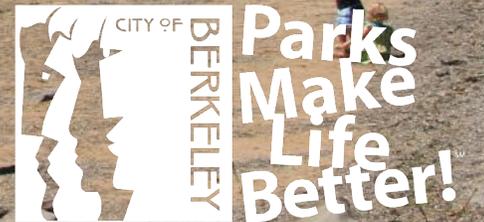


Waterfront Specific Plan

for the City of Berkeley Public Tidelands Area

September 30, 2024

COMMUNITY MEETING



Hargreaves Jones

- 1 Waterfront Specific Plan Review & Update**
- 2 Parking & Transportation Demand Management Study Review**
- 3 Breakout Group Discussions**

Waterfront Specific Plan

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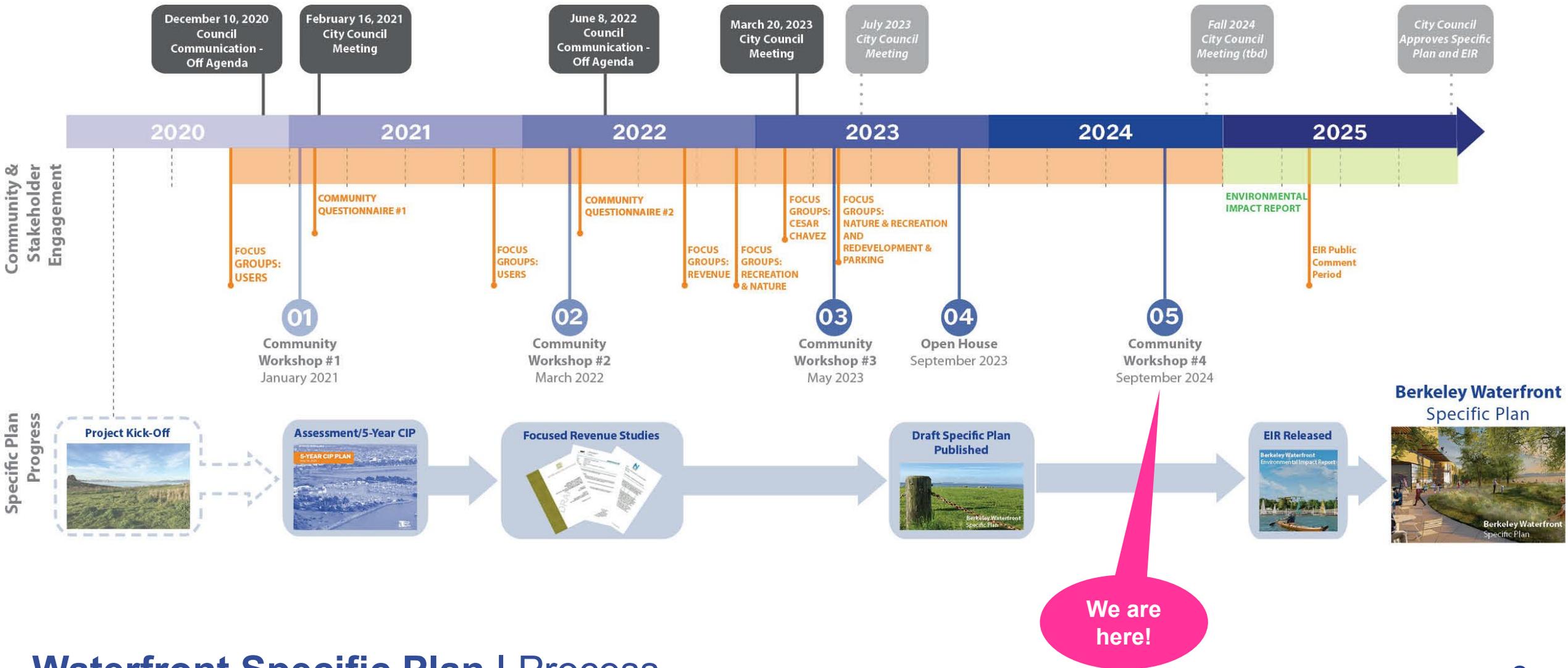
In 2019, City Council funded a project to provide a long-term vision and plan for achieving a financially self-sustainable, publicly-owned Waterfront in the City of Berkeley that preserves and enhances infrastructure to support current and future community needs, while adapting to climate change and promoting environmental stewardship.

