rallying cry for us to overcome the enormous setback posed by the SHOCKING Chavez revelations. "Yes, we can overcome this!" It also represents an added, consistent boost to a Park that has had to overcome its "former dump" reputation. AND it meets all the park naming criteria.
- It resonates with Berkeley's activist history and with the farmworker movement. "Sí Se Puede" was used to defy and resist authorities who believed farmworkers could not win against growers who, for generations, grew wealth on the backs of farmworkers. "Sí "Se Puede" is used to unite people - Yes We Can! Sí Se Puede Park will give Berkeley a rallying cry for unity, hope, and resilience in the face of this era of hate, war, and divisiveness.
- Si Se Puede connects directly to the Farmworker Movement and honors Dolores Huerta without naming her. It captures the spirit of Berkeley, of positive change, and was adopted by Obama (Yes We Can). We do have to deal with how it is spelled (with an accent on Sí) and with exclamation points, but it is so positive and unifying.
- Sí Se Puede is the iconic saying coined by Dolores Huerta. It is an uplifting, positive message that says that any obstacles can be overcome. The farm workers movement overcame incredible odds to form the first union by and for farm workers. This saying is a testament to the movement's grit, sacrifice, and determination.

- Si se puede is a chant that transcends time. I met Dolores last year, and she informed our group that she was the one who coined this chant, even though the credit was always given to Cesar. This chant has the opportunity to mean so much more to so many more people.
- Si Se Puede is a slogan associated with a farmworkers' movement, and yet its literal translation is very polite. All in all, it calls for a thoughtful reconsideration of history and suggests a nuanced, positive attitude.
- "Si se puede" ... a thought which opens endless possibilities for el Pueblo Unido to achieve its objectives despite all obstacles. Dolores contribution to the labor movement & uplifting humanity itself are encapsulated in that idea
- It's a slogan associated with Dolores Huerta and the farmworkers' movement, and it has a positive "can do" tone that embodies the value of resilience. There's a history lesson or two in this name and a value as well. I prefer a name in Spanish.
- It meets most of the criteria for naming and is a well-known saying from the farm worker movement. It reflects an enduring positive message.
- Concept reflecting possibilities in our struggles as a Pueblo for human dignity, respect, and compassion to emerge triumphant via determination (*esfuerzo*)
- Strong association with the farmworker movement. Can be applied universally by all different kinds of communities. It's positive and inspiring.
- It aligns with the spirit of Berkeley's activism for social justice and its status as a Sanctuary City. It is also the rallying cry for justice, human rights, and unity.
- Another important chant which lifts up the unity of the farmworkers in their fight for justice.
- The rallying cry of the farmworkers, championed by Dolores Huerta, seems fitting.
- Teaches the legacy of determination from the farmworkers movement
- I really like the positiveness of Si Se Puede and people recognize the saying.
- Encourages optimism in our various struggles.
- Acknowledges that we can make a change.
- Promotes collective agency
- Encompasses all the criteria
- empowerment
- It's a call to action

Esperanza Park

- Esperanza is one of the values associated with the Farmworkers movement, and it is associated with a forward-looking perspective, which this westward-facing park enjoys.
 - I feel that “Hope” is an invisible energy in the heart chakra. When the heart opens hope floods into the sanctuary of our being. It is the light of our Creator, Dios, always within us. Hope and Love are brother and sister.
 - Esperanza (translation>>hope) is a value associated with the farmworkers' movement, and it's a value that is universal.
 - Esperanza: It's important not to lose hope with everything occurring, which speaks to a collective dream
 - “Esperanza” is the root of our faith in seeking truth and justice. Hope becomes action and is the invisible force that fuels lasting victories through time
 - Esperanza - really speaks to the Hope for the future and being in a place where we can find joy.
 - Hope is something we always need, and it's a cardinal direction of the Tribute Site
 - It embeds a value of hope
 - Who doesn't need hope?
-

Campesino Park

- This centers the park and the recognition of the farm workers who powered the movement. This is especially important at a time when farm workers are facing mass deportations and threats by the administration, and workplace protections are being rolled back.
- Campesino Park is problematic because of the masculine gender.
- Honors the people who stood to lose the most in the movement.
- Lifting up the workers who make sacrifices every day
- Really acknowledges the workers in the fields.
- A way to honor our farmworkers.
- Means “Farmworker”

