PARKS, RECREATION, AND WATERFRONT COMMISSION
Regular Meeting
Tuesday, November 10, 2026, 7:00 P.M.
Frances Albrier Community Center
2800 Park St, Berkeley, CA 94702
Join the meeting online: https://us06web.zoom.us/j/84051940536

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. **Land Acknowledgement**:
   The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.
4. **Action**: **Approval of Agenda**. (chair)
5. **Action**: **Approval of Minutes** for Wednesday, October 14, 2026 (chair).*
6. **Public Comment** (2 min each).
7. **Chair's Report**. The Commission Chair may make announcements or provide information to the Commission in the form of an oral report. The Commission will not take action on such items but may request the items be placed on a future agenda for discussion.
8. **Director's Report**: Update on special events, community engagement, capital and maintenance projects, forestry, recreation, budget, fees (Ferris).
9. **Discussion/Action**: Dirt Bicyle/Dog conflicts in Off-leash dog area (OLA) at Si Se Puede Park. Potential prohibition of bicycles in OLA. Potential improvements (signage to secure OLA and reduce erosion impacts (chair).*
10. **Discussion/Action**: Proposed Communication to Planning Commission, etc. re: 600 Bancroft Project prepared by Subcommittee (chair).*
11. **Discussion/Action**: Measure U Bond Oversight Process (Ferris):*
    Per the City Council's draft Resolution: The [PRWC] shall provide oversight by reporting to the City Council on an annual basis regarding projects funded by the Bonds and the expenditure of proceeds of the Bonds, whether those expenditures are consistent with the purposes of the Bonds set forth in this Resolution, and recommendations on projects

proposed to be funded by the Bonds and proposed expenditures of the proceeds of the Bonds.

12. **Discussion/Action**: Status update and public comment on West Berkeley Brownfield to Neighborhood Park grant proposal to Statewide Parks Program (Ferris).**
13. **Discussion/Action**: PRW Commission meeting schedule for calendar year 2027 (Miller).*
14. **Information Reports**.
15. **Recent PRW Council Reports**.*
16. **Future Agenda Items**: These items are not scheduled for discussion or action at this meeting. The Commission may schedule these items to the Action Calendar of a future Commission meeting: Election of Chair and Vice-chair in February of each year; Pier-Ferry Project; PRW Commission Workplan; Nexus Study; Fitness Courts Project.
17. **Communications**.
18. **Next PRW Commission meeting**: Wednesday, January 13, 2027 (Regular).
19. **Adjournment**.

* document is attached to agenda packet and on the commission website.
** document will be provided at the meeting.

Agenda

ADA Disclaimer: This meeting is being held in a wheelchair accessible location. To request disability-related accommodations to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

SB343 Disclaimer: Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available for public inspection at Parks Recreation & Waterfront Department Office at 2180 Milvia Street, Berkeley, CA.

Communications Disclaimer: Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record. All communications to the Commission should be received at least 10 days before the meeting date. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the commission or committee for further information.

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

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

COMMISSION MEMBERS

Mayor	Allison Granzella	**District 3**	Ben Nash	**District 6**	Dana Yeo
District 1	Carrie Rybczynski	**District 4**		**District 7**	Ysabela Philip
District 2	Leigh Stewart	**District 5**	Allen Samelson	**District 8**	Allan Abshez

Current assignments

• Subcomm on State of the Parks (2/11/26) (Abshez; Rybczynski; Samelson)	• Liaison - Civic Arts in Parks (Carrie Rybczynski)
Subcomm on underserved SE quadrant (03-11-2026) (Abshez; Nash; Philip).	
• Subcomm on Golden Gate Fields potential (4/8/26) (Nash, Stewart)	
• Subcomm on naming Santa Fe Track Bed Park parcels (09-09-2026) (Granzella; Philip)	

2026 Commission Meeting Dates

Name of Commission: Parks, Recreation, and Waterfront Commission

Commission Secretary: Roger Miller

Location: Frances Albrier Community Center, 2800 Park St

Month	Meeting Day and Date (2nd Wednesday per month)	Time	Notes
2026			
January	Tuesday, January 13	7:00 p.m.	Special Mtg
February	Wednesday, February 11	7:00 p.m.	Regular Mtg
March	Wednesday, March 11	7:00 p.m.	Regular Mtg
April	Wednesday, April 8	7:00 p.m.	Regular Mtg, Willard Ctr
May	Wednesday, May 13	7:00 p.m.	Regular Mtg
June	Wednesday, June 10	7:00 p.m.	Regular Mtg
July	Wednesday, July 8	7:00 p.m.	Regular Mtg
August	No meeting		
September	Wednesday, September 9	7:00 p.m.	Regular Mtg
October	Wednesday, October 14	7:00 p.m.	Regular Mtg
November	Tuesday, November 10	7:00 p.m.	Regular Mtg
December	No Meeting		
2027			
January	Wednesday, January 13	7:00 p.m.	Regular Mtg

PARKS, RECREATION, AND WATERFRONT COMMISSION
Regular Meeting
Wednesday, October 14, 2026, 7:00 P.M.
Frances Albrier Community Center - auditorium
2800 Park Street, Berkeley, CA 94702

Minutes - Draft

1. **Call to Order** (chair): 7:00pm.
2. **Roll Call** (Secretary).
3. **Land Acknowledgement**:
4. **Action**: **Approval of Agenda**. (chair) (M/S/C: Samelson/Granzella/U) Ayes: Granzella; Nash; Philip; Rybczynski; Samelson; Stewart; Yeo; Noes: none: Absent: Abshez (LOA).
5. **Action**: **Approval of Minutes** for Wednesday, September 9, 2026 with corrections (chair).* (M/S/C: Granzella/Rybczynski/U) Ayes: Granzella; Nash; Philip; Rybczynski; Samelson; Stewart; Yeo; Noes: none: Absent: Abshez (LOA).
6. **Public Comment** (2 min each). a) Laurel H; b) Claudia Kawczynska, non-profit fee waivers; c) Paul Kamen, marina parking fee; d) Erin Diehm, non-profit fee waivers; e) Erin Wolf, field inequity; f) Kelly Hammargren; g) Susan Schwartz, wetlands at Aquatic Park.
7. **Chair's Report**. The Commission Chair may make announcements or provide information to the Commission in the form of an oral report. The Commission will not take action on such items but may request the items be placed on a future agenda for discussion. Updates: Santa Fe park project ribbon-cutting was a great event (Rybczynski); 4 subcommittees have expired (Rybczynski).
8. **Director's Report**: Update on special events, community engagement, capital and maintenance projects, forestry, recreation, budget, fees (Ferris). Update was provided.
9. **Discussion**: Waterfront/Marina Fund limitations and use of Measure Y funding (Erickson). Update was provided. Public Comment: a) Erin Diehm; b) Claudia Kawczynska; c) Kelly Hammargren; d) Laurel H; f) Paul Kamen.
10. **Presentation**: Measure T1 Bond Measure and upcoming 2026 bond measure (Ferris).** Update was provided. Public Comment: a) Jim McGrath; b) Erin Diehm.
11. **Discussion/Action**: Subcommittee on naming Santa Fe Trackbed Parks parcels (Rybczynski). Discussion was held.
12. **Presentation/Action**: Report on October 7, 2023 Planning Commission meeting concerning 600 Bancroft project (Aquatic Park adjacent). Form subcommittee to draft communication to Planning Commission re same (Granzella). Discussion was held. The commission took action to form a subcommittee (Granzella, Stewart) to draft comments to the Planning Commission regarding the project at 600 Bancroft with a subcommittee time duration of one year; (M/S/C: Granzella/Samelson/ /U) Ayes: Granzella; Nash; Philip; Rybczynski; Samelson; Stewart; Yeo; Noes: none: Absent: Abshez (LOA). Public Comment: a) Kelly Hammargren; b) Erin Diehm.
13. **Discussion/Action**: Proposed Fee Increases for PRW programs and facilities (Ferris).** Update was provided.
14. **Discussion**: Potential change in meeting site to Willard Clubhouse (chair). Discussion was held. Public comment: a) Kelly Hammargren; Claudia Kawczynska.
15. **Discussion**: Status update and public comment on West Berkeley Brownfield to Neighborhood Park grant proposal to Statewide Parks Program (Ferris).* Update was provided. Public Comment: a) Claudia Kawczynska; b) Bonnie Borucki.

16. **Discussion/Action**: Approval of plaque and a tree at Old City Hall Park to commemorate 60 years of sister-city relationship with Sakai, Osaka, Japan. (Ferris).* Presentation was provided. Public Comment: Kate Lucchese. The commission took action to approve the plaque (M/S/C: Samelson/Rybczynski/U) Ayes: Granzella; Nash; Philip; Rybczynski; Samelson; Stewart; Yeo; Noes: none: Absent: Abshez (LOA).
17. **Information Reports**.
18. **Recent PRW Council Reports**.*
19. **Future Agenda Items**: These items are not scheduled for discussion or action at this meeting. The Commission may schedule these items to the Action Calendar of a future Commission meeting: Marina non-revenue activities; Pier-Ferry Project; PRW Commission Workplan; Nexus Study; Fitness Courts Project.
20. **Communications**.* An-Chi Tsou, 10-04-2026; Claudia Kawczynska, 10-08-2026.
21. **Next PRW Commission meeting**: Tuesday, Nov 10, 2026 (Regular).
22. **Adjournment**. 10:00pm.

***** document is attached to agenda packet and on the commission website.
** document will be provided at the meeting.

- Commissioners in attendance: 7 of 8 appointed
- Public in attendance: 18
- Public speakers: 21

*__Note__: For any handouts distributed at the meeting, please see the Agenda for October 14, 2026, on the Parks, Recreation, and Waterfront Commission webpage at the following link online: https://berkeleyca.gov/your-government/boards-commissions/parks-recreation-and-waterfront-commission

Examples of parks-like fencing



Examples of parks-like fencing



Miller, Roger

From: Save CC <savecc6@gmail.com>
Sent: Tuesday, October 20, 2026 4:42 PM
To: Save CC
Cc: Miller, Roger
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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 Friends of ¡Sí, Se Puede! Park and the Off-Leash Area,

Copied on the Parks, Recreation and Waterfront (PRW) Commissioners

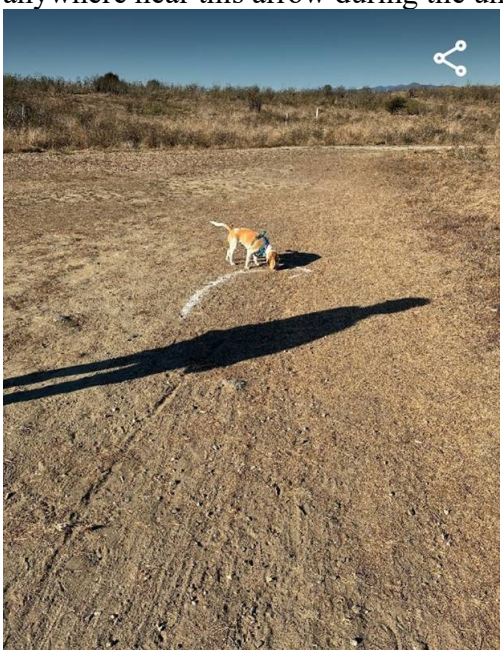
Last Friday (10/16) evening at the Off-Leash Area was warm, the sky was clear and there was a soft breeze blowing in from the bay. Due to the combination of a partial moon, and the sun setting around 6:50, the park was very dark. But the lights from the East Bay and San Francisco were plainly visitable.

At about 7:00 p.m. Sherry & Ewok and I, Ivy, Ziggy and Casper were standing by the large logs in the middle of the OLA by the path. Just then I received an urgent text from Patrick & Bella, a regular morning and evening OLA walker. Patrick was leaving the park and saw a large group of cyclists lined up for what appeared to him to be a race in the park. He suggested that I leash up Ivy and Ziggy which I did especially since the macing incident a several weeks earlier in the OLA. (For those that didn't read about this, last month in the evening of 9/17, about 15 people with their dogs were congregating and talking in the OLA by the bulletin board. A cyclist soon appeared riding up the access road outside the OLA. As he approached the group, he made a sharp turn directly into the OLA and into the middle of the group. That startled everyone including our dogs. With mace already in hand and ready the cyclist sprayed Ziggy in the face as he was the first to bark once at the commotion. This incident appeared to everyone present to be a premeditated act to harm a dog which it certainly did. The cyclist continued riding away up the hill.)

After reading Patrick's text, Sherry and I leashed our dogs, and then the mayhem ensued. At least 20 bikes and e-bikes sped up the western path by the flair station into the OLA and proceeded to race along the path to the east side of the OLA. There they turned to ride up the hill and proceeded to race by the tribute calendar. The cyclists continued on the path toward Spinnaker Way leading back from where the race began. They continued to ride this route from about 7:10 to about 8:00 p.m. I then received a text from Stefani & Stella & Myke & Tania who is a regular evening walker. Stefani informed me that she also saw the race. Stefani tried to approach a cyclist to let him know they were doing loops in the Off-Leash Area for dogs. The response was curt: "It's a public park."

Unlike the well-organized City of Berkeley (COB) sponsored bike race a few weeks ago on Sunday, this event appears to have been an unauthorized use of the park for this night time bicycle race. Unlike the COB sponsored race, there were no safety monitors or precautions. There were no public notifications. There were no safety measures in place. There were no lights anywhere. There was no advanced warning of any kind. There was only a poorly defined unauthorized route. And in contrast to the COB sponsored race a large portion of this night time race took place inside the OLA. At one point while I was leaving, I witnessed a cyclist speed down the hill by Spinnaker Way increasing speed for the subsequent climb up the adjacent hill. At that moment a woman walking her dog on leash had to quickly jump out of the path to avoid being hit.

This is Golda inspecting an arrow placed inside the OLA by the cyclists. It's a good thing Golda wasn't anywhere near this arrow during the unauthorized race.



Below is an arrow drawn on the hill by Spinnaker Way near where I observed the woman walking her dog who was nearly hit by a cyclist.



Art & Kea told me a few days later that they saw cyclists drawing the arrows in the OLA around 3:00 pm for the evening race. Art approached them to say they were placing arrows in the OLA. The group was dismissive and continued to draw the arrows.

It doesn't appear that this type of unsafe, uncontrolled and unauthorized cyclist behavior is what the City of Berkeley should condone in its park. I called the police at 7:30 p.m. at 510-981-5911 since I thought at the time this was a non-emergency. The dispatcher told me she would have an officer dispatched and would call me back. I received her call at 8:45. The dispatcher told me the officer did not see any cyclists when he arrived but she "encouraged" me to call back if I see this type of unsafe incident again. I indicated that I would and I would also encourage others to call the police if they see this type of unsafe cyclist behavior in the park.

¡Sí, Se Puede! park is 90 acres. The OLA located in the park is17 acres. The City of Berkeley sponsors an annual bike race in ¡Sí, Se Puede! park with a route that never once enters the OLA. In this way, racers can

enjoy the park and pedestrian dog walkers can enjoy the OLA. It is safe for bikes and it is safe for pedestrian dog walkers.

Point Isabel is located in the East Bay Regional Park District (EBRPD). Point Isabel Regional Shoreline is approximately 50 acres entirely off-leash and shared by dog walkers, joggers, fishermen, kayakers, windsurfers, and others. EBRPD does not allow bikes in Point Isabel "for obvious safety reasons."

It is well known "obvious" that some dogs become startled at bikes/e-bikes and may bark or run after them. There is no good reason I can see to place pedestrian dog walkers on the same paths as bikes/e-bikes in an Off-Leash Area for dogs. Yet this is what occurs in the OLA despite Berkeley's awareness of the potential dangers.

From what I observe as a regular pedestrian dog walker at the OLA, it would make sense for the Parks, Recreation and Waterfront (PRW) Commissioners to disallow bikes/e-bikes from the Off-Leash Area for dogs. It would make the area safer for bikes/e-bikes cyclists and it would make the area safer for pedestrian dog walkers. (I use the term "pedestrian" dog walker because, under the **California Vehicle Code**, bicycles are treated as vehicles (CVC §21200) and must obey the same traffic rules as motor vehicles DMV California Blog. While the Vehicle Code's pedestrian right-of-way rules (CVC §21950) are written for roadways and crosswalks California.Public.Law, they reflect the general principle that pedestrians have priority over vehicles, including bicycles, when sharing space.)

Another example of bikes in the OLA taken Sunday 10/18.



For reasons stated above, I encourage everyone who may be concerned with bikes/e-bikes and pedestrian dog walker safety at the OLA to write the PRW and let them know your concerns.

You can email the Parks, Recreation and Waterfront (PRW) Commissioners at:
Roger Miller: rmiller@berkeleyca.gov
Please copy me with your comments at: Savecc6@gmail.com

Proposed subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

Best to send comments before 11/2/2026 in anticipation of the 11/10/2016 PRW meeting. PRW meetings can now be accessed virtually via zoom.

As always, thanks to everyone for helping to keep the OLA clean and safe for you and your pup,

Miller, Roger

From: Georgina Graff <georgina.graff@outlook.com>
Sent: Tuesday, October 20, 2026 5:11 PM
To: Save CC
Cc: Miller, Roger
Subject: Re: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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 Parks, Recreation and Waterfront Commissioners,

I am writing in support of Jeff Malmuth's request to improve safety within the designated 17-acre Off-Leash Area (OLA) at ¡Sí Se Puede! Park (formerly César Chávez Park).

The reported October 16 incident involving cyclists racing through the OLA, including an allegation that a cyclist sprayed a dog with mace, raises serious safety concerns. These concerns are not limited to organized races or nighttime activity. Bicycles and e-bikes traveling through an area where dogs are permitted to run freely can create potentially dangerous interactions throughout the park's operating hours.

Berkeley has specifically designated this area for off-leash dog recreation. Maintaining its intended purpose requires reasonable protections for dogs, their owners, pedestrians, and other park visitors.

Berkeley's existing Municipal Code provides a relevant framework for addressing these concerns:

- **BMC § 6.32.030** authorizes the City Manager or designee to regulate activities within designated park areas to preserve public safety and accommodate competing recreational uses.
- **BMC §§ 6.32.010 and 6.32.060** classify bicycles as vehicles for purposes of the park regulations and restrict vehicle operation to roadways designated for vehicular use.
- **BMC § 14.68.150** requires bicyclists operating in public places outside streets and highways to exercise due regard for the safety of others.

In light of these existing provisions, I respectfully request that the Commission and appropriate city staff:

1. **Evaluate prohibiting bicycle and e-bike riding within the designated 17-acre OLA**, while maintaining appropriate cycling access elsewhere in the park.
2. Clarify whether any routes within the OLA are formally designated for bicycle use and whether existing vehicle restrictions apply.
3. Install clear signage identifying OLA boundaries and any applicable bicycle restrictions.
4. Review the reported October 16 incident, including whether the organized cycling activity was authorized and complied with applicable park regulations.
5. Establish consistent safety measures and enforcement throughout all posted operating hours, currently 6 a.m. to 10 p.m., unless otherwise indicated.

I recognize that the park accommodates a variety of recreational activities and that cyclists are also entitled to appropriate recreational access. However, Berkeley has designated this particular area for off-leash dog recreation, and its management should account for the predictable movement of dogs within that space.

This request is not intended to restrict cycling throughout the park. Rather, it seeks clear and enforceable boundaries that reduce preventable conflicts between different recreational uses.

I respectfully ask that this matter be referred for formal review and that the Commission consider placing OLA bicycle access and safety protections on a future meeting agenda.

Thank you for your time and consideration.