The draft Plan was published in September 2023 for public review and feedback and was last updated in October 2023. Another update is underway now to reflect additional feedback since last Fall.

The draft Plan provides a vision for meeting current and future community needs at the Waterfront for the next 25-50 years, designates areas for potential appropriate commercial redevelopment and new recreation opportunities and provides design guidelines for future projects.



Waterfront Specific Plan | New opportunities amidst existing amenities



Waterfront Specific Plan | Process

Community Engagement



PRINCIPLE 1 Existing Resources

Support and enhance **existing recreation, parks, green space, development, and programming** currently enjoyed by Berkeley residents and visitors.



PRINCIPLE 2 Unique Identity

Reinforce the **identity and character** of the unique landscape of the Berkeley Waterfront for the **recreational, environmental, social** and **economic values** it provides to the surrounding community.



PRINCIPLE 3 Sensitive Development

Encourage re-development opportunities that are **complementary with the land uses** appropriate at the Waterfront, respect the **uniqueness of the site** and maintain shoreline access and **views**.



PRINCIPLE 4 Equitable Access

Promote opportunities for all **Berkeley residents and visitors** to **access** and experience the Waterfront, including its remarkable **natural environment, diverse waterfront recreation,** and **community** resources.



PRINCIPLE 5 Enduring Waterfront

Establish a sustainable approach to **long-term revenue generation** and funding to effectively **operate and maintain** the Berkeley Waterfront, and **proactively plan** for and implement capital improvements.



PRINCIPLE 6 Adaptable Implementation

Develop a strong **vision** plan and roadmap with a **flexible phasing** strategy that is incrementable and **adaptable** to respond to **local needs**.

The Berkeley Waterfront Specific Plan **will not**:

1. **Design or implement** any of the **examples shown today** - these are illustrations to **represent potential development** within the development standards and guidelines that the Specific Plan will articulate.
2. **Guarantee** that **any new development will happen** - that will depend on the private market and city support.
3. **Guarantee** that **any proposed capital improvements will occur** - that will develop through **on-going CIP plans** that will include budget considerations and financing options, balanced against maintenance urgency and City priorities.
4. **Provide environmental clearances** for the **Pier-Ferry Project**.

The Berkeley Waterfront Specific Plan **will**:

1. **Document** a vision for the Waterfront that is **adaptable** and **guides civic decisions** about nature, recreation and development for the next 50 years.
2. **Identify** what the **land use regulations** for the Waterfront should be and where specific uses can occur.
3. **Establish development standards** for **new buildings or redevelopment** of existing buildings at the Waterfront - setting **clear zoning parameters** on what the City identifies as 'appropriate' in this context.
4. **Establish design guidelines** for development projects at the Waterfront - providing **design guidance** to developers and City zoning and permitting boards to **evaluate** specific **project proposals** at the Waterfront.