I



STATEMENT FROM MAYOR ADENA ISHII

(Berkeley, CA) – On Wednesday, March 18, 2026, Berkeley Mayor Adena Ishii issued the following statement in response to recent reporting detailing allegations of abuse of women and girls by the late

labor leader César Chávez*: *"As a city that has long honored the labor movement and its leaders, including through the naming of our treasured waterfront park, the information now coming to light about César Chávez is deeply disturbing and heartbreaking. Like much of the world, we are only just learning of these allegations.*

My office is in conversation with Latinx community leaders, and we will keep residents informed as we consider how to move forward while continuing to honor the importance of the farm worker labor movement in our nation's history. Any action by the City Council will be guided by thoughtful consideration and meaningful input from our community.

Berkeley stands with the survivors who bravely came forward. We honor their courage in sharing the traumatic experiences they have carried for decades.



Miller, Roger

From: lupeatcal@gmail.com on behalf of LatinosUnidos de Berkeley
<latinosunidosberk@gmail.com>
Sent: Monday, May 25, 2026 7:59 PM
To: Berkeley Mayor's Office; Sinai, Julie; All Council; Miller, Roger; Ferris, Scott;
jmann@berkeleyca.gov
Cc: LatinosUnidos de Berkeley; Beatriz Leyva-Cutler
Subject: Letter of Support

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.

Mayor Ishii and Berkeley City Council members:

On behalf of the Latinos Unidos de Berkeley (LUdB)- a grassroots community group - we are in full support of the relocation of the Korean War monument that is currently located at the Veterans Memorial Building on center street to the James Kenny Park in west Berkeley. This is the right thing to do as these five young men were from west Berkeley.

Latinos Unidos de Berkeley hopes that the city and city council members will find the funds to make this move as a sign of respect to these veteran's and their families.

-Latinos Unidos de Berkeley

To: Mayor Ishii, Berkeley City Council, and Senior Aide Julie Sinai,
CC: Scott Ferris, Director of Parks and Recreation
Roger Miller, Staff
Waterfront Commission, c/o John Mann, Waterfront Manager

Today, on Memorial Day, we commemorate U.S. military personnel who made the ultimate sacrifice while serving in the Armed Forces. Specifically, here in Berkeley, we have a monument located in front of the Veterans Building that honors five young West Berkeley soldiers who gave their lives in service to our country. So it is fitting that we reach out to you today,

We are writing to formally request that funding be included in the City of Berkeley's 2027–2028 budget for the relocation of this Korean War monument. Several city staff members have come up with different estimates as to the cost of relocation.

Over the years, this memorial has been neglected, including the placement of portable toilets right in front of the site. Following meetings in January between our community representatives, City officials, and Councilmember Tregub, the portable toilets were moved to the street and sidewalk in front of the Veterans Building.

La Colectiva Latina de Berkeley, which created the Berkeley Historical Society and Museum exhibit on the history of Latinos in Berkeley, discussed this issue with Mayor Ishii during her visit to the exhibit. We agreed that relocating the monument to James Kenney Park would be the most appropriate and respectful long-term solution. This park is part of the community these young men

called home, and it would provide a more dignified setting to preserve and honor their memory. We intend to work with all stakeholders to determine the most suitable location within the park.

The West Berkeley community originally funded both the monument's creation and its placement in front of the Mobilized Women of Berkeley center at University Avenue and 10th Street. When that center closed, the community again raised funds to relocate the monument to the Veterans Building. We now respectfully ask the City to provide the financial and logistical support necessary for a permanent relocation.

We appreciate your consideration and look forward to your support for this issue, which is of deep importance to the Latino community.

Sincerely,

Representatives from the Five Families:

Larry Pozos

David Martínez

Sam Martínez

Yolanda Fernández

Christina Fernández Franco

Representatives of La Colectiva Latina de Berkeley:

Clementina Durón

Harvey Smith

Larry Reyna Sr.

Beatriz Leyva-Cutler

--

Latinos Unidos de Berkeley

latinosunidosdberk@gmail.com

Like us on [Facebook](#)

Join our [Facebook Group](#)

The mission of Latinos Unidos de Berkeley is to improve the quality of life of Latinos who live and work in the City of Berkeley by addressing and advocating for emerging issues.