Sincerely,

Georgina Graff
Territory Manager
Specialty CVRM (Cardiovascular, Renal and Metabolism)
Mineralys Therapeutics
608-445-3489

From: Save CC <savecc6@gmail.com>
Sent: Tuesday, 20 October 2026 16:42:07
To: Save CC <savecc6@gmail.com>
Cc: Roger Miller <rmiller@berkeleyca.gov>
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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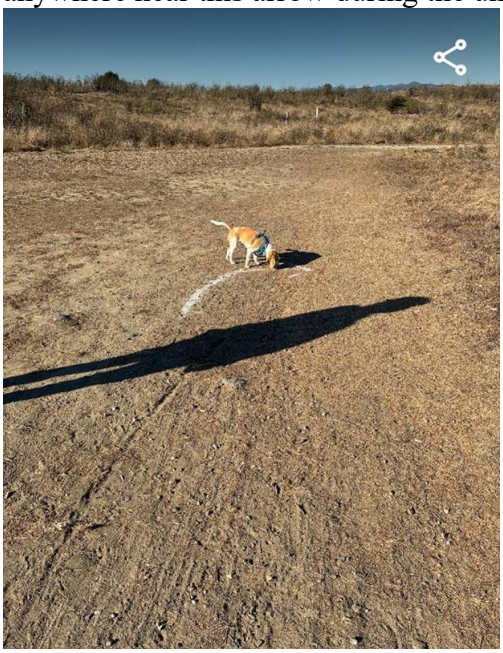
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As always, thanks to everyone for helping to keep the OLA clean and safe for you and your pup,
Jeff Malmuth District 1

Miller, Roger

From: David Tepper <davidtepper@comcast.net>
Sent: Tuesday, October 20, 2026 5:16 PM
To: Miller, Roger; save CC
Cc: Save CC
Subject: Marina dog area

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.

I have seen several e-bike riders and regular riders speeding hell for leather in this area. It is dangerous for people and their dogs. I suggest placing large signs to indicate that this is unlawful and very dangerous for others. They show no regard for those of us who take our pets to the legally sanctioned off leash area and have maliciously maced dogs who were surprised by their speed and carelessness. They need to be fined and disallowed to race there before someone or someone's pet is seriously injured. Do the right thing and do it now. Dave Tepper

Miller, Roger

From: pauli@lmi.net
Sent: Tuesday, October 20, 2026 6:19 PM
To: 'Save CC'
Cc: Miller, Roger
Subject: RE: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area-exception

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.

E-motos will ruin it for everyone.

How about an exception for regular bike riders who are exercising their dogs? Been doing it for 10 years with zero problems.

– Paul

From: Save CC <savecc6@gmail.com>
Sent: Tuesday, October 20, 2026 4:42 PM
To: Save CC <savecc6@gmail.com>
Cc: Roger Miller <rmiller@berkeleyca.gov>
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

Dear Friends of ¡Sí, Se Puede! Park and the Off-Leash Area,

Copied on the Parks, Recreation and Waterfront (PRW) Commissioners

Last Friday (10/16) evening at the Off-Leash Area was warm, the sky was clear and there was a soft breeze blowing in from the bay. Due to the combination of a partial moon, and the sun setting around 6:50, the park was very dark. But the lights from the East Bay and San Francisco were plainly visitable.

At about 7:00 p.m. Sherry & Ewok and I, Ivy, Ziggy and Casper were standing by the large logs in the middle of the OLA by the path. Just then I received an urgent text from Patrick & Bella, a regular morning and evening OLA walker. Patrick was leaving the park and saw a large group of cyclists lined up for what appeared to him to be a race in the park. He suggested that I leash up Ivy and Ziggy which I did especially since the macing incident a several weeks earlier in the OLA. (For those that didn't read about this, last month in the evening of 9/17, about 15 people with their dogs were congregating and talking in the OLA by the bulletin board. A cyclist soon appeared riding up the access road outside the OLA. As he approached the group, he made a sharp turn directly into the OLA and into the middle of the group. That startled everyone including our dogs. With mace already in hand and ready the cyclist sprayed Ziggy in the face as he was the first to bark once at the commotion. This incident appeared to everyone present to be a premeditated act to harm a dog which it certainly did. The cyclist continued riding away up the hill.)

After reading Patrick's text, Sherry and I leashed our dogs, and then the mayhem ensued. At least 20 bikes and e-bikes sped up the western path by the flair station into the OLA and proceeded to race along the path to the east side of the OLA. There they turned to ride up the hill and proceeded to race by the tribute calendar. The cyclists continued on the path toward Spinnaker Way leading back from where the

race began. They continued to ride this route from about 7:10 to about 8:00 p.m. I then received a text from Stefani & Stella & Myke & Tania who is a regular evening walker. Stefani informed me that she also saw the race. Stefani tried to approach a cyclist to let him know they were doing loops in the Off-Leash Area for dogs. The response was curt: "It's a public park."

Unlike the well-organized City of Berkeley (COB) sponsored bike race a few weeks ago on Sunday, this event appears to have been an unauthorized use of the park for this night time bicycle race. Unlike the COB sponsored race, there were no safety monitors or precautions. There were no public notifications. There were no safety measures in place. There were no lights anywhere. There was no advanced warning of any kind. There was only a poorly defined unauthorized route. And in contrast to the COB sponsored race a large portion of this night time race took place inside the OLA. At one point while I was leaving, I witnessed a cyclist speed down the hill by Spinnaker Way increasing speed for the subsequent climb up the adjacent hill. At that moment a woman walking her dog on leash had to quickly jump out of the path to avoid being hit.

This is Golda inspecting an arrow placed inside the OLA by the cyclists. It's a good thing Golda wasn't anywhere near this arrow during the unauthorized race.



Below is an arrow drawn on the hill by Spinnaker Way near where I observed the woman walking her dog who was nearly hit by a cyclist.



Art & Kea told me a few days later that they saw cyclists drawing the arrows in the OLA around 3:00 pm for the evening race. Art approached them to say they were placing arrows in the OLA. The group was dismissive and continued to draw the arrows.

It doesn't appear that this type of unsafe, uncontrolled and unauthorized cyclist behavior is what the City of Berkeley should condone in its park. I called the police at 7:30 p.m. at 510-981-5911 since I thought at the time this was a non-emergency. The dispatcher told me she would have an officer dispatched and would call me back. I received her call at 8:45. The dispatcher told me the officer did not see any cyclists when he arrived but she "encouraged" me to call back if I see this type of unsafe incident again. I indicated that I would and I would also encourage others to call the police if they see this type of unsafe cyclist behavior in the park.

¡Sí, Se Puede! park is 90 acres. The OLA located in the park is17 acres. The City of Berkeley sponsors an annual bike race in ¡Sí, Se Puede! park with a route that never once enters the OLA. In this way, racers can enjoy the park and pedestrian dog walkers can enjoy the OLA. It is safe for bikes and it is safe for pedestrian dog walkers.

Point Isabel is located in the East Bay Regional Park District (EBRPD). Point Isabel Regional Shoreline is approximately 50 acres entirely off-leash and shared by dog walkers, joggers, fishermen, kayakers, windsurfers, and others. EBRPD does not allow bikes in Point Isabel "for obvious safety reasons."

It is well known "obvious" that some dogs become startled at bikes/e-bikes and may bark or run after them. There is no good reason I can see to place pedestrian dog walkers on the same paths as bikes/e-bikes in an Off-Leash Area for dogs. Yet this is what occurs in the OLA despite Berkeley's awareness of the potential dangers.

From what I observe as a regular pedestrian dog walker at the OLA, it would make sense for the Parks, Recreation and Waterfront (PRW) Commissioners to disallow bikes/e-bikes from the Off-Leash Area for dogs. It would make the area safer for bikes/e-bikes cyclists and it would make the area safer for pedestrian dog walkers. (I use the term "pedestrian" dog walker because, under the **California Vehicle Code**, bicycles are treated as vehicles (CVC §21200) and must obey the same traffic rules as motor vehicles DMV California Blog. While the Vehicle Code's pedestrian right-of-way rules (CVC §21950) are written for roadways and crosswalks California.Public.Law, they reflect the general principle that pedestrians have priority over vehicles, including bicycles, when sharing space.)

Another example of bikes in the OLA taken Sunday 10/18.



For reasons stated above, I encourage everyone who may be concerned with bikes/e-bikes and pedestrian dog walker safety at the OLA to write the PRW and let them know your concerns.

You can email the Parks, Recreation and Waterfront (PRW) Commissioners at:
Roger Miller: rmiller@berkeleyca.gov
Please copy me with your comments at: Savecc6@gmail.com

Proposed subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

Best to send comments before 11/2/2026 in anticipation of the 11/10/2016 PRW meeting. PRW meetings can now be accessed virtually via zoom.

As always, thanks to everyone for helping to keep the OLA clean and safe for you and your pup,
Jeff Malmuth District 1

Miller, Roger

From: kellie gan <kellieg06@gmail.com>
Sent: Tuesday, October 20, 2026 6:53 PM
To: Miller, Roger
Cc: Save CC
Subject: Bike free zone in the off-leash area

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 Mr.Miller,

I've come to understand of some ongoing and deliberately agressive behavior on the part of a number of bicyclists in the sanctioned off-leash area of Caesar Chavez Park.

I am concerned because I frequent this lovely park and am worried of potential danger to myself, my dog as well as other dogs and people enjoying the off-leash area.

My dog is a herding breed so quick moving vehicles are a trigger that I am always watching for. I will leash my dog when necessary but flagrant aggressive cycling through the dog area is wrong.

Could Berkeley please consider keeping the dog area off-limits to cyclists as the dog park Point Isabel is?

Thank you for your consideration.

Kellie Gan

Kellie Gan
Sent from my iPhone

Miller, Roger

From: pauli@lmi.net
Sent: Tuesday, October 20, 2026 7:51 PM
To: Miller, Roger
Cc: Jeff
Subject: Bikes in the dog 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 Berkeley Waterfront Park Commissioners,

I am writing to offer perspective on the proposed bike ban at the Marina Dog Park. While I agree that high-speed wheeled devices (e-bikes, e-motos, and electric unicycles) are dangerous when mixed with off-leash dogs and pedestrians, I urge you to adopt an exception to the proposed ban.

The core danger is speed differential. Vehicles moving at 15–20+ mph do not belong in a dog park. By contrast, using a traditional, human-powered bicycle to exercise a dog typically occurs at 5–7 mph—the pace of an ordinary runner. I have exercised my dog this way safely for a decade at the Berkeley Marina dog park without incident. City streets do not offer a safe alternative for this activity.

I encourage the Commission to restrict wheeled devices, with an exception for standard pedal bicycles accompanying dogs. This directly addresses safety issues, while preserving a safe, compatible use for responsible dog owners who ride bicycles.

Sincerely,

Paul Mileck

Miller, Roger

From: Jennifer Ware <jenniferlware@gmail.com>
Sent: Wednesday, October 21, 2026 2:25 AM
To: Miller, Roger
Cc: Save CC
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area of Si Se Puede 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, Commission Secretary & Senior Management Analyst:
I'm writing because I walk my dogs daily in the Marina area Off Leash Dog park now renamed Si Se Puede Park. On several occasions I have had to protect my dogs and myself from cyclists riding too close and too fast on the narrow paths running through the park. This park is one of the few that the city has specified for our dogs to get off leash running, and is a precious community resource. As a senior and a long-time Berkeley resident, I rely on Si Se Puede Park for a safe place to exercise my dogs and myself, in a striking outdoor environment best enjoyed on foot. Allowing our beloved dog park to be turned into an unregulated race track would be a huge and dangerous loss.
I support and encourage the city to make Si Se Puede Park off-limits to cyclists.
Thank you for helping to make Berkeley a safe and wonderful place to live.
Jennifer Ware
2123 Russell Street
Berkeley 94705
415-308-4833

Miller, Roger

From: Guadalupe Albuquerque <guadalupeba@gmail.com>
Sent: Wednesday, October 21, 2026 9:15 AM
To: Miller, Roger; savecc6@gmail.com
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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 Commissioner Miller and Parks, Recreation and Waterfront Commissioners,

I'm writing in support of the request to disallow bikes and e-bikes from the 17-acre Off-Leash Area at ¡Sí Se Puede! Park.

I'm a dog owner and I walk Totó (and previously all my other dogs) in the OLA, so this one is close to home for me. The October 16 night race and the September 17 macing incident, both reported by regular OLA walkers, are exactly the kind of thing that makes a place built for off-leash dogs feel unsafe. Dogs run, bark and chase; bikes and e-bikes move fast and often come out of the dark. Those two things do not mix well on shared paths.

The City already runs its annual bike race on a route that never enters the OLA, and that works for everyone. Point Isabel does something similar by keeping bikes out of its off-leash shoreline. So there is a clear local model for giving cyclists the rest of the 90-acre park and giving dogs and their people this one space.

So, here is what I'm asking the Commission to consider:

- Prohibiting bike and e-bike riding inside the OLA, while keeping cycling access elsewhere in the park
- Clear signage showing the OLA boundaries and the bike restriction
- A review of the October 16 event, including whether it was authorized
- Consistent enforcement during posted park hours

I'm not asking to take anything away from cyclists. I just think we can keep both groups safe with a simple, clear boundary, and I'd love to see this land on a future meeting agenda.

Thank you so much for your time and for all you do for the park.

Warmly,

Guadalupe Albuquerque

p +1 (341) 400-8474

w guadalu.pe

Miller, Roger

From: Francesca Agrusa <francescacinzia@gmail.com>
Sent: Wednesday, October 21, 2026 11:10 AM
To: Miller, Roger
Cc: Save CC
Subject: Formal Demand for Public Safety: Prohibit Bicycles and E-Bikes on the OLA Trail and Berkeley Waterfront

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 express my serious concern about the growing safety risks posed by bicycles and e-bikes on the trails and waterfront paths used by pedestrians and dogs, particularly within the Off-Leash Area (OLA) at ¡Sí, Se Puede! Park.

The October 16 incident reported by Jeff Malmuth is alarming. At least 20 cyclists reportedly raced through the OLA in darkness, without authorization, safety monitors, or any precautions. A woman walking her dog had to jump out of their path to avoid being hit. This follows the disturbing September 17 incident in which a cyclist allegedly sprayed a dog in the face with mace.

How many more incidents must occur before the City takes meaningful action? An off-leash dog area should not become a cycling route or racecourse, exposing dogs and their guardians to unnecessary danger. Dogs can be startled by fast-moving bicycles, and pedestrians should not have to constantly fear being struck while enjoying a public park.

I urge the City of Berkeley and the Parks, Recreation and Waterfront Commission to **prohibit bicycles and e-bikes within the OLA and on designated pedestrian waterfront paths where cycling creates unacceptable safety risks.**This restriction must be accompanied by clear signage, consistent enforcement, and meaningful consequences for violations. I also request that the City investigate the reported incidents, place this issue on the Commission's agenda, and provide a clear public response outlining the measures it will take to prevent further occurrences.

The City has already demonstrated that cycling events and dog recreation can coexist when separate routes are maintained. There is no reasonable justification for allowing cyclists to race through an off-leash area when safer alternatives are available.

Public access does not mean every activity belongs everywhere. The City has a responsibility to protect park visitors and their animals, not wait until someone suffers a serious injury before acting.

I expect this matter to be treated as a genuine public safety concern and urge the City to take decisive action before another preventable incident occurs.

Sincerely,

Francesca Agrusa

Miller, Roger

From: Jan Ruchlis <janruchlis@gmail.com>
Sent: Wednesday, October 21, 2026 5:37 PM
To: Miller, Roger
Subject: Off leash area at Point Isabel and si se puede

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.

Please do not allow bikes or e bikes in off leash areas. Not safe for anybody i am a 30plus years resident of Berkeley, a dog owner that utilizes both these parks frequently. . Thank you Jan Ruchlis
2302 Acton St
Berkeley ca 94702
Janruchlis@ gmail.com

Miller, Roger

From: Naomi Kawabata, RN <nkawabata@thealliance.health>
Sent: Thursday, October 22, 2026 12:09 PM
To: Miller, Roger
Subject: Public Safety Improvement: Disallow Bikes/E-Bikes from the Off-Leash Area

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 Miller and Parks, Recreation and Waterfront Commissioners,

I am writing to express my concern about the safety of dogs, their owners, and other park visitors at the Off-Leash Area (OLA) at ¡Sí, Se Puede! Park. I support prohibiting bicycles and e-bikes from the OLA to help prevent accidents and ensure that this space remains safe for everyone who uses it.

The recent incident on October 16, involving a large group of cyclists racing through the OLA after dark, highlights the risks of allowing bicycles and e-bikes to share paths with off-leash dogs and pedestrians. The reported lack of advance notice, safety monitors, lighting, and traffic controls made the situation particularly concerning. The near-collision involving a cyclist and a person walking a leashed dog further illustrates the potential for serious injury.

Dogs can react unpredictably when startled by fast-moving bicycles, and cyclists may have little time to respond if a dog suddenly enters their path. These conditions create unnecessary risks for dogs, cyclists, and pedestrians alike. The previously reported incident involving a cyclist spraying a dog with mace is also deeply troubling and reinforces the need to take safety concerns seriously.

I believe there is a practical solution that balances the interests of all park users. Bicycle events can continue to use designated routes elsewhere in ¡Sí, Se Puede! Park without entering the OLA. Keeping bicycles and e-bikes out of the designated off-leash area would help reduce conflicts and allow dog owners and cyclists to enjoy the park more safely.
I respectfully ask the PRW Commission to consider and support the following measures:

- Prohibit bicycles and e-bikes within the designated Off-Leash Area.
- Clearly post signs at OLA entrances identifying the restriction.
- Establish and communicate appropriate enforcement procedures.
- Ensure that organized cycling events use designated routes that do not pass through the OLA.

The goal is not to restrict access to the park unnecessarily, but to establish clear boundaries that protect the safety and enjoyment of all park visitors. A designated off-leash area should provide a safe environment for dogs and their handlers, without the added hazard of fast-moving bicycles and e-bikes on shared paths.
Thank you for your time and consideration of this important public safety issue. I urge the Commission to address this matter and take meaningful steps to make ¡Sí, Se Puede! Park safer for everyone.

Sincerely,

Naomi Kawabata, RN
Senior Quality Improvement Nurse (RN) - Potential Quality Issue
Central California Alliance for Health
Phone: 831-430-5767

secure.ccah-alliance.org made the following annotations

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Miller, Roger

From: Charles Green <la4chuck@msn.com>
Sent: Thursday, October 22, 2026 6:39 PM
To: Miller, Roger
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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 Commissioner Miller and members of the Parks, Recreation and Waterfront Commission,

I'm writing to ask the Commission to disallow bikes and e-bikes from the Off-Leash Area (OLA) at ¡Sí, Se Puede! Park. I was in the park on the evening of Friday, October 16, during the unauthorized bike race, and I was nearly hit.

I saw the cyclists enter the park but assumed they wouldn't ride into the OLA or onto unpaved areas, since it was completely dark. Because of that, I didn't warn the friends I knew were walking their dogs in the OLA that evening.

As I approached the exit between the two hills that lead to the parking lot, with my dog Sinbad on leash, cyclists came down the hill at full speed. The only reason I knew they were coming was that they shouted at me. I barely had time to pull Sinbad and myself out of the way before they raced past, down one hill and up the other. Sinbad was wearing several bright lights. Without them, I'm not sure the riders would have seen us at all.

Instead of leaving, I turned down the paved path toward the park entrance. The last few riders were still coming down the second hill and calling for people to move as they reached the paved path.

This park is not a safe place for cycling after dark. Many dogs don't have lighted collars, and most pedestrians, with or without dogs, aren't lit up at all. Riders simply can't see them in time.

I also take Sinbad to Point Isabel, which is entirely off-leash and does not allow bikes. I have never had an experience like this there. A bike-free off-leash area works.

The OLA is 17 of the park's 90 acres. Keeping bikes out of it would leave plenty of room for cyclists, as the City's own annual race already shows, and would make the OLA safer for everyone.