Waterfront Specific Plan

for the City of Berkeley Public Tidelands Area



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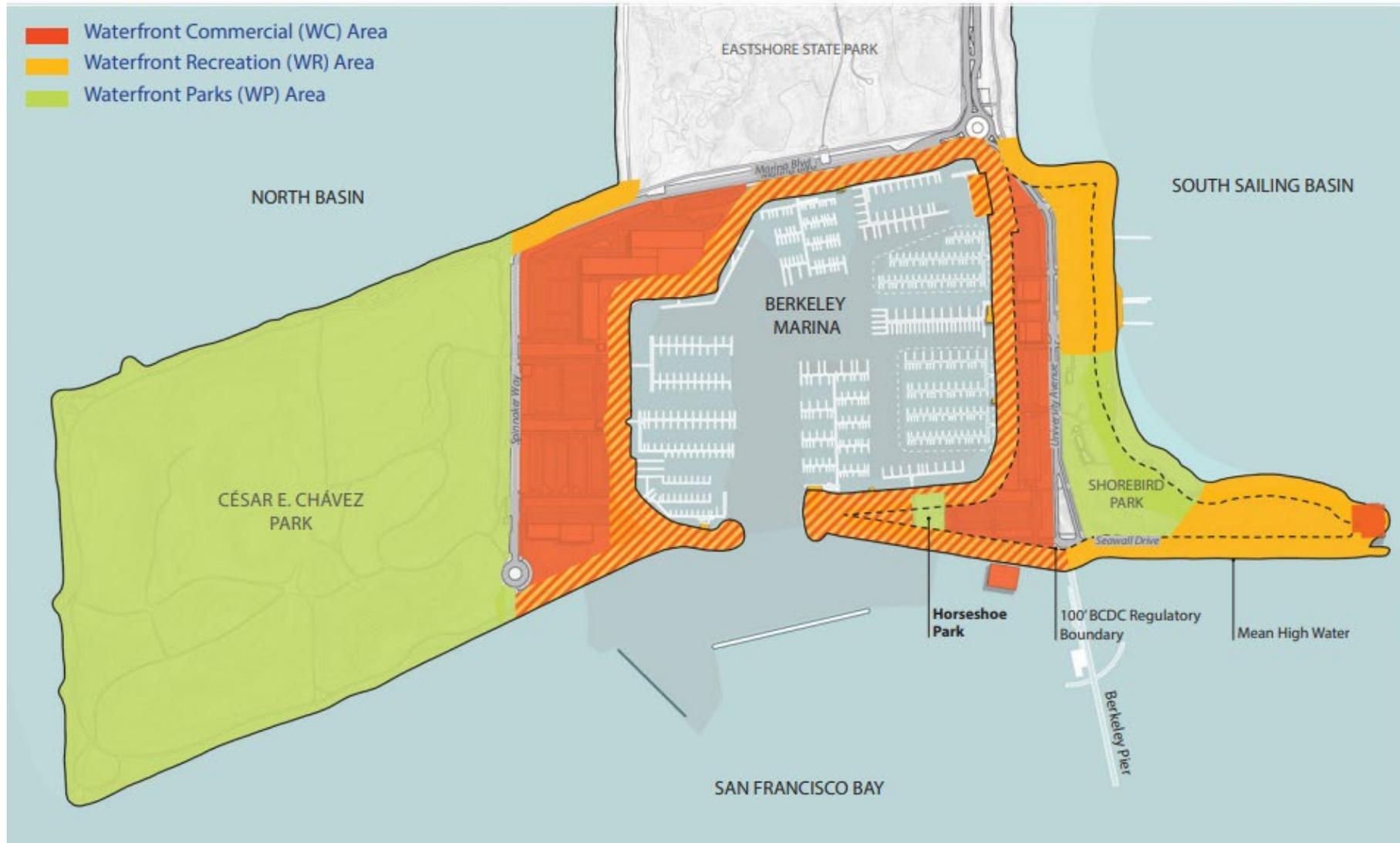
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Draft Specific Plan | What does it include?

Figure 3-7 | Proposed Waterfront Land Use Areas



Waterfront Specific Plan | Where would new uses be permitted?

Table 3-7 | Allowable Land Uses at the Waterfront

LAND USE	Area WC Waterfront Commercial	Area WR Waterfront Recreational	Area WP Waterfront Park	Use-Specific Regulations / Guidelines
Residential Uses				
<i>No Allowable Uses</i>				
Public & Quasi-Public Uses				
Club / Lodge	UP(PH)	UP(PH)	NP	consistent with the Public Trust
Community Center	AUP	AUP	AUP (Shorebird & Horseshoe) NP (Cesar Chavez)	consistent with the Public Trust
Museum / Cultural Center*	AUP	AUP	NP	consistent with the Public Trust
Park / Playground	ZC	ZC	ZC	
Retail Uses				
Retail, waterfront-related*	ZC	ZC	NP	consistent with the Public Trust
Personal and Household Service Uses				
<i>No Allowable Uses</i>				
Office Uses				
<i>Maritime Uses only, related to Tideland Trust uses (see below)</i>				
Food and Alcohol Service, Lodging, Entertainment & Assembly Uses				
Commercial Recreation Center, waterfront-related*	AUP	AUP	NP	consistent with the Public Trust
Food Service Establishment	AUP	AUP	NP	limited to first two floors or usable open space on upper levels; direct entries from ground level
Group Class Instruction, waterfront-relate	ZC	ZC	NP	consistent with the Public Trust
Hotels, Tourist	UP(PH)	UP(PH)	NP	permitted in subarea WR-2 only, where adjacent to WC subarea

Waterfront Specific Plan | What new uses would be permitted?