Miller, Roger

From: Alexis Adorador <alexisadorador@gmail.com>
Sent: Tuesday, June 2, 2026 11:10 AM
To: Miller, Roger
Subject: Renaming of Cesar Chavez Park

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 Mr. Miller,

I am writing to voice my support for the recommendations being made by the committee to rename Cesar Chavez Park. As a member of that committee, I can attest to the thorough and inclusive process that was lead by Beatriz Leyva Cutler, Santiago Casal and others.

It is my hope that the Commission will recognize the hard work and many hours that have been put into this recommendation so that it can move forward for approval by the city council.

Best wishes,

Alexis Adorador MFT
Community member
1737 Blake st. Berkeley

Sent from my iPhone

Miller, Roger

From: Martin Nicolaus (via Google Docs) <manicolaus@gmail.com>
Sent: Wednesday, June 3, 2026 4:21 PM
To: Miller, Roger
Cc: Miller, Roger; Miller, Roger
Subject: Park Name Poll backs "Campesino Park"
Attachments: Park Name Poll backs "Campesino Park".pdf

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.

Martin Nicolaus attached a document

Martin Nicolaus (manicolaus@gmail.com) has attached the following document:


[Learn more](#)

Dear Roger,

I would appreciate it if this could be included in the agenda for the June 10 meeting of the Commission.

Thank you.

Martin Nicolaus

 Park Name Poll backs "Campesino Park"

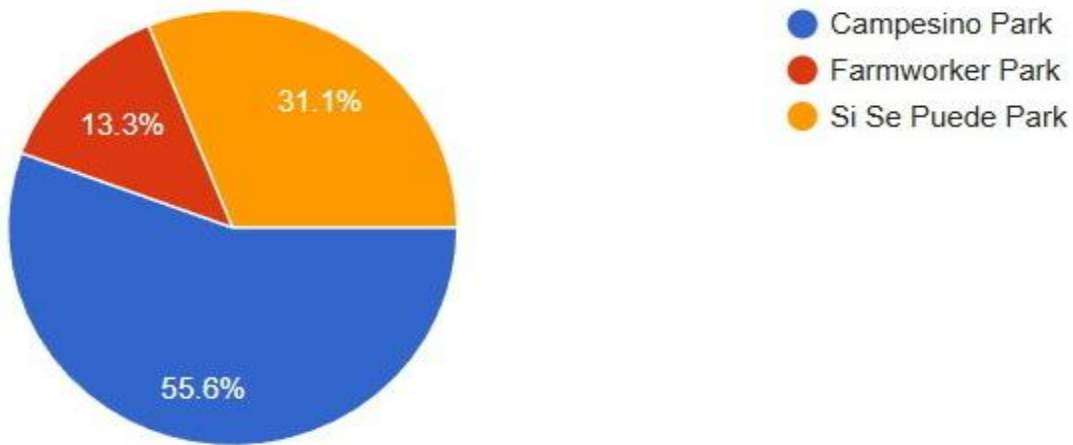
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Park Name Poll backs “Campesino Park”



The fourth edition of the Park Name Poll published [Apr 17](#) (and still live) is showing a strong majority for “Campesino Park” as the new name.

This is the first poll showing a clear majority for a new name. The initial poll, published here [March 19](#), showed an exactly 50 percent vote in favor of “Dolores Huerta Park.” ([March 20](#)). A day later, that slipped to 40 percent. ([March 21](#)).

Then the news hit that Dolores Huerta did not want her name put on public property. A second poll, posted [Mar 26](#), dropped the Dolores Huerta option. The results, published [Mar 31](#), were a fractured mess. No name had as much as 20 percent of the vote. (The leading name was “Burrowing Owl Park” with 19.5 percent.) The lack of consensus, the wide scattering of opinions, offered no guidance whatever to the ultimate deciders, the members of City Council.

Then came a breakthrough. On April 14, City Council met and unanimously approved a statement by Mayor Adena Ishii, stating clearly that the new name “will continue to honor the legacy of labor organizing and solidarity for farm workers and recognize farm workers as the backbone of America.”