Thank you for considering this change ahead of the November 10 meeting.

Sincerely,
Chuck Green

Miller, Roger

From: Stefani Berger <stefaniberger43@gmail.com>
Sent: Friday, October 23, 2026 12:54 PM
To: Miller, Roger
Cc: Save CC
Subject: dangerous bikers in OLA dog 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 speak about an incident that occurred in the OLA Si Se Puede park on 10/16/2026 in the evening. I was in the OLA that evening with my dogs. As it was evening and dark out, my dogs were wearing appropriate light up harnesses and I had a headlamp on so that we were visible in the park. I first encountered many unlit motorized bikes dashing around the park and into the OLA. I immediately leashed up my dogs to keep them safe. Surprised to see so many bikes, going so fast in the OLA, I tried to flag one of them down to explain that they were in an off leash area. The bikers literally went faster as they saw me approach. At one point a rider told me curtly that they knew it was an off leash park. Another told me it was a public park and therefore they could do what they wanted. As someone who is 74, I was quite alarmed at the potential danger this situation presented.

I am hoping that the city would state that motorized vehicles not be allowed in the OLA in the park. At Point Isabel bikes are not allowed in the park for safety reasons and I am hopeful that this designation be appropriated applied to the OLA at Si Se Puede.

Thank you for your consideration of this request.

Best,

In dance!

Stefani

"In this time of crisis, the arts give us hope, elevate our spirits

and help us transcend the difficulties facing us now."

Miller, Roger

From: Esmeralda Marquez <emm@sonic.net>
Sent: Friday, October 23, 2026 4:39 PM
To: Miller, Roger
Cc: Savecc6@gmail.com
Subject: FW: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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:

Below please find an email you may have already seen. The purpose of my email is that off leash areas are dwindling all ever the east bay and including in my neighborhood where I have been fighting to establish an enclosed dog park at Bushrod park. Recent, Bushrod Park was surrounded by police and dog owners cited for being in a dog park where dogs are not allowed. Granted laws are being broken but Bushrod park has had dogs "illegally" for decades as I can attest. Since the crack down at Bushrod, a fair amount of the Bushrod regulars have begun to "commute" to SI Se Puede Park only to find there are new kinds of hostility towards dogs and dog owners even at a place where they are allowed.

I truly hope this isn't a situation where years of hearings yield unsatisfactory resolution to this growing problem. While I am an Oakland Resident actively using the Berkely, Albany and El Cerrito waterfront dog parks , please let me know how I can help.

Esmeralda Marquez
Oakland Resident
415.377.6552

From: Save CC <savecc6@gmail.com>
Date: Thursday, October 22, 2026 at 7:35 PM
To: Save CC <savecc6@gmail.com>
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

Dear Friends of ¡Sí, Se Puede! Park and the Off-Leash Area,

Copied on the Parks, Recreation and Waterfront (PRW) Commissioners

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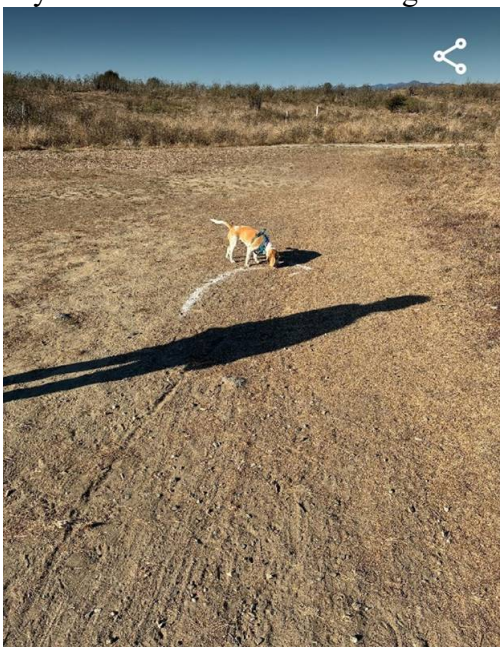
At about 7:00 p.m. Sherry & Ewok and I, with Ivy, Ziggy and Casper were standing by the large logs in the middle of the OLA by the path. Just then I received an urgent text from Patrick & Bella, a regular morning and evening OLA walker. Patrick was leaving the park and saw a large group of cyclists lined up for what appeared to him to be a race in the park. He suggested that I leash up Ivy and Ziggy which I did especially since the macing incident a several weeks earlier in the OLA. (For those that didn't read about this, last month in the evening of 9/17, about 15 people with their dogs were congregating and talking in the OLA by the bulletin board. A cyclist soon appeared riding up the access road outside the OLA. As he approached the group, he

made a sharp turn directly into the OLA and into the middle of the group. That startled everyone including our dogs. With mace already in hand and ready the cyclist sprayed Ziggy in the face as he was the first to bark once at the commotion. This incident appeared to everyone present to be a premediated act to harm a dog which it certainly did. The cyclist continued riding away up the hill.)

After reading Patrick's text, Sherry and I leashed our dogs, and then the mayhem ensued. At least 20 bikes and e-bikes sped up the western path by the flair station into the OLA and proceeded to race along the path to the east side of the OLA. There they turned to ride up the hill and proceeded to race by the tribute calendar. The cyclists continued on the path toward Spinnaker Way leading back from where the race began. They continued to ride this route from about 7:10 to about 8:00 p.m. I then received a text from Stefani & Stella & Myke & Tania who is a regular evening walker. Stefani informed me that she also saw the race. Stefani tried to approach a cyclist to let him know they were doing loops in the Off-Leash Area for dogs. The response was curt: "It's a public park."

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This is Golda inspecting an arrow placed inside the OLA by the cyclists. It's a good thing Golda wasn't anywhere near this arrow during the unauthorized race.



Below is an arrow drawn on the hill by Spinnaker Way near where I observed the woman walking her dog who was nearly hit by a cyclist.



Art & Kea told me a few days later that they saw cyclists drawing the arrows in the OLA around 3:00 pm for the evening race. Art approached them to say they were placing arrows in the OLA. The group was dismissive and continued to draw the arrows.

It doesn't appear that this type of unsafe, uncontrolled and unauthorized cyclist behavior is what the City of Berkeley should condone in its park. I called the police at 7:30 p.m. at 510-981-5911 since I thought at the time this was a non-emergency. The dispatcher told me she would have an officer dispatched and would call me back. I received her call at 8:45. The dispatcher told me the officer did not see any cyclists when he arrived but she "encouraged" me to call back if I see this type of unsafe incident again. I indicated that I would and I would also encourage others to call the police if they see this type of unsafe cyclist behavior in the park.

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It is well known "obvious" that some dogs become startled at bikes/e-bikes and may bark or run after them. There is no good reason I can see to place pedestrian dog walkers on the same paths as bikes/e-bikes in an Off-Leash Area for dogs. Yet this is what occurs in the OLA despite Berkeley's awareness of the potential dangers.

From what I observe as a regular pedestrian dog walker at the OLA, it would make sense for the Parks, Recreation and Waterfront (PRW) Commissioners to disallow bikes/e-bikes from the Off-Leash Area for dogs. It would make the area safer for bikes/e-bikes cyclists and it would make the area safer for pedestrian dog walkers. (I use the term "pedestrian" dog walker because, under the **California Vehicle Code**, bicycles are treated as vehicles (CVC §21200) and must obey the same traffic rules as motor vehicles DMV California Blog. While the Vehicle Code's pedestrian right-of-way rules (CVC §21950) are written for roadways and crosswalks California.Public.Law, they reflect the general principle that pedestrians have priority over vehicles, including bicycles, when sharing space.)

Another example of bikes in the OLA taken Sunday 10/18.



For reasons stated above, I encourage everyone who may be concerned with bikes/e-bikes and pedestrian dog walker safety at the OLA to write the PRW and let them know your concerns.

You can email the Parks, Recreation and Waterfront (PRW) Commissioners at:

Roger Miller: rmiller@berkeleyca.gov
Please copy me with your comments at: Savecc6@gmail.com

Proposed subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

Best to send comments before 11/2/2026 in anticipation of the 11/10/2016 PRW meeting. PRW meetings can now be accessed **virtually via zoom.**

As always, thanks to everyone for helping to keep the OLA clean and safe for you and your pup,
Jeff Malmuth District 1

Miller, Roger

From: Samuella Smith <beelovedplantworks@gmail.com>
Sent: Sunday, October 25, 2026 2:36 PM
To: Miller, Roger
Cc: Save CC; gabe fredman
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

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 Commissioner's,

I frequent "Sí, Se Puede" park nearly every morning. I am a responsible dog walker. My dog has a strong prey drive and for this reason, I have spent a lot of time training her to stay within the OLA where there are few rodents unlike on the perimeter path. I am happy to state that I have been very successful. However, where bikes or e-bikes are concerned, her prey drive can get the best of her. I know of other dogs with similar tendencies.

I read the letter that Jeff Malmuth sent to the Parks, Recreation and Waterfront Commission and I agree it would be so much better if bikes and e-bikes weren't permitted in the OLA. Bikes and e-bikes are an inherent provocation for many dogs. As Jeff mentioned, Point Isabel is entirely off-leash and shared by dogwalkers, joggers, fishermen, kayakers, windsurfers, and others does not allow bikes "for obvious safety reasons." I concur and would like to see the OLA become bikes and e-bikes free.

Thank you for your consideration,

Samuella Fredman
Berkeley resident, taxpayer and loving & responsible dog owner

Miller, Roger

From: Jen Chou <jelo510@gmail.com>
Sent: Sunday, October 25, 2026 6:48 PM
To: Miller, Roger
Cc: Save CC
Subject: Please ban bikes or ebikes from the Off Leash Area

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Dear Parks, Recreation and Waterfront Commissioners:

Cyclists are using our beloved off-leash area for cycling, endangering dogs and dog walkers.

The safety of everybody is compromised when these unauthorized bike takeovers occur in the Dog Off-Leash Area.

Please, ban all bikes from the Off-Leash Area, always! The perpetrators were able to were rude and said, "It's a public park." This has been occurring more often recently, and I hope the PRW can amend the signage to disallow cyclists from the Off-Leash Area.

Thanks for your time,
Jennifer Chou
Dog lover and Berkeley homeowner for 23 years

--

Jennifer S. Chou
The arc of the moral universe is long, but it bends towards justice.

Miller, Roger

From: krock07@mac.com
Sent: Sunday, October 25, 2026 8:12 PM
To: Miller, Roger
Cc: Jeff Berkeley Marina
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

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,
We have seen lately more and more bikes going through the off leash area in the Berkeley Marina. Today I saw a guy on a bike which brought a dog, which is fine as he seemed to be aware of the situation and got off his bike when encountering other people with their dogs. But in the last 3 weeks I have seen guys (sorry, yes, mainly males) speeding through the area with no dogs and not stopping - this is very dangerous for both the bikers and the dogs and people!

Off leash areas should really be not open to bikers. It is such a small area of the parks in Berkeley - there must be other parks where they can go!

Thanks very much for your consideration!

Best,
Katharina Rock (dog owner)

Miller, Roger

From: Dana Ludwig <dana.ludwig@gmail.com>
Sent: Monday, October 26, 2026 10:42 AM
To: Miller, Roger
Cc: Save CC
Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area.

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 and the Parks, Recreation and Waterfront Commission:

We have a fairly urgent safety issue at the off leash area of the park formerly known as "Cesar Chavez".

On 10/16 and 10/18, there was a group of bicycle and electric bike riders racing through the off leash area of the park. As you probably know, this can startle many dogs, who can frequently chase the bicycles, resulting in injury to both dogs and bicycle riders.

This safety issue has been solved years ago at the Point Isabell off-leash dog park in Richmond. At that park, bicycles are not permitted in the off-leash area, and signs are widely posted indicating this rule.

In the past, the dog owners have spoken to bike riders who ride through the off leash area, pointing out the danger. The response from the bike riders is almost always the same, "this is a public park".

Please consider changing the rules for the off leash area and posting the new rules, prohibiting bicycles in the off lease area as soon as possible to prevent serious injuries.

Best Regards,
Dana Ludwig
Berkeley, CA

Miller, Roger

From: rachael Oczkus <rachaeloczkus@gmail.com>
Sent: Monday, October 26, 2026 7:29 PM
To: Miller, Roger
Cc: savecc6@gmail.com
Subject: Subject: Public safety improvement: disallow bikes/e-bikes from the Off-Leash Area

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 Parks, Recreation and Waterfront Commissioners,

I am a Berkeley resident and I love to walk my little dog Emerson in the Off-Leash Area. My little girl is very shy. We started coming to the OLA a few years ago and I must say, we were greeted with the nicest community of dog walkers. The people and the dogs are all very friendly and understanding of Emerson's shyness. Since my husband and I adopted Emerson, she has truly been an amazing part of our life and community. For the most part, Emerson stays very close to us during our OLA walks. Nevertheless, there is one interaction that can trigger her. Emerson can be quite reactive to bikes and/or e-bikes riding by. Indeed, after reading Jeff's post about the dangers of the unauthorized bike race in the OLA I felt it important to mention that any bike or e-bike can potentially be equally dangerous to the biker and to our little Emerson who often ends up running after them. Luckily, we have not experienced any problems, but the fact that we must always be alert to a random bicyclist in this OLA does cause us some anxiety.

There are so many places where bicyclists can ride around the East Bay. Bikes can even be safely ridden at the Berkeley's Brickyard Cove nearby. For these reasons, I would greatly appreciate it if the OLA could be left for people with off-leash dogs to enjoy rather than a place for bikers to bike with the many potential dangers they create.

Thank you for your consideration,

Rachael Oczkus

Miller, Roger

From: Sarah Patrick <campfiregirl@gmail.com>
Sent: Wednesday, October 28, 2026 3:20 PM
To: Miller, Roger; Save CC
Subject: Subject: Public safety improvement: prohibit bikes/e-bikes from the Off-Leash Area.

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 Parks, Recreation and Waterfront Commissioners,

I am a disabled mother of two teenagers. I also have a young dog that I adopted about two years ago. With the limited time I have during the day, I try to make time for myself and my dog, Willow, at the off-leash area. My dog is very sweet, but had some difficulties adjusting socially to other dogs, bikes and skateboards. After working with a trainer, our experience at the off-leash area has become very pleasurable as she has developed better social skills. Willow and I now have friends we like to walk with.

The off-leash area is very important to me and to Willow and we would like to make it as safe for us and everyone that uses it. Bicycles and e-bikes in the area however, present a danger. Cyclists can appear suddenly from any direction with little or no warning. This startles dogs and dog owners alike. While some dogs ignore cyclists, other dogs chase them. Willow doesn't do this any more but if a bike zooms past us on the narrow pedestrian paths in the off-leash area she may be startled into reacting or get injured. This is a situation that is unfair and potentially dangerous to the cyclists, dogs and dog walkers alike and it creates unnecessary anxiety.

Just the other day, I saw a large group of cyclists in the park by the bulletin board. In an effort to prevent conflict I approached them and told them that they were riding in an off-leash area for dogs. They were understanding and left the area. However, not all riders show this understanding.

I would like to see the off-leash area reserved for dogs without fear of bicycles and e-bikes and potential conflicts they cause. I also think there should be clear signage indicating that this area is out of bounds for bicycles.

Thank you for your attention and consideration of this matter,

Sarah Patrick, Berkeley Resident

Miller, Roger

From: Agustina Santa Cruz <asantacruz16@icloud.com>
Sent: Wednesday, October 28, 2026 9:25 PM
To: Miller, Roger
Cc: savecc6@gmail.com
Subject: Prohibit bikes/e-bikes from the Off-Leash Area

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 Parks, Recreation and Waterfront Commissioners,

It takes only a split second for a regular afternoon walk to turn into a tragedy. Two weeks ago, I came within inches of losing my five-pound Chihuahua puppy, not to another animal or a natural hazard, but to a group of cyclists traveling through the Berkeley Marina Off-Leash dog park.

Having recently rescued my puppy from a local shelter, this was only our third visit to the park. As she happily sniffed along the edge of a dirt trail, blending into the surrounding dry brush, I suddenly heard the loud rumbling of thick tires approaching from behind. Before I could react, the first cyclist, riding what appeared to be an electric dirt bike, came within inches of striking her. Terrified, she let out a sharp squeal and desperately ran toward me as another five or six cyclists followed closely behind.

By the grace of God, she escaped unharmed and a tall Asian man told the bicyclists to leave after seeing the danger they posed. However, I cannot stop thinking about how differently that afternoon could have ended. A larger dog might have suffered serious injuries. For my five-pound puppy, a collision with one of these heavy, fast-moving bicycles could have been a terrible tragedy.

No dog owner should have to fear that bringing their pet to an off-leash dog park could cost that animal its life. Dogs are naturally unpredictable as they stop to investigate scents, chase other dogs and change direction without warning. These are precisely the behaviors that off-leash areas are designed to accommodate. Maintaining bicycle traffic in these spaces creates an unnecessary and preventable danger.

Even in designated leashed areas, bicycles pose a risk. The Off-Leash area has winding dirt trails, hills, and vegetation which creates blind spots that limit visibility for cyclists and pedestrians alike. A leashed dog can become startled and move unexpectedly, while an off-leash dog may occasionally wander in pursuit of other dogs to play with. Neither situation should result in a potentially fatal collision.

I strongly believe that bicycles, particularly heavier and faster electric models, should be prohibited from trails within the off-leash dog park. The Berkeley Marina offers alternative routes for cyclists without requiring them to travel through spaces intended for dogs. I am advocating for a reasonable change to prohibit bicycles and e-bikes in the off-leash area that will help protect dogs, dog owners and cyclists and allow everyone to enjoy the entire Marina safely.

While some may dismiss my experience because my puppy was not injured, I ask the question: must a dog be seriously injured or killed before we acknowledge a preventable danger? Public safety should be proactive, not reactive.

I urge the City of Berkeley and its parks' authorities to prohibit bicycle traffic within the designated off-leash dog park, and establish and post signage with this restriction.

Sincerely,
Agustina Santa Cruz

Miller, Roger

From: Amy Thomson <amy@amythomsonnp.com>
Sent: Sunday, November 1, 2026 3:43 PM
To: Miller, Roger
Cc: Save CC
Subject: E-bikes and Off Leash Area of Sí Se Puede 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 Parks, Recreation and Waterfront (PRW) Commissioners:

I am writing to express my concern regarding bikes, motorized bicycles and e-bikes using the Off Leash Area (OLA) at Sí Se Puede Park at the Berkeley Marina, where elders, children, and dogs regularly gather.

Specifically, on October 16, a large group riding electric bikes in a race put several community members at risk of being struck and injured by the bikes. Because the OLA is hilly and lighting is limited, collisions are highly likely. Dogs can also become startled by high-speed bikes and may bark or chase after them which could result in more challenging situations.

To support the safety of dogs, cyclists, and pedestrians alike, I ask the commission to enforce a ban on bikes within the designated Off-Leash Area and post signs that say "No Bikes" in the OLA area.

Thank you for your time and consideration.
Warmly,
Amy

--
Amy Thomson, PMHNP-BC
Psychiatric Medication Management & Psychotherapy
She/Her/Hers
amythomsonnp.com
Simple Practice portal amythomson.clientsecure.me
phone 888.834.3959
fax 866.983.1744
Unceded land of the Chochenyo Ohlone

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Medical Needs: Emails to Amy Thomson, NP will be addressed **within 48-72 hours during her office hours on Monday - Thursday.** Please be aware that Amy Thomson, NP cannot provide any medical consultation via email unless it is to clarify **a recent and existing treatment protocol**. All other medical issues must be addressed in a formal appointment.

Emergency Care: If you are experiencing a medical emergency please call 911 or go to your nearest hospital. Call 988 if you need support with a mental health crisis.