Table 3-8 | Waterfront Subarea Development Standards

Area WC Waterfront Commercial						
Subarea WC-1 Doubletree		Subarea WC-2 Marina & Bay North		Subarea WC-3 Marina South	Subarea WC-4 Bay South	Subarea WC-5 Over Water
Finished Floor Elevation		CA State Sea Level Guidelines				<i>Improvements or renovations only to existing structures; no new development.</i>
Building Height, Maximum		65'	45'		65'	
Setback from Revetment Crest, Minimum		30' Inner Harbor-Sailing Basin / 75' on San Francisco Bayfront [1][2]				
Building Separation, Minimum		20'				
Building Subarea Coverage, Maximum		45%	25%			
Pedestrian Entrance Frequency, Minimum		50' min.	30' min.		50' min.	
Ground Floor Uses, Minimum		40% Active Use	60% Active Use	80% Active Use	60% Active Use	
Ground Floor Transparency, Minimum		60% water-facing facades [4] 40% land-facing facades [4]				
Usable Open Space, Minimum		5 sq. ft per 100 gross sq. ft [5] [3]				
Off-Street Parking, Maximum (no Minimum)	Lodging Uses	0.9 per room	0.5 per room	0.5 per room	0.5 per room	
	Non-Lodging Uses	no requirement				

Area WR Waterfront Recreational		Area WP Waterfront Park
Subarea WR-1 South Cove	Subarea WR-2 Shoreline	Subarea WP-1 Shorebird Park

Finished Floor Elevation		CA State Sea Level Guidelines	
Building Height, Maximum		35' [6]	25'
Setback from Revetment Crest, Minimum		30' [1] [2] [6]	100' [1] [2]
Building Separation, Minimum		20'	
Building Subarea Coverage, Maximum		15%	10%
Pedestrian Entrance Frequency, Minimum		30' min.	20' min.
Ground Floor Uses, Minimum		80% Active Use	
Ground Floor Transparency, Minimum		60% [4]	no requirement
Usable Open Space, Minimum		no requirement	
Off-Street Parking, Maximum (no Minimum)	Lodging Uses	N/A	
	Non-Lodging Uses	no requirement	

Waterfront Specific Plan | What restrictions would be placed on new uses?

Feedback since last draft Specific Plan update (Fall 2023):

- Support for:
 - Restaurants, esp. breakfast, beer garden, food trucks
 - Improvements to Shorebird beach
 - More picnic areas
 - Trails, plantings and places to sit and enjoy the scenery.
 - Ferry
 - Hotels
 - Safe swimming
 - Public art
 - South Cove dredging
 - Aquatic Center and indoor showers/lockers
 - ADA access
- Concerns that:
 - Development should not outweigh wildlife.
 - Goal of plan should not be financial self-sufficiency
 - Ferry not adequately addressed
 - Aquatic Center needs more thought



Updates to draft WSP underway:

- Continued edits throughout, reflecting public feedback.
- Changes to proposed development standards.
- Addition of a section on public art.
- Updates to transportation and parking section.

Updated draft to be issued this Fall.

Council Worksession, date TBD.





How do we plan for more visitors to the Waterfront?

- More park visitors via expanded park amenities (e.g. picnic, play, special events, pathway/Bay Trail, Nature Center)
- More visitors to water-based amenities (e.g. pier/ferry, Aquatic Center, boating, fishing)
- More hotel, restaurant and café visitors



- 1 Waterfront Specific Plan Review & Update
- 2 **Parking & Transportation Demand Management Study Review**
- 3 Breakout Group Discussions

Specific Plan and the Pier Ferry Project

- Draft WSP incorporates the pier-ferry project into the vision and zoning for the Waterfront.
- The WSP and Pier-Ferry Project have independent utility – neither depends on the other for success.
- Project specific EIR will be completed for the Pier-Ferry. A robust and comprehensive cumulative impacts section for each EIR will discuss the potential impacts of WSP and Pier-Ferry build-out scenarios.