Immediately, just about the whole slate of options in the earlier polls was wiped clean. There are only three names, so far, that fit the bill that the Mayor has spelled out. It’s Campesino Park, Sí Se Puede Park. or Farmworker Park.

Of these three, Campesino Park is the strong favorite in the current poll, with a 55 percent majority. No other name, not even “Dolores Huerta” when that was an option, captured as high a response.

This is of course not an official vote. There is a process starting up involving the Commemorative Committee and then going to the Parks Commission which must hold a public hearing and then report to the City Manager who will take it to City Council. This will take long dreary months during which the park has no name and the C***** Park Conservancy has no name either but is compelled to keep using the chavezpark.org website address.

-- chavezpark.org Apr 22 2026

Portland City Council advances proposal to rename Cesar E. Chavez Boulevard to Campesinos Boulevard

A five-person committee unanimously approved a proposal to fast-track the renaming process, potentially bypassing the city's requirements for resident approval.

Author: Evan Watson

Published: 4:57 PM PDT May 26, 2026

Updated: 10:34 AM PDT May 27, 2026

PORTLAND, Oregon — A Portland City Council committee unanimously advanced a proposal Tuesday to [rename Cesar E. Chavez Boulevard to Campesinos Boulevard](#), following a New York Times investigation alleging the late labor leader [sexually abused women and girls for decades](#).

The proposal, introduced by Councilor Loretta Smith, would bypass city code that requires the support of 2,500 Portlanders or 75% of residents living on a street before a name change can occur.

The word "campesinos" is a Spanish term for farmworkers, and supporters say the name would honor the Latino community and their fight for labor rights. The full city council will now hold a hearing on the measure....

Marta Guembes, co-chair of Por La Causa Committee, made an emotional appeal at the council meeting in support of the Campesinos name.

"Long after we are gone people will still drive this boulevard, what story will each name tell? We are asking for the name to reflect our community's strength, honesty, and inclusion. Please vote for Campesinos Boulevard, and que vivan los campesinos," she said....

Reyna Lopez, executive director of PCUN, said in a statement that she supports the Campesinos name change as a tribute to migrant farmworkers.

"Campesinos Boulevard honors the collective struggle of farmworkers while making clear that accountability and justice must exist inside our movements too," Lopez said. "We do not move forward by protecting legacies at all costs. We move forward by telling the truth and continuing the fight for dignity for all workers."

Date: July 1, 2026

Re: Letter of Support

We, the members of the Citywide Commemorative Committee, are pleased to write in support of the CONSENSUS vote of the Committee for renaming the waterfront park formerly known as Cesar Chavez Park to a new, uplifting name **!Sí Se Puede! Park**.

Since the heart-breaking New York Times revelations about Cesar Chavez (March 18, 2026) we, long-standing community members, are grateful for the immediate action, proposed by Councilmember Kesarwani, to remove the name, and for the recommendation made on April 14, 2026, by Mayor Ishii and Council members Lunaparra, Humbert and O’Keefe, in which direction was provided to the City Manager and the Parks, Recreation, and Waterfront Commission and Director, “to engage with the Chavez/Huerta Commemoration Period partners and Latino Unidos de Berkeley to bring back to City Council recommendations for how the City of Berkeley may move forward with a name change that will continue to honor the legacy of labor organizing and solidarity for farm workers and recognize farm workers as the backbone of America.”

We proudly report that our 19-member Commemorative Committee, representing multiple stakeholders and constituencies across Berkeley, met several times since the April 14th Consent Calendar item, and also convened with constituencies and conducted a deliberate process that included reviewing the Mayor’s referral, the City’s policy on naming and renaming, and developing criteria to test proposed names before polling representatives and discussing the poll and comments of committee members. In doing so, we adapted the successful renaming process utilized to rename schools in BUSD as a model. We highly recommend that the City adopt this model for the future naming and renaming of community places, parks, and buildings. We have attached a copy of the report submitted to the PRW Commission, which further details our process and rationale.

We, the Citywide Commemorative Committee, are pleased to present to the Mayor and the Berkeley City Council a strong consensus that we believe will endure and inspire our Berkeley community for generations to come: **¡Sí Se Puede! Park**.