Item 10. Communication to Planning Commission re: 600 Bancroft Project

From: The Parks Recreation & Waterfront Commission

To: Berkeley City Council
City Planning Commission
Zoning Adjustments Board
Design Review Committee

Date:

Subject: Parks, Recreation, and Waterfront Commission Comments on 600 Bancroft Project (the "Project")

Introduction

The Parks Recreation and Waterfront Commission (PRWC) supports responsible development within Berkeley, including responsible development adjacent to Berkeley city parks. The purpose of this communication is to provide the PRWC's input and recommendations to the City's entitlement decisionmakers regarding (1) the design of the Project in its relationship to, and potential impacts upon, Aquatic Park; and (2) public benefits that may be of interest as part of a potential development agreement on the assumption that the design issues raised by the PRWC are first adequately addressed.

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Background

The City of Berkeley has a goal of providing 2 acres per 1,000 residents. Based on its 2020 population of 122,580 persons, Berkeley should have 244 acres of parks today – but it has only 230 acres. Moreover, Berkeley is required by State law to plan to accommodate a minimum of 8,934 new housing units by 2031. The associated population of this minimum increase would add approximately 21,000 new residents to the city; bringing with them a need for 42 additional acres of parkland to meet Berkeley's own service goals.

In addition to its deficiency of total parkland, over half of Berkeley's parkland is provided in only two parks: Aquatic Park (32.76 acres) and the former Cesar Chavez (90 acres). Both of these parks face significant challenges. While Aquatic Park is enjoyed by many members of the public, its recreational utility and habitat value are impacted by its proximity to I-80 (which generates noise levels considered unacceptable for an outdoor recreational environment), its proximity to the Pacific Union railroad right-of-way, and by urban stormwater runoff which flows via major outfall directly into Aquatic Park lagoon. Similarly, the former Cesar Chavez Park is challenged by its practical distance from Berkeley's residential areas and by the recent discovery of high radon concentrations (reaching up to 876 pCi/L) along with elevated radionuclides like Radium-226 in the groundwater beneath it.

Given these existing challenges, the PRWC is significantly concerned about Aquatic Park, and any development that would further diminish its recreational utility or habitat value. By virtue of its location adjacent to the primary public amenities and parking area serving Aquatic Park and the lagoon, the Project site and its proposed development are especially sensitive. Accordingly, the Parks Recreation and Waterfront Commission provides the following comments as the Planning Commission, Zoning Advisory Board, and City Council reviews the 600 Bancroft Project.

Comments

The development plans and design for Project, as currently presented, are not compatible with – and would adversely impact - the public's use and enjoyment of Aquatic Park, as well as its habitat value. The following are recommendations to mitigate or eliminate these impacts:

a. The Project exceeds the Zoning Code height limit of 45 and should redesigned to generally conform to the maximum height limit for the zone in which it is situated.

b. In particular, as measured to the top of building equipment screening, the Project is 84 feet in height, which would overwhelm Dreamland and the adjacent park area (which is the most utilized area of Aquatic Park). Building height in this area should be no more than 45 feet.

c. The Project's southern 6-foot setback from the Dreamland area of Aquatic Park is inadequate. A landscaped buffer of approximately 20 feet should be added to soften the transition to the bioswale and park area. This will also provide opportunity for at least 1:1 on- site tree replacement of the 55 trees that are planned to be removed.

d. Loading dock access from Bolivar Drive should be eliminated, and access to the Project's loading docks should be provided only from Bancroft Avenue. Use of Bolivar Drive has been expressly prohibited by Section 14.56.030 of the Berkeley Municipal Code since 1953: "It is unlawful for any person to operate any commercial vehicle upon Bolivar Drive in the Aquatic Park." Even were it not prohibited by the Municipal Code, intermingling commercial truck traffic with parents and little children using the Dreamland parking lot would create a use conflict and safety hazard - and is not acceptable.

e. Rooftop equipment and screening should be setback from the edge of the building around its entirety to reduce the Project's overall visual imposition on Aquatic Park.

f. Aquatic Park lagoon is considered a sensitive environmental resource due to its unique role as a coastal wetland habitat, its direct connection to San Francisco Bay and its susceptibility to urban pollution. The lagoon also serves as a highly productive feeding area for protected waterbirds. The significant use of glass in the Project's design constitutes a hazard to birds and would cause avoidable light pollution to lagoon waters.

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The use of glass in the Project's design should be reduced. The Project should be required to comply with the Bird Safe Building Ordinance BMC 23.304.150 which requires high contrast markers (except black) and low reflectivity (<15%) among other items. In addition, further attention should be given to window shading in order to reduce light pollution to the adjacent lagoon. Corner treatments where glass meets glass should be eliminated as they constitute high-risk impact zones for birds.

g. The proposed 'public plaza' lacks meaningful attraction or amenities that would be practically useful or encourage use of the plaza by the public. Consideration should be given to including space for a food and beverage vendor in the plaza that might serve park visitors and/or relocating the plaza area and such amenities to the southern end of the building where they might better connect Aquatic Park users.

h. Reduce the size of the Project parking structure and consequently the number of private automobile trips to the Project and require a TDM program to encourage the use of public transportation by, for example, requiring tenants to provide transit subsidies and/or participation in shuttle service programs. Reducing the size of the parking structure will also enable better massing of the Project (including compliance with the 45-foot height limit height limit). TDM amenities should include drop-off/pick-zones for ride-share services and a shuttle stop to accommodate service to BART stations and other local public transit hubs.

i. The proposal to stack inbound automobile traffic eon Bancroft Avenue with a turnabout on Bolivar Drive conflicts with access to and the use of Aquatic Park. Parking garage gate controls should be positioned so that necessary automobile stacking capacity is provided interior to the parking structure.

j. Improve the aesthetic appearance of parking garage on the northeast corner of the building as this elevation of the Project will be present the visual gateway to Aquatic Park for persons entering from Bancroft Avenue.

k. Wayfinding to Dreamland should be improved along Bolivar Avenue to address the issue that the western sidewalk along the Project's frontage terminates at the building entrance.

l. To the extent that 2:1 tree replacement is not available on site, it should be provided within Aquatic Park.

After the Project proponent has responded to the foregoing comments and recommendations, the Project's finalized proposed design should be returned to the PRWC for final review and recommendation to Project entitlement decisionmakers.

Development Agreement

Because the Project proponent's ability to respond to the foregoing Aquatic Park impact issues has not yet been addressed, negotiations regarding a development agreement are

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premature. On the assumption that the design issues raised by the PRWC are first addressed in a manner that reduces Project impacts upon, and makes the Project more compatible with, Aquatic Park the following public benefits may be of interest as part of a potential development agreement.

a. Contribution to the renovation of Dreamland Park.

b. Free public parking access to garage on weekend.

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CITY OF BERKELEY

DESIGN REVIEW COMMITTEE

STAFF REPORT

For Majority Recommendations
OCTOBER 15, 2026

600 BANCROFT WAY

Preliminary Design Review

Design Review #DRCP2025-0003 to demolish buildings and structures on an industrial site of approximately 2.93 acres at 600 Bancroft Way adjacent to Aquatic Park, and to construct a research and development campus containing one building totaling 251,817 square feet of gross floor area and 524 parking spaces.

I. Introduction

The project site is comprised of two parcels and is in the MU-LI district in West Berkeley. The project applicant proposes to construct a four-story research and development facility, parking garage with 524 spaces, and a publicly accessible plaza. The project would also include parking, landscaping and sidewalk improvements on Bolivar Drive.

The project is before the Design Review Committee for Preliminary Design Review.

II. Background

The project applicant proposes the construction of a three- to four-story (69-foot) research and development building with a five-story (53-foot) attached parking structure. The proposed research and development building would front Bolivar Drive and Aquatic Park beyond, and the parking garage would front Bancroft Way. Dreamland Park is located directly south of the project site.

Primary vehicular access to the project site would be via new driveways located along Bancroft Way, providing access to a 524-space parking structure. A raised median along Bancroft Way would stop westbound vehicles from turning directly into the parking structure. The median is required to prevent vehicles waiting to enter the garage from queuing across the railroad tracks. A roundabout at the terminus of Bancroft Way would allow westbound vehicles to reverse direction and access the parking structure by traveling eastbound.

Vehicular access to the rear of the site would be limited to emergency vehicles and

large delivery trucks via Bolivar Drive, through the Dreamland Park parking lot and along the rear of the proposed building. This access would be controlled by a gate at the parcel boundary. Four loading spaces are proposed at the rear of the building. A total of 128 long-term and 25 short-term bicycle parking spaces would also be provided throughout the project site.

A total of approximately 17,302 square feet of open space and landscaped area would be provided on the site, including a plaza located at the center of the site at the main project entry, landscaping along the front and portions of the sides of the building, and exterior balconies located at the second, third and fourth levels of the building. The stormwater planters are designed to absorb roof runoff and protect against street flooding, enhance the building's robustness and mitigate flood risks. A proposed bio-retention basin to the south of the property will shift the existing parking lot south. The bioretention pond is located on City-property and does not count towards the project's open space.

III. Project Setting

A. Neighborhood/Area Description:

The site is located in West Berkeley between the Aquatic Park and the Union Pacific Railroad (UPRR) tracks. The site fronts prominently on Bolivar Drive, the waterfront bicycle/pedestrian path across Bolivar Drive, and Aquatic Park.

Land uses in West Berkeley are characterized by a wider range of activities than in any other section of Berkeley, including manufacturing, wholesale, and industrial type uses along with commercial and residential. Building heights in West Berkeley consist of one- and two-level residential uses, generally east of Fifth Street, and up to six-story apartment buildings adjacent to the University Avenue overpass. The uses in the immediate vicinity of the project site are primarily commercial, office, industrial and research and development buildings. The project site is located south of the Berkeley Commons, a recently constructed three-story research and development campus located at 600 Addison Street. Another recently completed research and development project, The Lab, is located approximately two blocks to the east of the site on Bancroft Way.

The approximately 2.93-acre Project site is bounded by Bancroft Way to the north, the Union Pacific Railroad (UPRR) tracks to the east, Dreamland for Kids Playground and parking lot to the south (both are part of Dreamland Park), and Bolivar Drive and Aquatic Park to the west. Regional vehicular access to the Project site is provided by Interstate 80 (I-80) and I-580, access to which is provided approximately three blocks north via the University Avenue overpass.

Figure 1: Vicinity Map



B. Site Conditions:

There is a relatively dramatic downslope of the Project site from east to west, with the western edge of the site along Bolivar Drive being relatively flat. The Project site elevation ranges from an average elevation of approximately 12 to 15 feet along the eastern edge of the Project site and slopes down to the west to approximately 5 to 7 feet.

Existing development on the Project site includes three single-story buildings constructed in 1972 and 1973 and comprising 47,783 square feet of light industrial and research and development space and an associated surface parking lot.

Figure 2: Existing Site Development





Figure 3: Existing one-story structures. Source: HRE 600 Bancroft, Prepared by Evans & De Shazo, Inc., dated March 26, 2025

Table 1: Land Use Information

Location		Existing Use	Zoning District	General Plan Designation
Subject Property		Research and Development, Light industrial uses	MU-LI	Manufacturing
Surrounding Properties	North	Berkeley Commons – Research and Development campus	MU-LI	Manufacturing
	South	Dreamland Park	U	Open Space
	East	UPRR rail corridor and light industrial/manufacturing/warehouse	MU-LI	Manufacturing
	West	Aquatic Park	U	Open Space

Table 2: Lot Development Standards

Standard BMC Sections 23E.80.070-080 (MU-LI)		**Existing**	**Proposed Total (Building)**	**Proposed Total (Parking)**	**Permitted/ Required**
Lot Area (sq. ft.)		127,794	127,794		Not regulated
Gross Floor Area (square feet)		47,783	251,817	149,728	255,588
Floor Area Ratio		0.37	2	N/A	2
Lot Coverage		37%	52%	22%	100%
Building Height	Maximum (feet)	16'7"	69'	53	45'
	Stories	1	4	5	Not regulated
Building Setbacks (feet)	Front (Bolivar)	Varies	7'6"	N/A	Not regulated
	Rear (east)	Varies	29'	29'	Not regulated
	Left Side (Bancroft)	Varies	3'5"	4'	Not regulated
	Right Side (south)	Varies	6'	N/A	Not regulated
Parking/Loading	Automobile	144	N/A	524	512 (2:1,000 square feet)
	Bicycles	Not required	N/A	128 Long Term 28 Short Term	128/27 (1:2,000 square feet and 5% of Tenant Vehicle Spaces)
	Loading	Multiple	N/A	4	11 (1:10,000 initial square feet and 1:25,000 square feet for additional)

IV. Project Description

A. Requested Use Permits

- Use Permit pursuant to Berkeley Municipal Code (BMC) Section 23C.08.050, to allow demolition of three non-residential buildings
- Administrative Use Permit pursuant to BMC Section 23.206.020(A) to construct a Research and Development facility of more than 20,000 square feet in the MU-LI district
- Use permit pursuant to BMC Section 23.206-020 to allow a laboratory space not specifically supporting a research and development use

- Use Permit pursuant to BMC Section 23.206.030(A) for the creation of new floor area over 20,000 square feet in the MU-LI district
- Modification of Development Standard in the West Berkeley Area Plan pursuant to BMC 23.406.080 to allow building height exceeding the 45 feet maximum limit
- Administrative Use Permit pursuant to BMC Section 23.304.050(A), to allow rooftop projections to exceed the height limit
- Administrative Use Permit pursuant to BMC 23.302.070 (G)(1) Parking Lot/Structure for a parking structure with 11 spaces or more exclusively for uses in the district
- Administrative Use Permit pursuant to BMC 23.322.100(C)(5) to reduce the number of required loading spaces. (BMC § 23.322.100(C)(5).
- Landmark Preservation Commission demolition referral

B. Development Agreement

The developer is negotiating a Development Agreement with the City of Berkeley to facilitate the use of City property for emergency access and deliveries (Bolivar Drive and provide right-of-way and Dreamland Park improvements.

C. CEQA Determination

An Initial Study (IS) is being prepared to evaluate any environmental impacts of the proposed project, pursuant to CEQA.

V. Design Review Guidelines

The City's Design Guidelines are applicable for this project. Excerpts from the City-wide Design Review Guidelines are included below for your reference.

- **Setbacks:** The street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.
- **Parking and Driveways:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances; whenever possible, parking should be behind buildings, underground, or in a central court.
- **Harmony with Surroundings:** The proposed design should be in harmony with its surroundings through the coordination of such design elements as cornice lines, eaves, and setbacks with those of existing neighborhood buildings.
- **Articulation:** Street facades in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.
- **Lighting:** Lighting for circulation, security, building/sign identification should be non-obtrusive, except for lighting fixtures which are themselves decorative additions to the streetscape.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided. The use of clear windows for ground floor retail projects is encouraged. Walls designed to allow sitting areas for pedestrian or space for landscaping and artwork are encouraged,

especially in areas of heavy pedestrian use. Landscaping and/or art work should be maximized if large expanses of wall must be left devoid of openings.

- **Landscape and Open Space:** Sidewalk areas should include landscaping that is coordinated with the neighborhood design.
- **Public Open Space Areas:** the inclusion of public open spaces is encouraged as a means of providing places for people to come together for community interaction and enlivening the pedestrian environment.
- **Pedestrian Paths:** Pedestrian paths and arcades interior to the block which joins different parts of buildings as well as different streets are encouraged.
- **Building Entrances:** Entrance points should be clearly defined and easily identifiable by pedestrians by appropriate locations and by elements such as awnings, signage, artwork or changes in paving material to define the entry point.

VI. Issues and Analysis

A. Design Review Issues:

Neighborhood Context The site is located in West Berkeley between the Aquatic Park and the UPRR tracks south of the Fourth Street commercial area. The 2.93-acre project site is designated as Manufacturing (M) in the General Plan and zoned Mixed Use Light Industrial (MU-LI) pursuant to the City's Zoning Map and West Berkeley Area Plan. Surrounding uses include the Aquatic Park with water sport and recreation uses to the west; research and development uses to the north; warehouse and industrial uses to the east, and the Dreamland Park to the south. Passenger and freight trains run along the UPRR tracks immediately to the east.

Massing The project proposes one, three-to five-story building: the parking garage portion would be five-stories, but lower in height than the research and development portion of the building which would be three- to four- stories and up to 69 feet in height, not including the parapet/screening. The building would step down to the west towards Bolivar and the Aquatic Park to allow for terraced patios overlooking the waterfront and the building height is lower on the north side of the building along Bancroft Way. The proposed building is also stepped in plan at the center and along the waterfront to create landscaped gathering space at the ground floor and opportunities for additional terraces at the second, third and fourth floors. The parking garage would be located in the northeast portion of the building along Bancroft Way and the UPPR tracks to utilize Bancroft Way for access.



Figure 4: Looking northeast from the southwest portion of the site. Taller massing is at the south of the site, reducing in height as the building approaches Bancroft Way.

Height To accommodate increased ground floor setbacks that incorporate pedestrian pathways and landscaping features, the project applicant proposes a diversity in height, with a stepped-up design from the north to the south. The natural slope from east to west across the site, and the need to address sea-level rise, places the building elevation at eight feet above current average sea level. The southern half of the building is proposed at four stories and approximately 69 feet in height. The northern half of the building is proposed at three stories and approximately 58 feet-5 inches in height. Rooftop equipment would be shielded from view by a 13-foot mechanical penthouse that may accommodate art and signage.

The garage is proposed to be approximately 53 feet in height, which is lower in height than the parapets of the research and development building, and the proposed rooftop solar array on the fifth floor of the garage is lower than the research and development building mechanical screens. Additional benefits of the stepped-up height include providing architectural and visual diversity along the existing built environment along Bolivar Drive, which includes Berkeley Commons to the north.

The building heights exceed the 45-foot maximum allowed under the MU-LI zone and will require approval of a Modification of Development Standard in the West Berkeley Area Plan pursuant to BMC 23.406.080.



Figure 5: West (Bolivar Drive) facing elevation demonstrating the change in height.



Figure 6: Reduced height of parking garage as viewed from Bancroft Way looking south.

Ground Floor Design The ground floor is elevated approximately eight feet above Bolivar Drive. This is due to grade changes on the site, but also to account for potential flooding due to rising sea levels. Landscape planters with trees are provided along the front of the building abutting Bolivar Drive. The ground floor is approximately 20 feet in height, with large windows facing the aquatic park. A central entry plaza with seating and landscaping, including two green walls is proposed.



Figure 7: Ground floor entry plaza

Parking A five-story parking garage, accessible from Bancroft Way, would include 524 parking spaces. Four loading spaces are proposed in the rear of the building. A total of 153 bicycle parking spaces would also be provided throughout the project site.

Parking Garage Design The five-story parking garage would be approximately 53 feet in height and includes solar canopies on the top floor roof. The design of the garage is utilitarian and includes metal-panel cladding. Renderings include integrated planters (see Figure 6).