Design & Environmental Review is Fully Funded

- Alameda County Transportation Commission (ACTC) grant for \$5.138M
- State Coastal Conservancy (SCC) grant of \$2.96M
- Water Emergency Transportation Authority (WETA) board authorized an allocation of up to \$3M for the project

Scope of Work for Design & Environmental

- Develop bid-ready design documents
- Complete CEQA Process (EIR)
- Acquire all permits for the Project

Phase I: Environmental & Engineering Studies

- Geotechnical, bathymetric, topographic
- Hydraulics, Wind-Wave, Sea Level Rise
- Hydroacoustic, cultural, biological, air quality, greenhouse gas, noise/vibration, recreation, land use, aesthetics, utility, environmental justice
- **Parking & Transportation Demand Management (TDM)**

Phase II: Design Development & EIR

Phase III: Final Design, Permits

Task 1: Existing Conditions

Task 2: Pier-Ferry Conditions

Mode Share

TDM Strategies & Case Studies

Updated Mode Share (with implementation of TDM)

Task 3: Cumulative Development

Mode Share / Demand Projections

Phase 2 TDM Strategies

Berkeley Waterfront Existing Parking Count & Rules | August 2024

Waterfront Parking Stalls	# Stalls	Percent of Total
Total Waterfront Parking Stalls	2219	100%

Public Street Name	# Stalls	Rules
Marina Blvd	150	No Parking 2am - 6am Max 72 hour*
Seawall Drive North	6	No Parking 2am - 6am Max 72 hour*
Seawall Drive South	84	No Parking 2am - 6am Max 72 hour*
Spinnaker Way	127	No Parking 2am - 6am Max 72 hour*
University Avenue	25	No Parking 2am - 6am Max 72 hour*
Public Street Spaces	392	18%

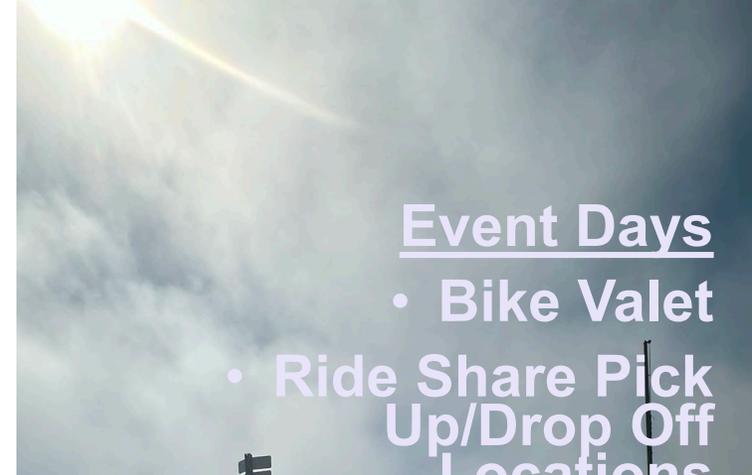
Public Lot Name	# Stalls	Rules
J & K Lot	92	Max 72 hour* Boater Permit required 12am to 10am
L Lot	14	Max 72 hour* Boater Permit required 12am to 10am
Launch Ramp Paid	76	Paid Boat Launch Access/Trailer Lot: \$17/day
M Lot	77	Max 72 hour* Boater Permit required 12am to 10am
O Lot	72	Max 72 hour* Boater Permit required 12am to 10am
Seawall Drive Lot	320	Open for periods of high demand
Skates/N Lot	137	Max 72 hour* Boater Permit required 12am to 10am
South Cove East Lot	96	Open 9am - 11pm weekdays and 5am-11pm weekends
South Cove West Lot	86	Max 72 hour*
Spinnaker Way Lot	36	Max 72 hour*
Public Lot Spaces	1006	45%

Boater Lot	# Stalls	Rules
D & E Lot	129	Boater Permit required Max 72 hour*
F & G Lot	63	Boater Permit required Max 72 hour*
H & I Lot	52	Boater Permit required Max 72 hour*
Dry Boat Storage Lot	73	No car parking/Boater Permit required
Boater Spaces	317	14%

Limited Parking Area	# Stalls	Rules
Berkeley City Vehicle Parking	10	No public parking
Berkeley PD Leased Lot	47	No public parking
Doubletree Leased Lot	408	Available to public \$8-\$38/day \$40/overnight
Marine Center Leased Lot	39	No public parking
Limited Parking Spaces	504	23%

*Per Berkeley Municipal Code. All other parking rules are City policy.