Respectfully submitted,

- **Santiago Casal**, Founder of the Tribute Site & Co-Founder/Former Chair of Latinos Unidos
- **Beatriz Leyva-Cutler**, BUSD School Board Director, Emerita
- **Natasha Beery**, BUSD Superintendent's Designate, Former Dir. of Community Relations
- **Matt Meyer**, Berkeley Federation of Teachers
- **Alexis Adorador** MFT- Community Member
- **Larry Reyna Sr**, Berkeley Latino Historical Exhibit Committee, La Colectiva Latina de Berkeley committee, renaming of Cesar Chavez Park committee, relocating of the Korean War West Berkeley Chicano veterans memorial committee.
- **Lupe Gallegos-Diaz**, Chair, Latinos Unidos de Berkeley
- **Jeff Malmuth**, Off-Leash Area Group
- **Martin Bourque**, Ecology Center
- **Ana Vasudeo**, BUSD School Board Director
- **Vivian White**, Solar calendar steward and astronomer
- **Mirna Cervantes**, Multicultural Institute, Executive Director
- **Daniela Gonzalez**, Multicultural Institute, Engagement Director

Agenda Item 13. Recent Council Reports**PARKS, RECREATION 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:

June 16, 2026, (Regular – 6pm)

13.-FY 2027 Tax Rate: Fund the Maintenance of Parks, City Trees and Landscaping

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-16%20Item%2013%20FY%202027%20Tax%20Rate%20Fund%20the%20Maintenance%20of%20Parks.pdf>

21.-Utility Easements for East Bay Municipal Utility District (EBMUD) Water Meters at 80 and 90 Bolivar Drive

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-16%20Item%2021%20Utility%20Easements%20for%20East%20Bay%20Municipal%20Utility.pdf>

June 30, 2026 (Regular – 6pm)

16.-Utility Easements for East Bay Municipal Utility District (EBMUD) Water Meters at 80 and 90 Bolivar Drive

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2016%20Ordinance%208027.pdf>

34.-Contract: Redwood Engineering Construction for Cedar Rose Park 5-12 Playground Renovation and Site Improvements

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2034%20Contract%20Redwood%20Engineering.pdf>

35.-Contract No. 32300127 Amendment: AE3 Partners, Inc. for Architectural Services

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2035%20Contract%20No.%2032300127%20Amendment%20%20AE3.pdf>

36.-License Agreement with Masaba, LLC dba Roaming Bean Coffee at the Berkeley Waterfront

URL: <https://berkeleyca.gov/sites/default/files/2026-06/2026-06-30%20Item%2036%20License%20Agreement%20with%20Masaba.pdf>

Miller, Roger

From: lupeatcal@gmail.com on behalf of LatinosUnidos de Berkeley
<latinosunidosberk@gmail.com>
Sent: Monday, May 25, 2026 7:59 PM
To: Berkeley Mayor's Office; Sinai, Julie; All Council; Miller, Roger; Ferris, Scott;
jmann@berkeleyca.gov
Cc: LatinosUnidos de Berkeley; Beatriz Leyva-Cutler
Subject: Letter of Support

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.

Mayor Ishii and Berkeley City Council members:

On behalf of the Latinos Unidos de Berkeley (LUdB)- a grassroots community group - we are in full support of the relocation of the Korean War monument that is currently located at the Veterans Memorial Building on center street to the James Kenny Park in west Berkeley. This is the right thing to do as these five young men were from west Berkeley.

Latinos Unidos de Berkeley hopes that the city and city council members will find the funds to make this move as a sign of respect to these veteran's and their families.

-Latinos Unidos de Berkeley

To: Mayor Ishii, Berkeley City Council, and Senior Aide Julie Sinai,
CC: Scott Ferris, Director of Parks and Recreation
Roger Miller, Staff
Waterfront Commission, c/o John Mann, Waterfront Manager

Today, on Memorial Day, we commemorate U.S. military personnel who made the ultimate sacrifice while serving in the Armed Forces. Specifically, here in Berkeley, we have a monument located in front of the Veterans Building that honors five young West Berkeley soldiers who gave their lives in service to our country. So it is fitting that we reach out to you today,

We are writing to formally request that funding be included in the City of Berkeley's 2027–2028 budget for the relocation of this Korean War monument. Several city staff members have come up with different estimates as to the cost of relocation.