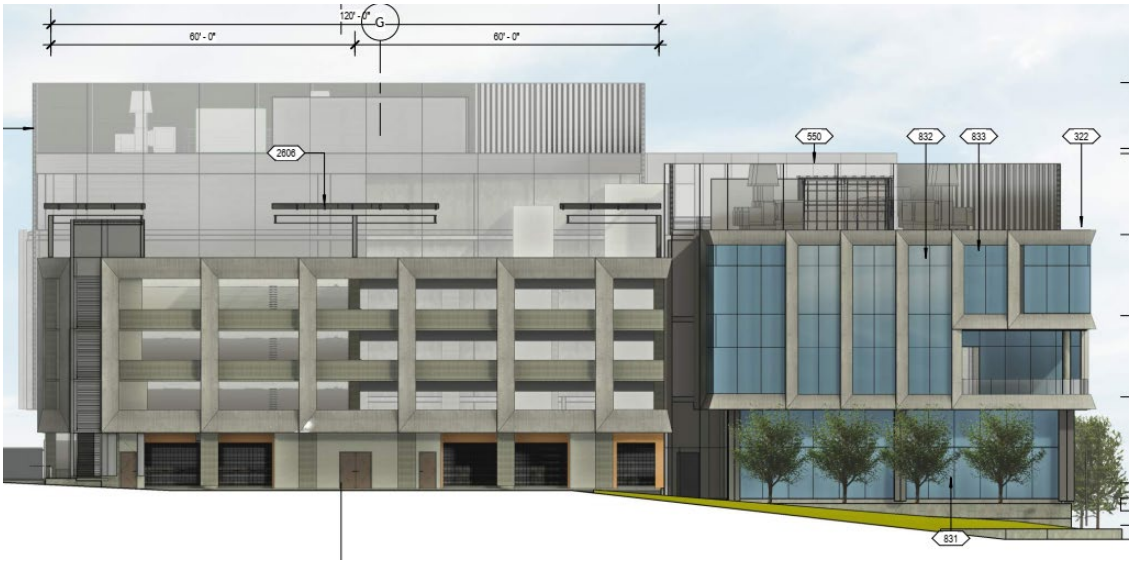


Figure 8: Parking Garage facing Bancroft Way (north elevation). Solar arrays on fifth floor.

Open Space/Landscaping A total of approximately 17,302 square feet of useable open space and landscaped area would be provided on the site, including a plaza located at the center of the site at the main project entry, landscaping along the front and portions of the sides of the building, and exterior terraces located at the second, third and fourth levels of the building. The stormwater planters are designed to absorb roof runoff and protect against street flooding, enhance the building's robustness and mitigate flood risks. A proposed bio-retention basin at the south end of the property will shift the existing parking lot south. The bioretention pond is located on City-property and does not count towards the project's open space.

Landscape The plan proposes a native plant palette to attract wildlife and pollinators. Tree species proposed include Wild Lilac, Western Redbud, Ironwoods, Sycamores and Coast Live Oak. Shrubs include Manzanita, Monkeyflower, Coffeeberry, and Lupine.

Street Trees A total of fifty-five trees within the project site would be removed. Twenty (20) new trees would be planted on the Project site along Bancroft Way and Bolivar Drive. New trees would be a minimum of 24-inch box size.

Colors and Materials The proposed material palette utilizes high-quality, natural materials such as concrete, including "Tabby" concrete which incorporates discarded seashells, glass with bird-safe glazing, metal mesh screens and neutral colors.

An integrated media screen in the metal mesh above the central entry plaza on the second and third-level terraces would serve as an interactive art installation, displaying abstract graphics and messages visible to pedestrians and commuters along the highway.



Figure 9: Metal mesh screen above entry plaza.

B. Issues for Discussion:

- Neighborhood Context
- Massing
- Height
- Building Design
- Parking Garage Design
- Open Space/ Landscape

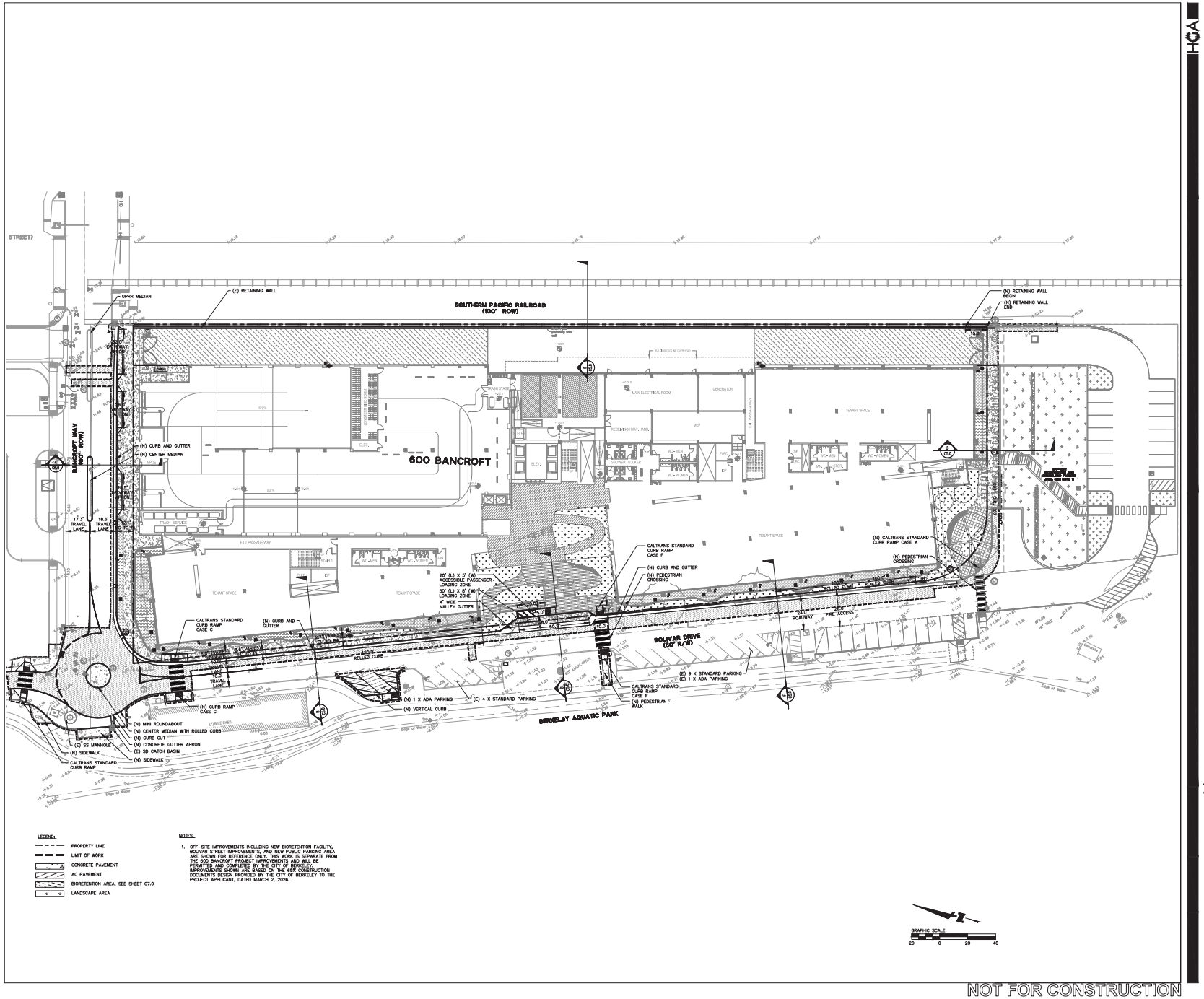
VII. Recommendation

Staff recommends that the Committee discuss the issues outlined above and give the applicant recommendations on how this development can best fit within its context. Recommendations to ZAB should include direction for Final Design Review.

Attachments:

1. Site Plan, received June 1, 2026
2. Applicant Statement, received January 16, 2025

Staff Planner: Anne Burns, aburns@ci.berkeley.ca.us, (510) 981-7410



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BKF

600 BANCROFT WAY
Berkeley, CA 94710

PROPOSED SITE PLAN

C3.0

NOT FOR CONSTRUCTION

WOODSTOCK

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woodstockdevelopment.com

Project Overview

- Address: 600, 614 and 626 Bancroft Way
- APNs: 56-1949-7, 56-1949-6-2
  Size**:** 2.93 Acres or 127,794 Square Feet
- Zoning: MU-LI (Mixed Use Light Industrial)
- General Plan: Manufacturing
- Area Plan: West Berkeley Plan (Allowable FAR: 2.0)

The proposed project located at 600 Bancroft seeks approval to create a state-of-the-art research and development space in the burgeoning West Berkeley life science market. The proposal includes demolition of approximately 47,783 square feet of existing, dated, research and development space, and the construction of approximately 250,000 square feet of new state-of-the-art, life science facility with research and development space, consistent with the West Berkeley Plan and the site's prescribed Floor Area Ratio (FAR) of 2.0. The project site is 127,794 square feet (2.93 acres) and is entirely surfaced parked, with little-to-no permeable surface or landscaped areas. The property is located in the Mixed Use Light Industrial zoning district, is designated Manufacturing in the General Plan, and qualifies as an "employment center" under Public Resources Code section 21099. The proposed project's new components are as follows:

- A new 250,000-sq.-ft. research and development building;
- The southern half of the project is proposed at four stories and is approximately 69'-0" in height at 77'-0" above sea level (City of Berkeley datum). The northern half of the project is proposed at three stories and is approximately 53'-0"' in height at 61'-0" above sea level (City of Berkeley datum)
- A 15‑foot tall mechanical penthouse;
- A 524-space parking garage on the northeast corner of the property incorporated within the building envelope, which is approximately 45' in height;
- Intentionally designed open space and outdoor plazas, seating areas & introduction of native landscaped areas for a native plant palette intended to attract wildlife and pollinators; and
- As part of this future development, this project provides an opportunity to potentially finance critical off-site improvements to its immediate neighbor at Aquatic Park.

Project Site, Location, and History

600 Bancroft lies in the heart of the burgeoning West Berkeley life science market. For several years, 600 Bancroft has been successfully leased to numerous life science companies engaged in research and development operations. The site's history proves that life science tenants like locating at this location in West Berkeley. As a result, the site has been moderately improved over the years with minor landscaping, paint, signage, and interior building improvements. A black iron-rod fence currently encloses the site and was installed along the perimeter of the property due to safety concerns related to the area's past problems, including a lack of lighting and streetscape, trespassers, and tenant security concerns. There is a relatively dramatic downslope from east to west, with the western edge of the site along Bolivar Drive being relatively flat. To the west of Bolivar Drive is Street Level Cycles as well as the new off-site improvements to the trail, curb cuts, and new parking along Bolivar Drive. The site has limited trees mostly consisting of Pistache and recently planted Cercis occidentalis, Lyonothamnus floribundus, and Aesculus californica.

Factors influencing the exciting new life science corridor in West Berkeley favoring a redevelopment for a new state-of-the-art life science use at 600 Bancroft include:

- **UC Berkeley:** Proximity to the world-renowned Cal Biotech labs at nearby UC Berkeley as well as its thousands of current students and alumni;
- **Clustering with Proximate Uses, Including Bayer Campus, Berkeley Commons, and other Life Sciences Uses:** Development of the project site implements planning strategies that make life science nodes successful by clustering life science-serving facilities. Unlike other industries, life science companies thrive when located in proximity to one another, as it creates an ecosystem in which companies attract and retain talent. It is documented that clustering drives productivity and collaboration among life science operations, resulting in partnerships, advancements in quality control and efficiencies, and economies of scale. The placement of 250,000 square feet of modern, additional space for research and development would continue the City's history of promoting a diversity of life science firms, sharpening the City's competitive edge against places like Boston, North Carolina, the UK, Switzerland, and Germany in attracting talent on an international stage. The large number of employees and companies in similar research fields influences the entire West Berkeley market and has the potential to create a positive ripple effect for new life science companies in nearby locations such as 600 Bancroft.
- **Interstate 80:** Convenient freeway access to Interstate 80 and the potential for a future tenant's visibility to tens of thousands of drivers as well as bikers and pedestrians on a 24/7 daily basis;
- **Aquatic Park:** Steps from numerous active and passive recreational activities at the doorstep to 60 acres of nature at Aquatic Park;
- **4th Street retail and restaurants:** Close walking and biking to the well regarded 4th Street retail and restaurant corridor,
- **BART and Oakland International:** A cycling network to the nearby BART station and Oakland International Airport,
- **Future Ferry service:** an east-to-west pedestrian and bike bridge crossing over Hwy 880 connecting to the Bay Trail as well as a future regional Berkeley Ferry service;

- **Emeryville:** Biking distance to another well established life-sciences market in neighboring Emeryville, which is a short walk or bike ride through Aquatic Park, and
- **Amtrak**: Walking distance to the Berkeley Amtrak Station servicing the entire Northern California region and greater western United States.

The site is constrained by the Union Pacific Railroad to the east. The site has vehicular and pedestrian and bike access along Bancroft Way to the north. A portion of Bancroft Way is included in ACTC's pedestrian rail crossing improvements, which contemplate a new mountable median running down the middle of Bancroft Way. Bolivar Drive is to the west. The southern property line borders Channing Way and Aquatic Park. The site is unobstructed to the west and has views of downtown San Francisco, the Golden Gate Bridge, and Mount Tamalpais.

The project is situated proximate to a number of new life science projects that the City of Berkeley has approved or has under its review. Immediately adjacent to 600 Bancroft are two other new life science developments including 600 Addison ("Berkeley Commons") and 747 Bancroft ("TheLAB"). One block further to the east is additional new life science space with an associated new parking garage. Further to the north is the Gilman Forge site, which is similarly located adjacent to the freeway and in a heavy industrial zone and is proposed to be redeveloped for life science uses. Further to the south is the Bayer campus.

Project Design

Design Approach

600 Bancroft is designed to establish an iconic landmark along the East Shore Highway. Located between Aquatic Park and the upcoming Berkeley Commons development, the building completes the West Berkeley life sciences corridor, seamlessly connecting the tranquil public open spaces along Aquatic Park with the dynamic urban landscape. The site, constrained by a railroad, lagoon, and park, poses challenges and opportunities in optimizing vehicular and pedestrian access along Bancroft Way and Bolivar Drive, while addressing internal circulation, user access, and maximizing natural daylight and views.

The building is organized into four distinct quadrants. The Northeast quadrant features a five-story parking structure with direct access from Bancroft Way, alleviating traffic on Bolivar Drive and reducing congestion near the public's entrance to Aquatic Park. The remaining three quadrants are designed for flexible research and development (R&D) spaces, accommodating a variety of tenants, from startups and incubators to larger, full-building users. A central entry plaza, integrated with the landscape along the lagoon, has two green walls and connects directly to the lobby, blending indoor and outdoor environments. The loading area is strategically located at the rear of the building, accessed via a private service driveway adjacent to the railroad, ensuring minimal disruption to park visitors.

To ensure climate resilience, the building is elevated 8 feet above current sea levels to account for potential flooding due to rising sea levels, as outlined in the project's Sea Level Rise Summary, which forecasts conditions through 2100. The building's massing is composed of independent volumes that are thoughtfully proportioned and arranged to reduce its scale as it rises from the surrounding landscape. A mechanical screen acts as both an architectural feature and infrastructure element, unifying the volumes while also serving as an opportunity for tenant signage/identity. The screen's delicate metal mesh cloaks a corner stair, encouraging outdoor circulation and offering access to expansive views.

From a distance, the building appears as two horizontal bar-shaped elements, separated by a central break that marks the common entry. The building's height is in alignment with the neighboring Berkeley Commons development to the north. The south wing steps up to a recessed fourth level, featuring tenant spaces with expansive roof decks and greenery. Above the central plaza, indoor/outdoor terraces are shaded and screened, offering tenants a shared amenity space on the fourth floor with panoramic views of the Bay and the Golden Gate Bridge. An integrated media screen in the metal mesh on the second and third-level terraces serves as an interactive art installation, displaying abstract graphics and messages visible to commuters and pedestrians along the highway.

The building's four facades respond to both its internal programmatic needs and its relationship with the surrounding site. The north, south, and east facades are uniquely composed. From the approach on Bancroft Way, the street frontage is framed by green, sculptural, banded ribbons on the parking garage, inspired by the local Redwood and Eucalyptus groves. The parking garage's metal-panel cladding incorporates integrated planters, softening the edges of the utilitarian structure. The east facade, which

faces the railroad, is more restrained, housing the parking structure, service areas, and fire access points, and is designed to buffer internal users from train activity. On the south side, the building tapers toward the park, which is undergoing bioretention landscape upgrades. This side culminates in a striking architectural form, evoking the prow of a ship, with sweeping views of the peaceful aquatic landscape from the elevated south-facing terrace.

The primary facade design, mainly perceived at the west facade, takes inspiration from the classical trabeated system of columns and lintels, reinterpreted through high-performance glazing set within cellular precast concrete frames. Floating above a ground-level colonnade, this rhythmic composition merges classic architectural principles with modern design. The overall site arrangement of the two wings mimics the form of two decomposed calcite shells, nestled in a marsh, evoking the region's geological history as a former estuary. On a more intimate level, the use of 'Tabby' concrete—a mix incorporating discarded seashells—provides a tactile connection to the coastal environment, blending sustainability with a nod to the organic world. Bird-safe glazing treatment and ceramic fritting will reduce glare and mitigate bird strikes, while adding a subtle micro-textural layer visible from different perspectives.

A large photovoltaic (PV) solar array caps the parking garage, meeting Berkeley’s Solar PV System requirements and offsetting electricity consumption for the building, contributing to net-neutral power for base operations. The building’s low-carbon concrete structure, optimized floor-to-floor heights, and vibration criteria are optimized for R&D uses, with future adaptability for R&D-supporting office spaces. Floodproofing and sea-level rise resilience are central to the building's longevity. The elevated ground floor and stormwater planters, designed to absorb roof runoff and protect against street flooding, enhance the building’s robustness and mitigate flood risks.

As a striking architectural gesture and as a high-performance all-electric building that incorporates state-of-the-art, energy-efficient MEP systems and water-saving fixtures, 600 Bancroft is positioned as a model project for the future, representing a new legacy for West Berkeley and the Bay Area as a whole.

*Please see sheet G5.01 for conceptual context / precedent images & material board

Landscape Approach

The landscape at 600 Bancroft is a unique site within the City of Berkeley. Aquatic Park is to the west and south, the railroad runs along the east edge, and Berkeley Commons is directly to the north. The landscape at 600 Bancroft is intended to respond to these very different conditions in a manner that feels like a natural extension of the pedestrian experience from Berkeley Commons along Bolivar Drive. The curvilinear formal language is a reference to the direct relationship to Aquatic Park, and a transition from harder lines and edges to the park.

The natural slope from east to west across the site, and the need to address sea-level rise, places the building elevation at eight feet above current average sea level. A six-foot differential between the curb and main building entrance sets the stage for an elevated plaza with outdoor seating that overlooks Aquatic Park. Sloping walkways and central staircases extend into the lobby. Interior plantings, greenwalls that extend from the outdoor plaza to the interior lobby, and floor to ceiling glass will create one interconnected space.

A smaller plaza at the southeast corner of the site offers additional outdoor seating and bike parking. This plaza is a transition point and pedestrian connection to Aquatic Park with a signature live oak tree. Raised stormwater treatment planters wrap the north, west and east sides of the building. The planters undulate to respond to the organic forms and nature at Aquatic Park and lower planters are introduced to soften the planter walls and maximize planted area.

Aside from Aquatic Park, the majority of West Berkeley is paved. Planted area is maximized across the site. Permeable joints will allow water to infiltrate at sections of the vehicle lane along the railroad and at the southeast plaza. West Berkeley also has a lower percentage of trees than the rest of Berkeley and so, working with the fire access requirements, street trees are proposed in all possible locations.

A native plant palette is intended to attract wildlife and pollinators. The plants are selected from Coastal Scrub and Woodland communities, both of which are naturally occurring in the area. The plant palette is low water use and meets WELO requirements,and the low water table at the site requires that the selected plants are salt water tolerant. Silva cells are proposed at the street trees and large trees at paved areas to allow adequate room for root growth.