Over the years, this memorial has been neglected, including the placement of portable toilets right in front of the site. Following meetings in January between our community representatives, City officials, and Councilmember Tregub, the portable toilets were moved to the street and sidewalk in front of the Veterans Building.

La Colectiva Latina de Berkeley, which created the Berkeley Historical Society and Museum exhibit on the history of Latinos in Berkeley, discussed this issue with Mayor Ishii during her visit to the exhibit. We agreed that relocating the monument to James Kenney Park would be the most appropriate and respectful long-term solution. This park is part of the community these young men

called home, and it would provide a more dignified setting to preserve and honor their memory. We intend to work with all stakeholders to determine the most suitable location within the park.

The West Berkeley community originally funded both the monument's creation and its placement in front of the Mobilized Women of Berkeley center at University Avenue and 10th Street. When that center closed, the community again raised funds to relocate the monument to the Veterans Building. We now respectfully ask the City to provide the financial and logistical support necessary for a permanent relocation.

We appreciate your consideration and look forward to your support for this issue, which is of deep importance to the Latino community.

Sincerely,

Representatives from the Five Families:

Larry Pozos

David Martínez

Sam Martínez

Yolanda Fernández

Christina Fernández Franco

Representatives of La Colectiva Latina de Berkeley:

Clementina Durón

Harvey Smith

Larry Reyna Sr.

Beatriz Leyva-Cutler

--

Latinos Unidos de Berkeley

latinosunidosdberk@gmail.com

Like us on [Facebook](#)

Join our [Facebook Group](#)

The mission of Latinos Unidos de Berkeley is to improve the quality of life of Latinos who live and work in the City of Berkeley by addressing and advocating for emerging issues.

Miller, Roger

From: Save CC <savecc6@gmail.com>
Sent: Friday, June 19, 2026 12:30 PM
To: All Council; Allan Abshez & Jasper; Miller, Roger; Ferris, Scott
Subject: Remove the mowing ban at the southeast side of North Waterfront Park

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.

To the City of Berkeley and the Off-Leash Area group:
City Council members
Mayor Ishii
Park, Recreation, and Waterfront Commissioners
Scott Ferris

My comments about the current ban to mow the southeast side of North Waterfront Park is a response to Martin Nicolaus and ultimately in support of dog walkers' right to walk our dogs on-leash or off. For, if Nicolaus can force the city to build a \$30k chain link fence bordering the OLA on the north side and force the city to curtail where it mows and where it doesn't mow, it is not hard to imagine that Nicolaus, whose disdain for dogs is well known and can be viewed under "[issues](#)" on his Chavezpark website, will be able to utilize a similar tactic to argue that the city should curtail dogs in the park, off-leash or on.

As of the week June 15, 2026, the park district left the southeast side of North Waterfront Park, previously Cesar Chavez Park, adjacent to the Spinnaker Way un-mowed. It appears that this ban on mowing is in reaction to Martin Nicolaus and a few of his cohorts described in his [May 17, 2026 blog](#) "about the city's mowing policy and its devastating effect on the rare Savannah Sparrows." As I will demonstrate, Nicolaus intentionally misleads the Park, Recreation, and Waterfront Commissioners and readers in his earlier blog about Savannah Sparrows. In his [May 6, 2026 blog](#), Nicolaus makes the unsubstantiated claim that Savannah Sparrows in our region are "rare." Nicolaus does not identify which of the 17 subspecies currently recognized he is referring to. He also fails to identify the region he purportedly refers to. His blog of unproven claims is limited to his personal unverified auditory descriptions of Savannah Sparrows in locations he cannot identify. Moreover, Nicolaus admits he has not seen any Savannah Sparrow nests and provides no evidence of any nest being destroyed.

In his blog, Nicolaus goes so far as to equate "genocide" with grass-nesting birds. I have friends whose entire families were murdered in German death camps. That was genocide. Nicolaus' use of "genocide" to describe grass-nesting birds is disgusting and potentially speaks volumes about the man. I hope his use of the word "genocide" describing grass-nesting birds at the park was a mistake, however, as a retired attorney, with training to choose words carefully, I doubt it was.

Nicolaus is not an ornithologist and neither am I. Therefore, before the park makes adjustments, bowing to Nicolaus' unsubstantiated claims about, "deliberate, premeditated genocide against this vulnerable species of grass-nesting birds" it may be best for everyone concerned to consult one.

In sum, Nicolaus states that the Savannah Sparrows in our region are "rare." He fails to differentiate between the 17 subspecies that are currently recognized, he fails to identify the region he claims to consider, and without evidence Nicolaus maintains that "...the City of Berkeley has repeatedly and consistently said, in so many words, "f**k you" to grass-nesting birds," and then dictates how he thinks the maintenance of the park should operate.

In direct contrast to Nicolaus' assertions:

The Cornell Lab Merlin: [https://www.allaboutbirds.org/guide/Savannah Sparrow/](https://www.allaboutbirds.org/guide/Savannah_Sparrow/)

“Not all streaky brown birds are impossible to identify: Take a closer look at this one and you’ll see an understated but distinctive sparrow with a short tail, small head, and telltale yellow spot before the eye. **Savannah Sparrows are one of the most numerous songbirds in North America.**”

Cornell Lab of Ornithology: <https://ebird.org/hotspot/L285281>

Cesar Chavez Park: **Savannah Sparrow 11 times more frequent than the regional average.**

Birdful.org: <https://www.birdful.org>

The Savannah sparrow (*Passerculus sandwichensis*) is a small songbird found throughout much of North America. With an estimated global population of 18 million, **Savannah sparrows are currently classified as a species of Least Concern by the International Union for Conservation of Nature (IUCN).** However, some subspecies and populations of Savannah sparrows face conservation threats and declining numbers.

Cornell Lab/Birds of the World: <https://birdsoftheworld.org/bow/species/savspa/cur/introduction>

“17 subspecies are currently recognized”

The U.S Fish & Wildlife Service: <https://www.fws.gov/story/beldings-savannah-sparrow>

U.S. Fish & Wildlife Service

Belding's savannah sparrow is a State and Federally protected bird. It is a rare subspecies of the Savannah sparrow, however, **it is common on the marshes of San Diego Bay, and the Tijuana Slough National Wildlife Refuge**

The problems with this large section of the southeast side of North Waterfront Park remaining un-mowed are numerous. Some examples include:

Potential fire hazard: As the grass dries the potential for fire increases. The southeast side of North Waterfront Park borders the only road going into and out of the park. If a fire were to ensue, traffic conditions would deteriorate. Access to the park for first responders would be hampered. I suggest having a fire inspector comment on the un-mowed area.

North Waterfront Park: North Waterfront Park is a multi-use park. The southeast side borders one of the main entry points to the park where the field is flat. Families, children, dog walkers, kite flyers, and anyone out for a leisurely stroll in the meadow will find themselves in knee high, dry grass and un-mowed foxtails. Essentially, Nicolaus' prescription prevents people from enjoying the multi-use aspects the park was designed to provide.

Ticks: Tick season has arrived. The Entomologist.net writes: Taller grass provides moisture and shade, advantageous for tick survival, allowing them to climb and reach prey effectively. It's recommended to keep grass below 4 inches to help minimize tick presence in yards.

A SOLUTION

I hope most can agree that nobody wants to see a bird nest destroyed by any means. The park already has implemented a program that protects people and yellow jacket nests, typically located in the ground. The park provides plastic barriers perched near the nests that alert people to maintain a distance. The park then carefully avoids mowing close to the nests. If a Savannah Sparrow nest is located the park can place a barrier nearby. Then the park can maintain a reasonable (100-foot diameter?) around the nest when mowing. With a

compromise as this, concerns about the possibility of Savannah Sparrows nests are accounted for while the park can continue its mission as a multi-use environment.

Moreover, there are vast areas of the park that remain un-mowed for the benefit of the birds.

Considering the aforementioned, I would like to see the city resume mowing the southeast side of North Waterfront Park now and consult an ornithologist for a long-term solution.

ARTICLES FROM ORGANIZATIONS INCLUDING THOSE CITED BY NICOLAUS

The Cornell Lab Merlin:

https://www.allaboutbirds.org/guide/Savannah_Sparrow/

Not all streaky brown birds are impossible to identify: Take a closer look at this one and you'll see an understated but distinctive sparrow with a short tail, small head, and telltale yellow spot before the eye.