Additional Project Design & Project Features

Increased setbacks on the ground floor: the project proposes increased building setbacks along Bolivar Drive to the west and along Union Pacific RR to the east and two important north-to-south boundaries on the ground floor:

- Bolivar Drive on the western property boundary: allowing for a wide sidewalk and increased greenery and landscape features for the future benefit of all including pedestrians along Bolivar Drive accessing Aquatic Park. It is anticipated that a new additional sidewalk will alleviate congestion along the existing trail along Aquatic Park, and provide a safe harbor for pedestrians from cars and cyclist using Bolivar. The setback is proposed as 8'-4" from property line to face of columns along Bolivar. 11'-0" from property line to face of glass.
- Union Pacific property line on the eastern property boundary: allowing for a 26-foot-wide emergency fire lane and access in the event of a fire or medical emergency. The total setback is 28'-10" from property line to face of building,

Stepped-up height design: In order to accommodate increased ground floor setbacks incorporating pedestrian pathways and landscaping features, the project proposes a diversity in height, with a stepped up design from the north to the south. The entire building is proposed to be constructed and completed in one phase. The building height ensures the building is resilient and protected against floods and sea level rise. The southern half of the project is proposed at four stories and is approximately 69'-0" in height at 77'-0" above sea level (City of Berkeley datum). The northern half of the project is proposed at three stories and is approximately 53'-0"' in height at 61'-0" above sea level (City of Berkeley datum). Rooftop equipment will be shielded from view by a 15' mechanical penthouse that, as indicated above, may accommodate art and signage.

The garage is proposed as lower in height than the parapets of the lab building, and the solar array is lower than the lab building mechanical screens. The southern half of the building is proposed to incorporate a stepped-up design from three stories to four stories. Additional benefits of the stepped-up height include providing architectural and visual diversity along the existing built environment along Bolivar Drive, which includes Berkeley Commons to the north.

Clustering: The inclusion of a state-of-the-art and thoughtfully designed life sciences campus at 600 Bancroft Way facilitates completion of the City's life sciences corridor in West Berkeley, cementing its profile as a potential international cradle of research, development, and manufacturing for the life sciences industry. Establishment of the project will enhance the City's scientific ecosystem and help ensure that, in the coming years, the next life-saving therapies for cancer, Parkinson's disease, and other illnesses are developed by Berkeley-based companies and Berkeley workers.

Sustainability: The building is proposed as an all-electric building. The proposed project would be designed to strive to achieve Leadership in Energy and Environmental Design (LEED) Gold equivalence. The proposed project would include photovoltaic (PV) solar panels on the rooftops of the parking garage; 53 EV parking stalls; and secure bicycle parking that includes 27 short-term bicycle parking spaces and 27 long-term bicycle spaces.

. The project offers all native drought-tolerant and low water use planting. Planting will benefit wildlife and pollinators and expand the habitat offered by Aquatic Park and the lagoon. Bioretention planting areas support stormwater management. Well-landscaped roof terraces help insulate the building and mitigate heat island effect.

Bird safe glass: the project proposes nearly 100% bird safe glass for the vast majority of the project. A commitment to the proposed level of bird safety is well above nearly all other new life science development projects in Berkeley and comes after the Applicant met with the Parks, Recreation, and Waterfront Commission prior to submission of the application and obtained important public feedback related to this item.

Employment: Based on the proposed size, this project has the potential to generate hundreds of new jobs, at a range of experience and wage levels and with a particular emphasis on ensuring West Berkeley as a hub and cluster for the R&D industry for generations to come along with substantial job growth in this particular sector. Because of its scale and design, this state-of-the-art project has the potential to attract the next life-saving research company which could be developed by Berkeley-based companies and by Berkeley workers.

Public Improvements: Significant public improvements as outlined above are contemplated including significant improvements to the Dreamland Area of Aquatic Park.

Zoning & Permitting

The General Plan

The General Plan finally incorporated the West Berkeley Plan by reference as a part of the City of Berkeley's most recent General Plan updated in 2001.The Property is designated "Manufacturing" under the General Plan, which is characterized as a designation "intended to maintain and preserve areas of Berkeley for manufacturing and industrial uses necessary for a multi-faceted economy and job growth," and correspond with the Manufacturing (M), Mixed Manufacturing (MM), and Mixed Use-Light Industrial (MU-LI) zones, which all "allow a maximum FAR of 2 and a maximum building height of 45 feet." (General Plan, p. LU-24). The General Plan notes that appropriate uses for the Manufacturing designation are identified in the West Berkeley Plan.

The West Berkeley Plan

Adopted in 1993, The West Berkeley Plan aims to preserve and enhance a rich mix of artists, manufacturing, wholesale, warehousing, research and development, residential, and retail uses. The plan was created in part by, and its implementation is monitored by the community. The required zoning was adopted by the City Council as West Berkeley Plan implementation in 1998.The West Berkeley Plan is an amendment to the General Plan, setting forth the long-range land use plan for the West Berkeley Area. Under the West Berkeley Plan, the Property is designated as "Mixed Use/Light Industrial," as reflected in its zoning designation. (West Berkeley Plan, pp. 38-39). The Mixed Use/Light Industrial designation under the West Berkeley Plan permits uses that are "light industrial in character," and also permits "freestanding laboratories," and allows for limited office development on current manufacturing sites and unlimited office development on undeveloped or non-manufacturing sites. (West Berkeley Plan, p. 39). A

2011 amendment to the West Berkeley Plan clarified that research and development uses and parking structures are also permitted under the Mixed Use/Light Industrial designation. (See Berkeley Resolution No. 65210-N.S.).

Zoning Development Standards for the MU-LI Zone

Table 1 identifies required development standards. The proposed project complies with development and performance standards outlined in BMC section 23E.76.070 and listed above except for the height and parking which is discussed below. The project also requests use permits to reduce parking and loading requirements. The Property is zoned Mixed Use – Light Industrial (MU-LI) under the BMC. The purpose of this zone is to implement the Mixed Use/Light Industrial designation of the West Berkeley Plan. (BMC § 23.206.080). Accordingly, the MU-LI zoning district permits: research and development uses of 20,000 square feet or more upon receipt of an AUP; laboratory uses upon receipt of a use permit, though laboratories in the MU-LI district may not include use Class 3 organisms; and office uses upon receipt of an AUP or use permit, depending on size. (BMC § 23.206.080(B)(5).)

The MU-LI District imposes the following development standards on development, which would apply to both the main buildings of the project and the proposed parking structure:

• Maximum Floor Area Ratio of 2.0;

• Maximum height of 45 feet measured from the lowest point of the project's finished grade, with mechanical penthouses, elevator equipment rooms and cupolas, domed turrets and other architectural elements less than 15% of average building story floor area allowed to exceed this limit subject to an AUP;

• No minimum or maximum lot area or lot coverage;

• No open space requirement;

• No minimum setbacks or building separation standards; and

• Compliance with the provisions of the City's Bird Safe Building requirements for all transparent or reflective materials.

(BMC §§ 23.206.080 at Table 23.206-12; 23.304.150 at Table 23.304-10).

While the BMC does include minimum parking requirements based on building uses, the Property is located within a ½ mile of a major transit stop, and therefore cannot be subject to the BMC's minimum parking requirements under State law. (Government Code § 65853.2). Nevertheless, the project’s parking garage will accommodate 524 spaces, ensuring the project does not generate a need for on-street parking.

The project’s compliance with applicable development standards is demonstrated in the following Table 1:

ZONING COMPLIANCE

STANDARD:	REQUIREMENT	PROPOSED PARKING	PROPOSED BUILDING	COMPLIANCE (Y/N)
MAX. HEIGHT:	45'	45'	53' & 69'	NA
FRONT SETBACK:	N/A	N/A	N/A	Y
REAR SETBACK:	N/A	N/A	N/A	Y
SIDE SETBACK:	N/A	N/A	N/A	Y
LANDSCAPE COVERAGE:	N/A		N/A	N/A
BUILDING COVERAGE:	N/A		N/A	N/A
MAX. FAR:	2.0		2.0	Y
MAX. ALLOWABLE AREA:	255,588 GSF		247,647 GSF	Y

NOTES:
*1. ELEVATOR PENTHOUSE +9'-0"' (80'-11")

Permits & Findings Required

- A use permit to authorize construction of more than 20,000 square feet of new floor area and an accompanying accessory structure (BMC §§ 23.206.030(A) at Table 23.206-2; 23.304.060(D)(1)(a))
- A use permit to authorize demolition of three existing buildings (BMC § 23.326.070(A))
- An AUP to authorize a research and development use over 20,000 square feet (BMC § 23.206.020 at Table 23.206-1); and Design Review approval of all new structures from Design Review Committee (BMC § 23.406.070(C)(1)).
- A use permit to authorize any laboratory space not specifically supporting a research and development use. (BMC § 23.206.020 at Table 23.206-1).
- An AUP to authorize the following: a mechanical penthouse, elevator equipment room and cupola, dome, turret or other architectural element that will cause the building to exceed the 45 foot height limit. (BMC § 23.304.050 at Table 23.304-5).
- An AUP to modify the number of required loading spaces. (BMC § 23.322.100(C)(5).)

BMC 23.326.070 Demolitions of Non-Residential Buildings

D. A Use Permit or an AUP for demolition of a non-residential building or structure may be approved only if the ZAB or Zoning Officer finds that:

1.The demolition will not be materially detrimental to the commercial needs and public interest of any affected neighborhood or the City of Berkeley; and
2. The demolition:

(a) Is required to allow a proposed new building or other proposed new Use;

The proposed project will not be materially detrimental to the commercial needs and public interest of the West Berkeley neighborhood. The removal of the structures will facilitate reuse of the site in a manner

that will allow the site to be economically productive for the City of Berkeley in the future and provide an appropriate transition to the eclectic mix of uses on the block and in the immediate vicinity which include industrial, artist studios, lab, R&D, yoga, co‐working, furniture making, and retail/restaurant uses. The existing buildings do not meet industry standards for productive manufacturing or research and development uses, which have greatly evolved in recent years. The upgrades necessary to these buildings would require significant investment and alterations to the buildings and site to accommodate reuse.

23.206.100 Findings for MU-LI District

In order to approve a project in the MU-LI zone, the ZAB must make the following findings. This finding is required for the use permits and AUPs relevant to this project, as listed above. What follows are the required findings and an analysis of whether the City may make the required findings with respect to the project.

A. That the project:

1. Is consistent with the purposes of the district;

There are ten purposes of the district listed in BMC Section 23.206.80.B. Several focus on encouragement of light industrial uses, a mixed use-light industrial area for a range of compatible uses, opportunities for office development when it will not unduly interfere with light manufacturing uses and creation of well-paying jobs which do not require advanced degrees. The project is an R&D campus with options to operate complementary office and laboratory space. The proposed project will support opportunities for office

development encompassing and compatible neighboring light manufacturing uses. Adjacent land uses include R&D, commercial, manufacturing, and light industrial, as well as Aquatic Park open space. The proposed project is compatible in use and has been designed with access, circulation, landscaping, setbacks, etc. to further ensure compatibility. The proposed project is expected to generate an estimated net increase of approximately 750 employees, a percentage of which promise to be well paid jobs which do not required advanced degrees.

Other purposes of the district include to support the development of businesses which contribute to the maintenance and improvement of the West Berkeley environment. The project will contribute to the maintenance and improvement of the West Berkeley environment in that in addition to being designed to achieve Leadership in Energy and Environmental Design (LEED) Gold equivalence.

The proposal will also upgrade stormwater treatment measures pursuant to C.3 requirements, thereby improving the quality of stormwater runoff that would enter the lagoons at Aquatic Park and the San Francisco Bay.

2. Is compatible with the surrounding uses and buildings.

Though taller than some existing buildings in the vicinity, the height of the proposed project, on average, is consistent with the average approved heights of the project immediately north at 600 Addison Street and northeast at 747 Bancroft Way. The project site has a significant slope, and the insignificant increase in height allowance, which Applicant seeks pursuant to the terms of a Development Agreement, will allow the Applicant to construct the base of the building in a manner that is resilient against floods and sea level rise. Ultimately, the project's height will extend the general building envelope parameters seen further north along Aquatic Park, and enhance architectural interest of the City's frontage that is visible from the Eastshore Freeway. New landscaping is also included as a project component, to complement the parkland areas south of the site and the Berkley Commons project north of the site, and may include undergrounded utilities and pedestrian improvements. The above-referenced development agreement, meanwhile, will allow the City to receive significant community benefits, including for example significant improvements to Aquatic Park.

3. Complies with the adopted West Berkeley Plan;

The project will be consistent with the West Berkeley Plan because the development is of the scale and design that is appropriate for its surroundings and the proposed development will be compatible with the mix of uses in the area. The project will result in substantial investment on an underdeveloped project site, resulting in the potential for net creation of hundreds of new jobs, thereby contributing to the economic vitality of West Berkeley.

The proposed use is also consistent with the West Berkeley Plan because it is a development that will remove existing, outdated R&D facilities, and provide new, enhanced R&D facilities that maintain the mix of uses and economic diversity which gives West Berkeley its unique character. The West Berkeley Plan supports the start-up of new types of economic activity which creates opportunities for land and business development.

Additionally, the proposed project would increase the number of employees on-site. The project could generate hundreds of new jobs. Many of those jobs will potentially be filled by current Berkeley residents who are commuting to research jobs outside of Berkeley. Some portion of those jobs will not require advanced degree thus expanding job opportunities in line with the West Berkeley Plan goals. The proposed design approach outlined above complements the setting across from Aquatic Park and within West Berkeley's eclectic architecture.

4. Meets any applicable performance standards for off-site impacts.

The proposed use will not create substantial dust, glare, noise, odor, vibration, hazardous materials, or any other potential off-site environmental impacts because it will be required to comply with performance standards applicable in West Berkeley and the City's Standard Conditions of Approval. Landscaping, tree planting, and other design features, reduce the possibility for glare.

B. Additional Findings.

1. The project:

(a) Is unlikely, under reasonably foreseeable circumstances, to induce a substantial change of use in buildings from manufacturing, wholesale trade, or warehousing uses.

The development proposes to demolish an outdated R&D facility and replace it with a larger, state of the art R&D facility.

The proposed uses and buildings are compatible with the purposes of the district in that the project will enhance research and development uses in West Berkeley, as well as complementary manufacturing, distribution, warehousing laboratory, and other industrial uses in the area. In doing so, the project will provide a range of job opportunities and wage ranges, including those that do not require advanced degrees. Additionally, the project improves the quality of the West Berkeley environment through improvements to the quality of building materials, bioretention systems to improve stormwater quality into Aquatic Park and the lagoon, where currently none exists, and new sidewalks and landscaping, including street trees, which do not currently exist.

Therefore, the project is consistent with the intent of the zoning district, the project is unlikely to substantially change the overall square footage of protected uses in the vicinity.

(b) Is designed in such a manner to be supportive of the industrial character of the district. Such physical compatibility shall include materials used; facade treatments; landscaping; lighting; type, size and placement of awnings, windows, and signs; and all other externally visible aspects of the design of the building and site.

The project's uses are permitted in the MU-LI District and are deemed to be both compatible with and supportive of the light industrial character of the District. The analyses included above are incorporated here by this reference.

(c) If the building and/or site is split between the MU-LI district and the C-W district, there are clear and appropriate distinctions in all design aspects between the portions of the building and site within the MU-LI district and the portions within the C-W district.

The project site does not have split zoning and, therefore, no further analysis is necessary.

Proposed Development Agreement

Pursuant to Berkeley's recently updated Municipal Code Chapter 22.16, and concurrent with this submission, the Applicant plans to seek a Development Agreement (the "D.A."). Given the current state of economic and market conditions, the D.A. provides the Applicant the necessary flexibility to develop this project while providing the City of Berkeley the potential to complete important improvements in the near term to Aquatic Park. The D.A. would also allow for allowances with respect to certain development standards. The main components of the D.A. are the following. No variances are requested as part of this project. All terms and conditions are proposed to be incorporated into a D.A. process. Additional items included in the D.A. influencing the proposed project's design are outlined above.

Potential Bond Measure Projects

Item #	Project Name	Description	Estimated Costs
Parks, Recreation and Waterfront Lead Projects | Community Facilities & Quality of Life			
Safe, accessible, resilient parks and facilities; modernized recreation and aquatic spaces; improved play areas, restrooms, and sports infrastructure; expanded park amenities; shoreline protection; sea-level-rise resilience; long-term public access and infrastructure preservation.			
1	**Frances Albrier Community Center**	**Community Recreation Facility Replacement.** Replaces the Frances Albrier Community Center, the only major City community facility — recreation, senior, or library — that has not been rebuilt or funded for required seismic upgrades. Located in San Pablo Park, this high-use facility is significantly undersized and requires modernization to better serve community needs. A conceptual plan for a new facility was completed through T1 Phase 1 in 2019.	**$ 36,850,000**
2	**King Pool (25 Meter) & Locker Room**	**Aquatic Facility Replacement and Modernization.** Replaces concrete decking and piping at King Pool to address aging infrastructure, improve safety and reliability, and extend the useful life of the facility.	**$ 5,000,000**
3	**Adeline Corridor Open Space**	**Equity-Focused Open Space Expansion.** Funds design and construction of four new or expanded open space areas within the Adeline Corridor Plan area south of Ashby Avenue, expanding park access in an equity-priority area. Federal resources have been secured for the design phase.	**$ 6,000,000**
4	**Cedar Rose Restroom**	**High-Use Greenway Restroom Replacement.** Replaces the existing block restroom at Cedar Rose Park with a smart restroom and adds a high-volume restroom along the Ohlone Greenway to meet growing public demand.	**$ 570,000**
5	**Codornices Restroom**	**High-Use Park Restroom Replacement.** Replaces the existing block restroom at Codornices Park with a smart restroom, providing a higher-volume, more secure restroom facility in one of Berkeley's most popular and well-used parks.	**$ 570,000**
6	**Harrison Park Restroom**	**Sports Field and Skate Park Restroom Upgrade.** Modernizes the 26-year-old restroom serving Harrison Park's high-volume sports fields and skate park to improve accessibility, usability, and public convenience. Conceptual design was funded and completed through T1 Phase 2.	**$ 1,280,000**
7	**Waterfront Restroom**	**Waterfront Restroom Replacement.** Replaces existing portable toilets on the south side of Spinnaker Way with a permanent smart restroom to better support waterfront visitors and public access.	**$ 790,000**
9	**Cedar Rose 2-5 Play Structure**	**Play Area Modernization.** Upgrades the heavily used Cedar Rose 2–5 play area to meet current safety and accessibility standards. The 5–12 play structure is being completed with Parks Tax funding in 2027, and this project is fully designed.	**$ 2,650,000**
10	**Glendale LaLoma Park Improvements: Playgrounds, Parking, Paths**	**Neighborhood Park Accessibility and Safety Improvements.** Improves Glendale La Loma Park with new play structures, parking lot upgrades, and safer, more accessible pathways throughout the multi-level park. The project is currently in conceptual design.	**$ 3,900,000**
12	**Harrison Field Conversion to Artificial Turf**	**Sports Field Renovation and Capacity Expansion.** Replaces failing natural grass fields at Harrison Park with artificial turf using environmentally friendly cork infill. The project will increase field capacity, reduce maintenance needs, and support expanded year-round recreational use.	**$ 6,600,000**
15	**Waterfront Park Perimeter Pathway (60% funding)**	**Waterfront Park Pathway Modernization.** Provides 60% of the funding needed for the Waterfront Park perimeter pathway project, which was designed in 2025 using State Coastal Conservancy grant funds. The remaining funding gap is anticipated to be addressed through additional grant funding or Parks Tax resources.	**$ 2,280,000**
16	**Marina Blvd Sea Level Rise and Bay Trail (50% funding)**	**Sea-Level-Rise Resilience and Bay Trail Improvement.** Raises and renovates the Marina Boulevard pathway to Bay Trail standards, improving waterfront resilience and connecting the pathway from University Avenue to Waterfront Park. This funding would serve as a 50% match for a potential grant to complete the project. Design is currently funded by a State Coastal Conservancy grant.	**$ 1,900,000**
17	**Marina Docks Timber Pile Replacement**	**Marina Infrastructure Stabilization.** Replaces the remaining timber piles in the Marina with concrete piles, stabilizing all docks and extending their useful life by 50 or more years. Conceptual design and permitting were completed in 2024.	**$ 3,000,000**
18	**Seawall Drive and Bay Trail from Adventure Playground to Pier (20% funding)**	**Shoreline and Bay Trail Access Improvements.** Provides funding to help complete the Bay Trail connection from Adventure Playground to the Pier and advance Seawall Drive improvements. This funding would serve as a 20% match for a potential grant to complete the project.	**$ 5,250,000**
19	**South Cove Seawall**	**Critical Seawall Replacement.** Replaces the South Cove seawall to prevent imminent failure that could close public access to South Cove. Conceptual design is currently in progress.	**$ 5,689,000**
21	**Dwight/ Telegraph Open Space Improvements**	**Urban Open Space Expansion.** Expands and improves the Dwight/Telegraph open space following completion of the Telegraph Multimodal Plan, creating a more usable hardscape public space in a high-traffic urban corridor.	**$ 3,500,000**
22	**Sacramento Median Conversion to Native Plant Garden (Bancroft to University)**	**Native Plant Median Conversion.** Converts three long blocks of the Sacramento Street median, from Bancroft Way to University Avenue, into a native plant garden. Work includes soil replacement, new irrigation, and installation of native plantings.	**$ 1,300,000**
23	**University Ave Median Conversion to Native Plant Garden (6th- 9th)**	**Native Plant Median Conversion.** Converts four blocks of the University Avenue median, from 6th Street to 9th Street, into a native plant garden. Work includes soil replacement, new irrigation, and installation of native plantings.	**$ 268,000**
25	**Monkey Island / Garber Path improvements**	**Park Access and Pathway Improvements.** Improves Monkey Island Park and the Garber Path right-of-way through ADA accessibility upgrades, potential park expansion, new stairs, landscaping, electrical improvements, and pathway enhancements.	**$ 3,300,000**
Total: Parks Recreation and Waterfront Projects			**$ 90,697,000**