Savannah Sparrows are one of the most numerous songbirds in North America, and while sometimes overlooked, are likely visitors across the continent. In summer, they don't hesitate to advertise their location, belting out a loud, insect-like song from farm fields and grasslands.

Birdful.org posts:

<https://www.birdful.org>

The Savannah sparrow (*Passerculus sandwichensis*) is a small songbird found throughout much of North America. With an estimated global population of 18 million, Savannah sparrows are currently classified as a species of **Least Concern** by the International Union for Conservation of Nature (IUCN). However, some subspecies and populations of Savannah sparrows face conservation threats and declining numbers.

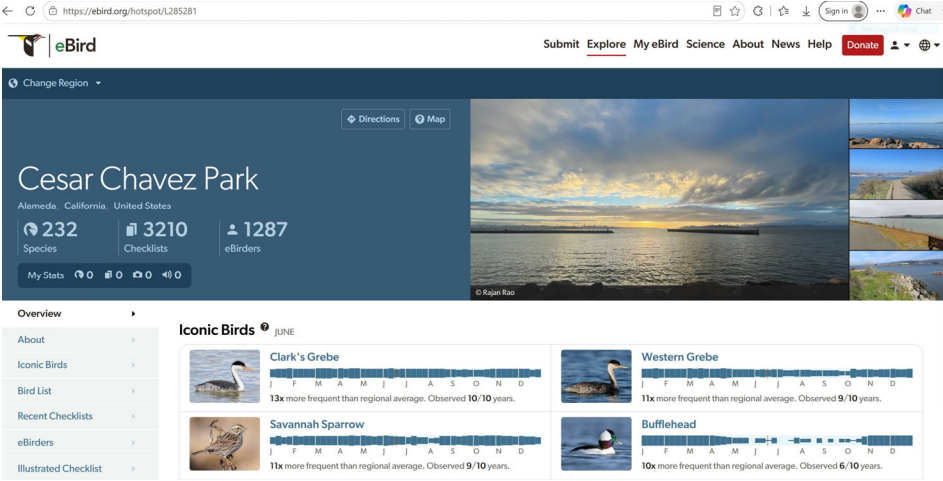
Cornell Lab/Birds of the World:

<https://birdsoftheworld.org/bow/species/savspa/cur/introduction>

The Savannah Sparrow is widespread and abundant in open habitats throughout North America although, like other grassland sparrows, it is often overlooked because of its secretive habits. During the breeding season its persistent buzzy song can be heard in agricultural fields, meadows, marshes, coastal grasslands, and tundra. Insects and other arthropods are its main prey in summer; in winter and on migration its diet shifts to small seeds found on the ground. Most populations are migratory, although salt marsh populations breeding in the southwest are mainly resident. As in many passerines, the annual mortality of adults is about 50%. Adults tend to reoccupy the same breeding site, and in island populations birds commonly return to their natal site. Such strong philopatry has resulted in reproductive isolation and substantial geographic variation; **17 subspecies are currently recognized**, including the Ipswich Sparrow, which breeds on Sable Island, Nova Scotia.

Cornell Lab of Ornithology:

<https://ebird.org/hotspot/L285281>



The U.S Fish & Wildlife Service:
<https://www.fws.gov/story/beldings-savannah-sparrow>
[U.S. Fish & Wildlife Service](#)

Belding's Savannah Sparrow
Passerculus sandwichensis beldingi
 Belding's savannah sparrow is a State and Federally protected bird. **It is a rare subspecies of the Savannah sparrow, however it is common on the marshes of San Diego Bay, and the Tijuana Slough National Wildlife Refuge.** It is distinguished from the Savannah sparrow by having heavier and darker streaking, and a smaller beak profile. The Belding's savannah sparrow is unique in that it represents one of only two wetland dependent avian species that reside year-round in the coastal salt marshes of southern California. Belding's savannah sparrows nest in the pickleweed salt marsh vegetation that occurs along the outer levees of the salt ponds, within the lower reach of the Otay River, and along the edges of the South Bay in remnant patches of salt marsh vegetation. As with most ground dwelling species, this bird is inconspicuous and blends well with its environment. Breeding territories can be very small and the birds nest semi-colonially or locally concentrated within a larger block of habitat.

Thank you for your attention to this important matter,

Jeff Malmuth
 District #1