Potential Bond Measure Projects

Item #	Project Name	Description	Estimated Costs
Public Works Lead Projects | Critical Infrastructure & Accessibility			
Life-safety; seismic resilience; ADA accessibility; civic infrastructure; aging public buildings; essential services; long-term liability reduction; facility modernization; functional public spaces; equitable access; community well-being; reliable built environment.			
21	**50/50 Sidewalk Program** (50 % funding)	**Sidewalk Accessibility and Safety Improvements.** Addresses the citywide backlog of cracked, uneven, and unsafe sidewalks while advancing ADA accessibility upgrades through the City's shared-cost 50/50 sidewalk program. Under this program, 50% of eligible project costs are paid by individual property owners.	$ 14,600,000
22	**ADA Barrier Removal Projects**	**Citywide ADA Accessibility Improvements.** Funds the backlog of accessibility improvements identified through the City's ADA Transition Plan, including path-of-travel upgrades, restroom improvements, signage, and removal of facility access barriers.	$ 4,530,000
23	**Animal Services Facility Modernization**	**Animal Services Facility Modernization.** Replaces or upgrades major building systems, including roofing, HVAC, drainage, electrical, and plumbing, while supporting programmatic improvements to improve operational efficiency and long-term facility performance.	$ 3,650,000
24	**2636 MLK Jr. Ave. Berkeley Mental Health Services Building Annex Renovations (HHCS)** (40% funding)	**Behavioral Health Facility Replacement.** Provides 40% of the estimated $8.0 million project cost for a new two-story mental health services building that will expand program capacity and fully replace the existing aging structure. The remaining project funding is through an awarded BHCIP State grant.	$ 3,390,000
25	**South Berkeley Senior Center Improvements (HHCS)**	**Community Center Mechanical System Upgrade.** Replaces end-of-life HVAC and related mechanical components to ensure reliable operations at the senior center. This funding will be combined with $5.5 million in T1 Phase 2 funding for seismic upgrades.	$ 3,590,000
27b	**1947 Center Street- City Office's MLK Jr. Civic Center Elevator Replacement**	**Civic Office Building Modernization.** Replaces existing elevators and associated equipment, including machinery, controls, electrical systems, and related ancillary improvements, to improve reliability, safety, and accessibility.	$ 8,300,000
28	**2180 Milvia Street - City Hall MLK Jr. Civic Center Building Modernization**	**City Hall Facility Modernization.** Replaces end-of-life mechanical, electrical, and plumbing systems; addresses hazardous materials; and includes ADA improvements for the 89,000-square-foot civic building.	$ 11,745,000
29	**2100 Martin Luther King Jr . Public Safety Building Modernization**	**Public Safety Facility Modernization.** Updates the 24-hour public safety building through programmatic, structural, and ADA improvements. The project includes renovation of the 911 Dispatch Center to support rising call volumes, modernize critical infrastructure, and create a safer, more efficient workspace. Improvements include expanding the operations floor, upgrading technology and HVAC systems, and adding training and wellness spaces to support operational readiness and staff retention.	$ 18,430,000
30	**Old City Hall- Maudelle Shirek Bldg Preservation & Renovation**	**Civic Building Seismic Upgrade.** Seismic upgrade for the Maudelle Shirek Building to return facility to public use. This project advances the broader Civic Center Vision and Design Concept Plan, which was developed through extensive community outreach beginning in 2019, adopted by Council in 2020 and 2023, and was underwritten by Measure T1 funding. Improvements will support the return of civic functions to the building, including meeting rooms and other community-serving spaces. The total seismic upgrade cost for this project is $13,942,000. The estimated costs for this project represent a portion of $5.4 million in matching grant funds shared between two Civic Center buildings; Old City Hall/Maudelle Shirek Bldg and Veterans Memorial Building.	$ 3,600,000
31	**Veterans Memorial Building Preservation & Renovation**	**Civic Building Seismic Upgrade.** Seismic upgrade for the Veterans Memorial Building to return facility to public use. This project advances the broader Civic Center Vision and Design Concept Plan, which was developed through extensive community outreach beginning in 2019, adopted by Council in 2020 and 2023, and was underwritten by Measure T1 funding. Improvements will support the return of civic functions to the building, including performance venues, exhibition, and community-use spaces for Berkeley's cultural and artistic groups. The total seismic upgrade cost for this project is $13,942,000. The estimated costs for this project represent a portion of $5.4 million in matching grant funds shared between two Civic Center buildings; Old City Hall/Maudelle Shirek Bldg and Veterans Memorial Building.	$ 1,800,000
32	**African American Holistic Resource Center**	**Community Resource Center Facility.** Provides funding to close an estimated $1.5 million gap for the $14 million T1-funded African American Holistic Resource Center project.	$ 1,500,000
Total: Public Works Lead Projects			**$ 75,135,000**

Potential Bond Measure Projects

Item #	Project Name	Description	Estimated Costs
Fire Department Lead Projects | Public Safety			
Emergency response facilities; public safety; long-term resilience; climate readiness; operational reliability; future-ready infrastructure; sustainable investment; emergency preparedness; essential services; community safety; facility modernization.			
33	**Fire Station 4 Replacement (1900 Marin)**	**Emergency Response Facility Replacement.** Station 4 is 66 years old, undersized for current and future operational needs, unable to safely support expanded staffing during high fire-danger days, and does not meet modern health and safety standards. It also cannot accommodate an ambulance, which is needed to support rising emergency medical call volume in this area of the city. Replacing the station would enable a cost-saving expansion into the adjacent roadway and avoid the higher cost of relocation. The project includes photovoltaic solar, battery energy storage systems, and backup power to support the facility's critical emergency response function.	**$ 56,151,000**
34	**Fire Station 6 Replacement (999 Cedar)**	**Emergency Response Facility Replacement**. Station 6 is more than 60 years old and too small to meet current and projected service demands. A full replacement is required to support expanded staffing, modern apparatus, and safe working conditions for firefighters. The project includes photovoltaic solar, battery energy storage systems, and backup power to support the facility's critical emergency response function.	**$ 20,383,000**
36	**Fire Training Center Replacement (Harrison at 8-9th)**	**Fire Training Facility Replacement.** The current training facility is undersized, located in a residential neighborhood, and unable to support essential training activities, scheduling needs, or parking demand, while creating significant quality-of-life impacts for nearby residents, including noise, odors, and parking challenges. A new, purpose-built training center is required to meet the operational needs of a modern fire department. The project includes photovoltaic solar and battery energy storage systems to support long-term energy resilience and sustainability.	**$ 30,134,000**
Total: Fire Department Projects			**$ 106,668,000**

TOTAL BOND SALES	**$ 300,000,000**
TOTAL BOND INTEREST	**$ 13,000,000**
TOTAL REVENUE	**$ 313,000,000**
TOTAL PROJECT COSTS	**$272,500,000**
Project Manager Costs (Salary, Workstations, Software, Auditing, supplies, etc.) over 12 years	**$ 40,500,000**
TOTAL EXPENDITURES	**$ 313,000,000**

Potential Bond Measure Projects - 2026 - from the City website					
District	**Council**	**Project Name**		**Description**	**Estimated Costs**
1	Kesarwani	**Cedar Rose 2-5 Play Structure**	**1300 Rose St**	**Play Area Modernization.** Upgrades the heavily used Cedar Rose 2–5 play area to meet current safety and accessibility standards. The 5–12 play structure is being completed with Parks Tax funding in 2027, and this project is fully designed.	**$ 2,650,000**
1	Kesarwani	**Cedar Rose Restroom**	**1300 Rose St**	**High-Use Greenway Restroom Replacement.** Replaces the existing block restroom at Cedar Rose Park with a smart restroom and adds a high-volume restroom along the Ohlone Greenway to meet growing public demand.	**$ 570,000**
1	Kesarwani	**Fire Station 6 Replacement (999 Cedar)**	**999 Cedar St**	**Emergency Response Facility Replacement**. Station 6 is more than 60 years old and too small to meet current and projected service demands. A full replacement is required to support expanded staffing, modern apparatus, and safe working conditions for firefighters. The project includes photovoltaic solar, battery energy storage systems, and backup power to support the facility's critical emergency response function.	**$ 20,383,000**
1	Kesarwani	**Fire Training Center Replacement (Harrison at 8-9th)**	**Harrison St (8th - 9th St)**	**Fire Training Facility Replacement.** The current training facility is undersized, located in a residential neighborhood, and unable to support essential training activities, scheduling needs, or parking demand, while creating significant quality-of-life impacts for nearby residents, including noise, odors, and parking challenges. A new, purpose-built training center is required to meet the operational needs of a modern fire department. The project includes photovoltaic solar and battery energy storage systems to support long-term energy resilience and sustainability.	**$ 30,134,000**
1	Kesarwani	**Harrison Field Conversion to Artificial Turf**	**1100 Fourth St**	**Sports Field Renovation and Capacity Expansion.** Replaces failing natural grass fields at Harrison Park with artificial turf using environmentally friendly cork infill. The project will increase field capacity, reduce maintenance needs, and support expanded year-round recreational use.	**$ 6,600,000**
1	Kesarwani	**Harrison Park Restroom**	**1100 Fourth St**	**Sports Field and Skate Park Restroom Upgrade.** Modernizes the 26-year-old restroom serving Harrison Park's high-volume sports fields and skate park to improve accessibility, usability, and public convenience. Conceptual design was funded and completed through T1 Phase 2.	**$ 1,280,000**
1	Kesarwani	**Waterfront Park Perimeter Pathway (60% funding)**	**Spinnaker Way**	**Waterfront Park Pathway Modernization.** Provides 60% of the funding needed for the Waterfront Park perimeter pathway project, which was designed in 2025 using State Coastal Conservancy grant funds. The remaining funding gap is anticipated to be addressed through additional grant funding or Parks Tax resources.	**$ 2,280,000**
1	Kesarwani	**Waterfront Restroom**	**1 Spinnaker Way**	**Waterfront Restroom Replacement.** Replaces existing portable toilets on the south side of Spinnaker Way with a permanent smart restroom to better support waterfront visitors and public access.	**$ 790,000**
2	Taplin	**Animal Services Facility Modernization**	**1 Bolivar Dr, Berkeley**	**Animal Services Facility Modernization.** Replaces or upgrades major building systems, including roofing, HVAC, drainage, electrical, and plumbing, while supporting programmatic improvements to improve operational efficiency and long-term facility performance.	**$ 3,650,000**
2	Taplin	**Frances Albrier Community Center**	**2800 Park St**	**Community Recreation Facility Replacement.** Replaces the Frances Albrier Community Center, the only major City community facility — recreation, senior, or library — that has not been rebuilt or funded for required seismic upgrades. Located in San Pablo Park, this high-use facility is significantly undersized and requires modernization to better serve community needs. A conceptual plan for a new facility was completed through T1 Phase 1 in 2019.	**$ 36,850,000**
2	Taplin	**Seawall Drive and Bay Trail from Adventure Playground to Pier (20% funding)**	**University Ave @ Seawall Dr**	**Shoreline and Bay Trail Access Improvements.** Provides funding to help complete the Bay Trail connection from Adventure Playground to the Pier and advance Seawall Drive improvements. This funding would serve as a 20% match for a potential grant to complete the project.	**$ 5,250,000**
2	Taplin	**South Cove Seawall**	**160 University Ave**	**Critical Seawall Replacement.** Replaces the South Cove seawall to prevent imminent failure that could close public access to South Cove. Conceptual design is currently in progress.	**$ 5,689,000**
3	Bartlett	**2636 MLK Jr. Ave. Berkeley Mental Health Services Building Annex Renovations (HHCS) (40% funding)**	**2636 MLK Way**	**Behavioral Health Facility Replacement.** Provides 40% of the estimated $8.0 million project cost for a new two-story mental health services building that will expand program capacity and fully replace the existing aging structure. The remaining project funding is through an awarded BHCIP State grant.	**$ 3,390,000**

3	**Bartlett**	**Adeline Corridor Open Space**	**Adeline St (Ashby Ave to 62nd St)**	**Equity-Focused Open Space Expansion.** Funds design and construction of four new or expanded open space areas within the Adeline Corridor Plan area south of Ashby Avenue, expanding park access in an equity-priority area. Federal resources have been secured for the design phase.	**$ 6,000,000**
3	**Bartlett**	**African American Holistic Resource Center**	**1890 Alcatraz Ave**	**Community Resource Center Facility.** Provides funding to close an estimated $1.5 million gap for the $14 million T1-funded African American Holistic Resource Center project.	**$ 1,500,000**
3	**Bartlett**	**South Berkeley Senior Center Improvements (HHCS)**	**2939 Ellis St**	**Community Center Mechanical System Upgrade.** Replaces end-of-life HVAC and related mechanical components to ensure reliable operations at the senior center. This funding will be combined with $5.5 million in T1 Phase 2 funding for seismic upgrades.	**$ 3,590,000**
4	**Tregub**	**1947 Center Street- City Office's MLK Jr. Civic Center Elevator Replacement**	**1947 Center St**	**Civic Office Building Modernization.** Replaces existing elevators and associated equipment, including machinery, controls, electrical systems, and related ancillary improvements, to improve reliability, safety, and accessibility.	**$ 8,300,000**
4	**Tregub**	**2100 Martin Luther King Jr . Public Safety Building Modernization**	**2100 MLK Jr Way**	**Public Safety Facility Modernization.** Updates the 24-hour public safety building through programmatic, structural, and ADA improvements. The project includes renovation of the 911 Dispatch Center to support rising call volumes, modernize critical infrastructure, and create a safer, more efficient workspace. Improvements include expanding the operations floor, upgrading technology and HVAC systems, and adding training and wellness spaces to support operational readiness and staff retention.	**$ 18,430,000**
4	**Tregub**	**2180 Milvia Street - City Hall MLK Jr. Civic Center Building Modernization**	**2180 Milvia St**	**City Hall Facility Modernization.** Replaces end-of-life mechanical, electrical, and plumbing systems; addresses hazardous materials; and includes ADA improvements for the 89,000-square-foot civic building.	**$ 11,745,000**
4	**Tregub**	**Old City Hall- Maudelle Shirek Bldg Preservation & Renovation**	**2134 MLK Jr Way**	**Civic Building Seismic Upgrade.** Seismic upgrade for the Maudelle Shirek Building to return facility to public use. This project advances the broader Civic Center Vision and Design Concept Plan, which was developed through extensive community outreach beginning in 2019, adopted by Council in 2020 and 2023, and was underwritten by Measure T1 funding. Improvements will support the return of civic functions to the building, including meeting rooms and other community-serving spaces. The total seismic upgrade cost for this project is $13,942,000. The estimated costs for this project represent a portion of $5.4 million in matching grant funds shared between two Civic Center buildings; Old City Hall/Maudelle Shirek Bldg and Veterans Memorial Building.	**$ 3,600,000**
4	**Tregub**	**Veterans Memorial Building Preservation & Renovation**	**1931 Center St**	**Civic Building Seismic Upgrade.** Seismic upgrade for the Veterans Memorial Building to return facility to public use. This project advances the broader Civic Center Vision and Design Concept Plan, which was developed through extensive community outreach beginning in 2019, adopted by Council in 2020 and 2023, and was underwritten by Measure T1 funding. Improvements will support the return of civic functions to the building, including performance venues, exhibition, and community-use spaces for Berkeley's cultural and artistic groups. The total seismic upgrade cost for this project is $13,942,000. The estimated costs for this project represent a portion of $5.4 million in matching grant funds shared between two Civic Center buildings; Old City Hall/Maudelle Shirek Bldg and Veterans Memorial Building.	**$ 1,800,000**
5	**O'Keefe**	**Fire Station 4 Replacement (1900 Marin)**	**1900 Marin Ave**	**Emergency Response Facility Replacement.** Station 4 is 66 years old, undersized for current and future operational needs, unable to safely support expanded staffing during high fire-danger days, and does not meet modern health and safety standards. It also cannot accommodate an ambulance, which is needed to support rising emergency medical call volume in this area of the city. Replacing the station would enable a cost-saving expansion into the adjacent roadway and avoid the higher cost of relocation. The project includes photovoltaic solar, battery energy storage systems, and backup power to support the facility's critical emergency response function.	**$ 56,151,000**
5	**o'Keefe**	**King Pool (25 Meter) & Locker Room**	**1700 Hopkins St**	**Aquatic Facility Replacement and Modernization.** Replaces concrete decking and piping at King Pool to address aging infrastructure, improve safety and reliability, and extend the useful life of the facility.	**$ 5,000,000**
6	**Blackaby**	**Codornices Restroom**	**1201 Euclid**	**High-Use Park Restroom Replacement.** Replaces the existing block restroom at Codornices Park with a smart restroom, providing a higher-volume, more secure restroom facility in one of Berkeley's most popular and well-used parks.	**$ 570,000**

6	**Blackaby**	**Glendale LaLoma Park Improvements: Playgrounds, Parking, Paths**	**1310 La Loma Ave**	**Neighborhood Park Accessibility and Safety Improvements.** Improves Glendale La Loma Park with new play structures, parking lot upgrades, and safer, more accessible pathways throughout the multi-level park. The project is currently in conceptual design.	**$ 3,900,000**
7	**Lunaparra**	**Dwight/ Telegraph Open Space Improvements**	**2502 Telegraph Ave**	**Urban Open Space Expansion.** Expands and improves the Dwight/Telegraph open space following completion of the Telegraph Multimodal Plan, creating a more usable hardscape public space in a high-traffic urban corridor.	**$ 3,500,000**
8	**Humbert**	**Monkey Island / Garber Path improvements**	**2945 Claremont Blvd**	**Park Access and Pathway Improvements.** Improves Monkey Island Park and the Garber Path right-of-way through ADA accessibility upgrades, potential park expansion, new stairs, landscaping, electrical improvements, and pathway enhancements.	**$ 3,300,000**
1/2	**Kesarwani / Taplin**	**Marina Blvd Sea Level Rise and Bay Trail (50% funding)**	**200 Marina Blvd**	**Sea-Level-Rise Resilience and Bay Trail Improvement.** Raises and renovates the Marina Boulevard pathway to Bay Trail standards, improving waterfront resilience and connecting the pathway from University Avenue to Waterfront Park. This funding would serve as a 50% match for a potential grant to complete the project. Design is currently funded by a State Coastal Conservancy grant.	**$ 1,900,000**
1/2	**Kesarwani / Taplin**	**Marina Docks Timber Pile Replacement**	**201 University Ave**	**Marina Infrastructure Stabilization.** Replaces the remaining timber piles in the Marina with concrete piles, stabilizing all docks and extending their useful life by 50 or more years. Conceptual design and permitting were completed in 2024.	**$ 3,000,000**
1/2	**Kesarwani / Taplin**	**University Ave Median Conversion to Native Plant Garden (6th- 9th)**	**University Ave (6th St - 9th St)**	**Native Plant Median Conversion.** Converts four blocks of the University Avenue median, from 6th Street to 9th Street, into a native plant garden. Work includes soil replacement, new irrigation, and installation of native plantings.	**$ 268,000**
2/4	**Taplin / Tregub**	**Sacramento Median Conversion to Native Plant Garden (Bancroft to University)**	**Sacramento St (Bancroft - University)**	**Native Plant Median Conversion.** Converts three long blocks of the Sacramento Street median, from Bancroft Way to University Avenue, into a native plant garden. Work includes soil replacement, new irrigation, and installation of native plantings.	**$ 1,300,000**
Citywide	**All**	**50/50 Sidewalk Program (50 % funding)**	**Citywide**	**Sidewalk Accessibility and Safety Improvements.** Addresses the citywide backlog of cracked, uneven, and unsafe sidewalks while advancing ADA accessibility upgrades through the City's shared-cost 50/50 sidewalk program. Under this program, 50% of eligible project costs are paid by individual property owners.	**$ 14,600,000**
Citywide	**All**	**ADA Barrier Removal Projects**	**Citywide**	**Citywide ADA Accessibility Improvements.** Funds the backlog of accessibility improvements identified through the City's ADA Transition Plan, including path-of-travel upgrades, restroom improvements, signage, and removal of facility access barriers.	**$ 4,530,000**

TOTAL BOND SALES	**$ 300,000,000**
TOTAL BOND INTEREST	**$ 13,000,000**
TOTAL REVENUE	**$ 313,000,000**
TOTAL PROJECT COSTS	**$272,500,000**
Project Manager Costs (Salary, Workstations, Software, Auditing, supplies, etc.) over 12 years	**$ 40,500,000**
TOTAL EXPENDITURES	**$ 313,000,000**

Amenities/Projects	**2025 Cost Estimate**
Public Transit and Active Transportation Improvements on University Ave (Roundabout to Pier)	$1.1M
*199 Seawall Parking Lot**	$4M
*Dual-Purpose Pier with Ferry Access***	$5M to $69.5M
Recently Funded by State Coastal Conservancy and ACTC grants, and WETA Contribution	($11.1M)
Berkeley Pier with Ferry Access Project Subtotal*:	**$18M to $71.4M**

*Existing infrastructure, also included in list above.

**Actual City cost to be determined by future grants and WETA contribution

PRW Unfunded Capital & Major Maintenance Needs (as of January 2026)

Parks, Pools and Camps Unfunded Needs	**$194,350,000**
Existing Infrastructure Needs	*$118,200,000*
New Infrastructure Needs	*$76,150,000*
Waterfront Unfunded Needs	**$168,984,000**
Existing Infrastructure Needs	*$163,344,000*
New Infrastructure Needs	*$5,640,000*
Total PRW Unfunded Needs	**$363,334,000**

Parks, Pools and Camps Unfunded Capital & Major Maintenance Needs (as of January 2026)

Parks, Pools and Camps Existing Infrastructure	2026 Cost Estimate	District
Resident Camps		
Cazadero ADA Upgrades	$1,180,000	All
Cazadero - Dining Hall Reconstruction	$2,800,000	All
Cazadero- Pool Tile and Plaster	$490,000	All
Echo Lake ADA Project Phase 2	$2,460,000	All
Echo Lake Camp Fire Safety / Water Tank	$590,000	All
Echo Lake Fireplace Renovation	$60,000	All
Echo Lake Emergency Generator	$130,000	All
Echo Water Intake Line Replacement	$1,000,000	All
Berkeley Tuolumne Camp Vegetation Installation	$180,000	All
Berkeley Tuolumne Camp Trails	$310,000	All
Resident Camps Projects Total	**$9,200,000**	
Pools		
King Pool		
Locker Room/Office Area Renovation	$3,490,000	5
Decking/Piping	$800,000	5
Roof	$360,000	5
West Campus		
Locker Room/ Office Area Renovation	$3,490,000	2
Decking/Piping	$800,000	2
Roof	$300,000	
Pools Projects Total	**$9,240,000**	
Parks Buildings/Facilities*		
Frances Albrier Seismic and Programmatic Improvements	$7,100,000	2
Harrison Park Building Exterior Improvements: Roof and Painting	$450,000	
John Hinkel Park Hut Reconstruction	$4,940,000	5
Virginia McGee Clubhouse Roof, Structural and Restroom	$375,000	1
Park Buildings/Facilities Projects Total	**$12,865,000**	
Parks (General)		
Median Hardscape/Drought Tolerant Conversion- citywide arterials	$6,400,000	all
Median Irrigation Lines	$2,460,000	all
PRW ADA Pathways, buildings, parking areas, etc.	$11,880,000	all
Parks (General) Projects Total	**$20,740,000**	

Parks, Pools and Camps Existing Infrastructure	2026 Cost Estimate	District
Parks (Specific)		
Aquatic Park		
East side storm water infrastructure / drainage	$5,820,000	2
Pathways/lighting	$3,490,000	2
Irrigation lines & heads replacement	$1,410,000	2
Dreamland Renovation	$2,770,000	2
Cedar Rose Park		
Renovation of play equipment (2-5)	$2,520,000	1
Cesar Chavez Park		
Perimeter Pathways Improvements and Amenities - Phase 1	$4,250,000	2
Interior Pathways Improvements and Amenities - Phase 2	$3,200,000	2
Charlie Dorr Mini Park		
Renovation of play equipment 2-5	$550,000	2
Codornices Park		
Renovation of lighting, pathways	$1,050,000	6
Renovation of play equipment (2-5)	$650,000	6
Renovation of play equipment (5-12)	$650,000	6
Contra Costa Rock Park		
Pathways	$130,000	5
Cragmont Rock Park		
Lighting, pathways and stone work	$360,000	6
Renovation of basketball court	$260,000	6
Dorothy Bolte Park		
Pathways, picnic, retaining walls, sidewalks	$650,000	5
Frederick Mini Park		
Pathways and Retaining Walls	$340,000	5
Glendale LaLoma Park		
Replace pathways, parking lot, ADA and lighting	$2,000,000	6
Renovate play equipment (2-5)	$750,000	6
Renovate play equipment (5-12)	$750,000	6
Great Stoneface Park		
Pathways	$50,000	5
Grizzly Peak		
Renovation of basketball court, retaining walls and pathways	$310,000	6
Grotto Rock Park		
Pathways	$80,000	5
Grove Park		
Field lights and standards	$450,000	3
Harrison Soccer Fields		
Conversion to artificial turf	$6,000,000	1
Lighting retrofit	$125,000	
Harrison Skate Park		
Skate element improvements	$100,000	1
Skate Park large bowl improvements	$175,000	1
Haskell-Mabel Mini Park		
Lighting and other improvements	$90,000	2

Parks, Pools and Camps Existing Infrastructure	2026 Cost Estimate	District
Indian Rock Park		
Pathways east side	$110,000	5
James Kenney Park		
Renovation of Virginia entrance	$590,000	1
Renovation of ballfield, lighting, irrigation and dugouts	$1,410,000	1
ADA access to courtyard restroom	$180,000	1
John Hinkel		
Park pathways	$1,400,000	5
Live Oak Park		
Lighting improvements on pathways	$230,000	5
Establish irrigation/new artificial turf in South field	$1,500,000	5
Renovation of basketball courts and drainage	$1,500,000	5
Mortar Rock		
Pathways and stone work	$100,000	5
Ohlone Park		
Pathways and lighting	$820,000	1
Par Course	$150,000	1
Renovate play equipment (near BB Courts) 2-5 Play Equipment	$590,000	1
Remillard Park		
Renovate play equipment (2-12)	$590,000	6
San Pablo Park		
Regrading, drainage and irrigation of Fields 1, 2 and 3	$1,640,000	2
Santa Fe Right of Way		
Trackbed to Park Project - 4 blocks ($5M in grant funding)	$4,375,000	2
Shorebird Park		
2-12 Play Structure Replacement	$880,000	2
Sixty-Third Street Mini-Park		
Renovate play equipment (2-5)	$310,000	3
Strawberry Creek Park		
Basketball Court, pathways and lighting	$520,000	2
Terrace View Park		
Phase 2- Middle: ADA, pathways and play equipment	$1,520,000	6
Tom Bates Regional Sports Complex		
South Parking Lot paving	$1,210,000	1
North Parking Lot pavement and drainage	$1,750,000	1
Parks (Specific) Projects Total	**$60,355,000**	
Park Restrooms		
Parks Box restroom replacement		
Cedar Rose	$500,000	1
Codornices	$500,000	6
Live Oak	$500,000	5
Renovation of restroom/building		
Harrison	$750,000	1
Cragmont Rock	$1,400,000	6
Glendale LaLoma	$750,000	6
Great Stoneface	$1,400,000	5

Parks, Pools and Camps Existing Infrastructure	2026 Cost Estimate	District
Restrooms Total	**$5,800,000**	
Total Parks, Pools and Camps Existing Infrastructure Needs	**$118,200,000**	

*Does not include City-owned buildings leased to private parties at the Waterfront and in City parks.
(K) = Improvements needed per Kitchell condition assessment

Parks and Pools New Infrastructure		
King Pool/Locker Room Replacement with 25M Pool/new facilities	$25,000,000	5
Frances Albrier Community Center only (replacement)	$30,000,000	2
Adeline Corridor Open Space Areas	$6,000,000	3
Aquatic Park Dreamland Area Master Plan Renovation	$8,300,000	2
Shorebird Park Beach Improvements	$1,000,000	1
James Kenney Skate Spot Construction	$900,000	1
Tom Bates Regional Sports Complex Championship Pickleball Courts	$650,000	1
New restrooms		
Cesar Chavez Park	$750,000	1
Aquatic Park South	$750,000	2
Civic Center Park	$750,000	4
King School Park	$750,000	5
John Hinkel Park	$750,000	5
Tom Bates South	$550,000	1
Total Parks and Pools Unfunded New Infrastructure	**$76,150,000**	

Waterfront - Unfunded Capital & Major Maintenance Needs (as of January 2026)

Waterfront Existing Infrastructure	2026 Cost Estimate
Existing Infrastructure in Need of Replacement/Major Maintenance	
Inner Harbor	
Finger Dock Replacements	$1,600,000
Timber Pile Replacement (Cycle 2)	$6,000,000
Inner Harbor Basin Dredging (N, M, impound)	$3,000,000
J-Dock Replacement	$11,500,000
L-Dock Major Maintenance (Floats, Decking, Waler)	$1,690,000
M-Dock Major Maintenance (Floats, Decking, Waler)	$1,630,000
N-Dock Major Maintenance (Floats, Decking, Waler)	$500,000
O-Dock Major Maintenance (Floats, Decking, Waler)	$3,140,000
K-Dock Major Maintenance (Floats, Decking, Waler)	$1,120,000
Gateway Pier Structural Repairs	$1,312,500
Gateway Pier Bulkhead Wall	$892,500
Impound Dock Improvements: ADA Gangway, Dock Replacement	$1,000,000
Inner Harbor Subtotal:	**$33,385,000**
Parking Lots	
F & G Lot Reconstruction	$1,000,000
O Lot Reconstruction	$1,070,000
Launch Ramp Lots Reconstruction and Amenity Improvements	$2,490,000
L & M Lot Reconstruction	$1,390,000
Marina Blvd On-Street Parking (South of Virginia Street Extension)	$2,210,000
199 Seawall Parking Lot	$8,600,000
Garbage Area Realignment (6 locations)	$530,000
Parking Lots Subtotal:	**$17,290,000**
Streets	
Seawall Drive Reconstruction - North of University Avenue, including Bay Trail	$4,500,000
Seawall Drive Improvements (South of University Ave), including Bay Trail	$3,200,000
University Ave between Marina and Seawall Drive	$8,000,000
Streets Subtotal:	**$15,700,000**
Shorelines/Pathways/Pier	
Marina Blvd Resilient Shoreline & Public Access Improvements (Trail from CCP to Roundabout)	$4,200,000
University Ave Shoreline and Habitat Resiliency Project	$4,250,000
Inner Harbor Basin North Shoreline Sea Level Rise & Riprap Improvements	$4,042,500
199 Seawall Lot Eastern Shoreline Failure Repair	$1,050,000

Waterfront Existing Infrastructure	2026 Cost Estimate
Bay Trail Improvements (Adventure Playground to 199 Seawall)	$1,890,000
Berkeley Pier Renovation (including restroom and plaza)	$40,000,000
Shorelines Subtotal:	**$55,432,500**
South Cove Area	
South Cove Sailing Basin Boating Access Dredging (ROM)	$15,230,000
South Cove Seawall Replacement	$5,000,000
South Cove Area Subtotal:	**$20,230,000**
Buildings (Not in Lease Agreements)	
Shorebird Nature Center-classroom (K)	$120,000
125-127 University Improvements	$1,370,000
O, LM, FGHI, DE Restrooms Structural Improvements	$2,210,000
199 Seawall Building Priority Structural Repair	$2,110,500
199 Seawall Building Non-Structural Repairs	$5,000,000
Buildings Subtotal:	**$10,810,500**
Other	
Secondary Fire Water Loop	$2,058,000
Waterfront facilities ADA needs	$2,436,000
Waterfront Specific Plan Program EIR (CEQA)	$252,000
Waterfront Sign Replacement	$250,000
Bay Trail Reconstruction - Frontage Road	$5,500,000
Other Needs Subtotal:	**$10,496,000**

Total Unfunded Existing Infrastructure Needs:	**$163,344,000**

New Waterfront Infrastructure	
Cesar Chavez Park Restroom	$750,000
Waterfront Entrance Kiosk Building on University Avenue	$590,000
Bike Park at University Ave.	$2,000,000
Non-Motorized Watercraft Access Point	$1,500,000
South Cove Wave Attenuators	$300,000
EV Charger for Boats	$500,000
Total Unfunded New Infrastructure	**$5,640,000**



OPTION 1

WEST BERKELEY BROWNFIELD TO NEIGHBORHOOD PARK CONVERSION

0 5 10 15 25ft

N

PARK AMENITIES



1 FLEXIBLE OPEN SPACE/LAWN



2 WALKING PATH



3 COMMUNITY GARDEN



4 BALL WALL



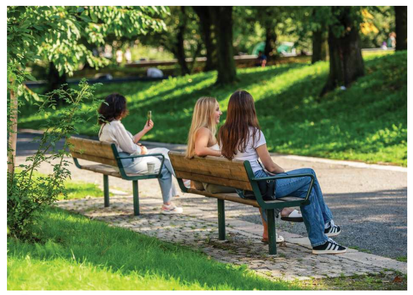
5 BOULDERING WALL



6 FLEXIBLE PLAZA AREA



7 PICNIC AREA & GRILLS



8 PARK BENCHES



9 NATIVE/POLLINATOR GARDEN



10 FITNESS EQUIPMENT



DRINKING FOUNTAIN



SOLAR LIGHTING



TRASH CANS



BIKE PARKING



PARK AMENITIES



1 FLEXIBLE OPEN SPACE/LAWN



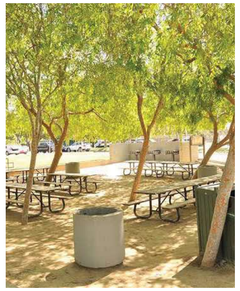
2 COMMUNITY GARDEN



3 OPEN PLAZA



4 DOG AREA



5 PICNIC AREA



6 NATIVE/POLLINATOR GARDEN



7 PARK BENCHES



DRINKING FOUNTAIN



SOLAR LIGHTING



TRASH CANS



BIKE PARKING

OPTION 2

WEST BERKELEY BROWNFIELD TO NEIGHBORHOOD PARK CONVERSION

0 5 10 15 25ft

N



PARK AMENITIES



1 FLEXIBLE OPEN SPACE/LAWN



2 COMMUNITY GARDEN



3 DOG AREA



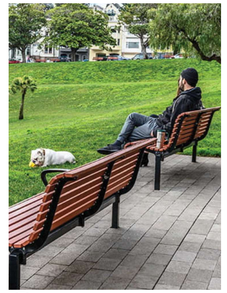
4 PICNIC AREA & GRILLS



5 NATIVE/POLLINATOR GARDEN



6 FITNESS EQUIPMENT



7 PARK BENCHES



DRINKING FOUNTAIN



SOLAR LIGHTING



TRASH CANS



BIKE PARKING

OPTION 3

WEST BERKELEY BROWNFIELD TO NEIGHBORHOOD PARK CONVERSION

2027 Commission Meeting Dates

Name of Commission: Parks, Recreation, and Waterfront Commission

Commission Secretary: Roger Miller

Location: Frances Albrier Community Center, 2800 Park St

Month	Meeting Day and Date (2nd Wednesday per month)	Time	Notes
2026			
January	Wednesday, January 13	7:00 p.m.	Regular Mtg
February	Wednesday, February 10	7:00 p.m.	Regular Mtg
March	Wednesday, March 10	7:00 p.m.	Regular Mtg
April	Wednesday, April 14	7:00 p.m.	Regular Mtg
May	Wednesday, May 12	7:00 p.m.	Regular Mtg
June	Wednesday, June 9	7:00 p.m.	Regular Mtg
July	Wednesday, July 14	7:00 p.m.	Regular Mtg
August	No meeting		
September	Wednesday, September 8	7:00 p.m.	Regular Mtg
October	Wednesday, October 13	7:00 p.m.	Regular Mtg
November	Wednesday, November 10	7:00 p.m.	Regular Mtg
December	No Meeting		
2027			
January	Wednesday, January 13	7:00 p.m.	Regular Mtg

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:

October 27, 2026 (Regular – 6pm)

10.-Donation: Memorial Bench at Berkeley Marina in Memory of Clarence and Loreina Fuller
URL: https://berkeleyca.gov/sites/default/files/2026-10-27%20Item%2010%20Donation%20Memorial%20Bench%20at%20the%20Berkeley.pdf

11.-Donation: Memorial Bench at Berkeley Waterfront Park at the Berkeley Marina in Memory of Mary & Bob Rubenstein
URL: https://berkeleyca.gov/sites/default/files/2026-10-27%20Item%2011%20Donation%20%20Memorial%20Bench%20at%20the%20Berkeley.pdf

12.-Grant Application: The 2026 Surrendered and Abandoned Vessel Exchange (SAVE) Grant Program of the California Division of Boating & Waterways
URL: https://berkeleyca.gov/sites/default/files/2026-10-27%20Item%2012%20Grant%20Application%20The%202026%20Surrendered.pdf

21.-Re-Name the park at the northern end of the Berkeley Waterfront as Si Se Puede Park
URL: https://berkeleyca.gov/sites/default/files/2026-10-27%20Item%2021%20Re-Name%20the%20Park%20at%20the%20North.pdf