Event Days

- Bike Valet
- Ride Share Pick Up/Drop Off Locations

- Family Pick Up/Drop Off Locations



Daily Availability

- AC Transit
- VEO Scooter Share
- Bike Lockers
- Bike Parking
- Bike Paths

Existing Parking Utilization

Nelson Nygaard: 9 datapoints collected in 2015-2018

City: 9,539 data points collected in 2020-2024

2024 Quality Car Counts & Intercept Surveys

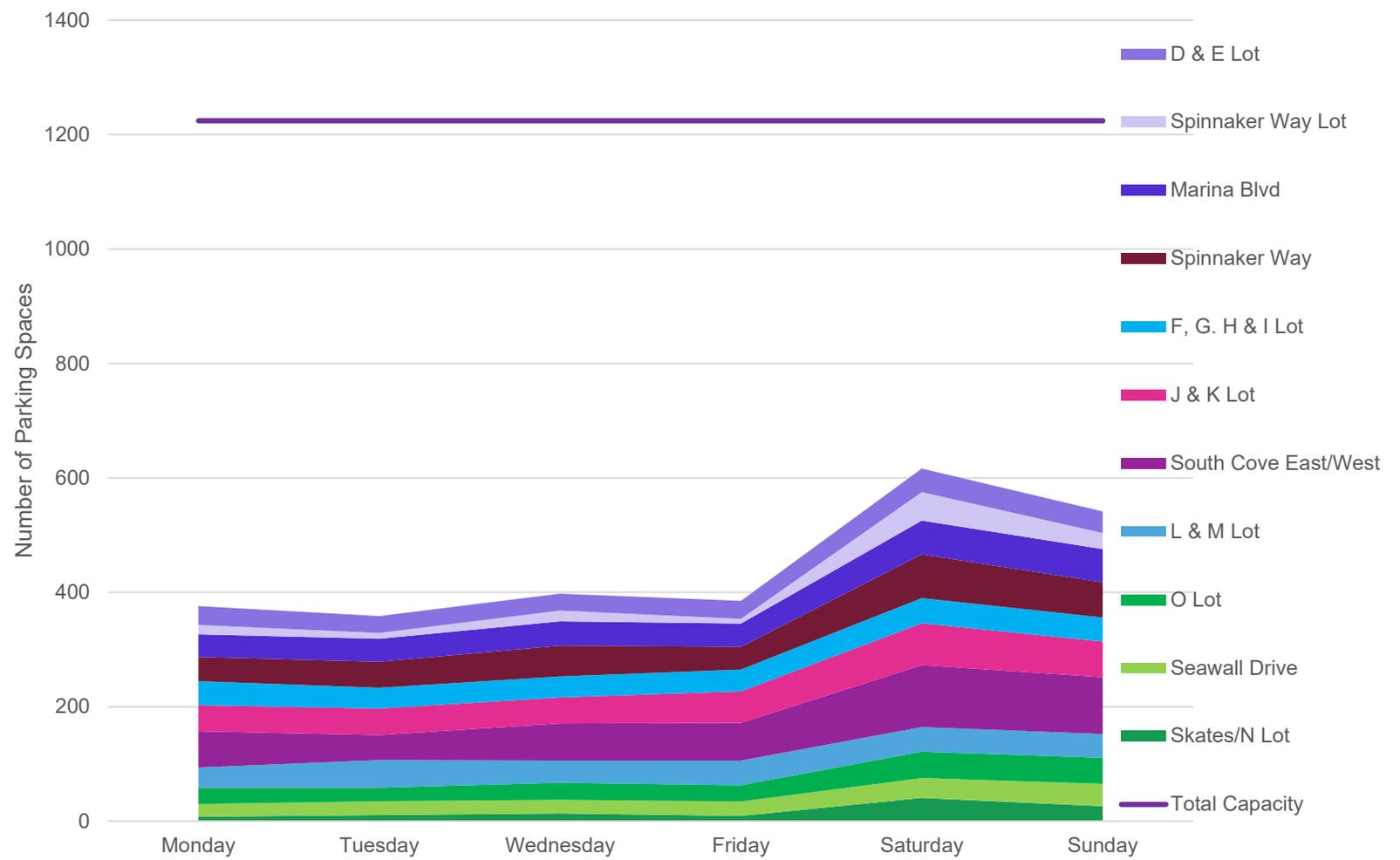
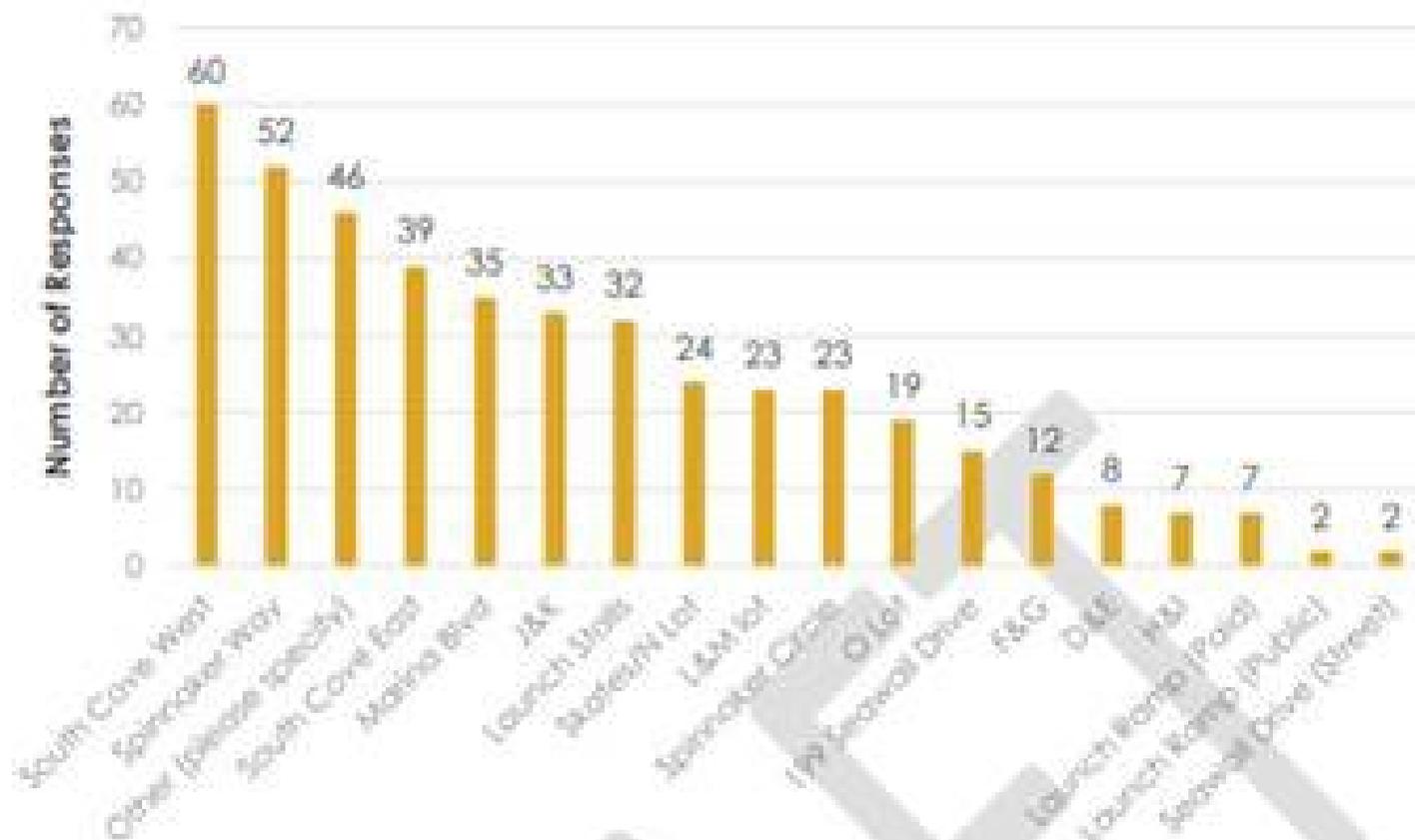
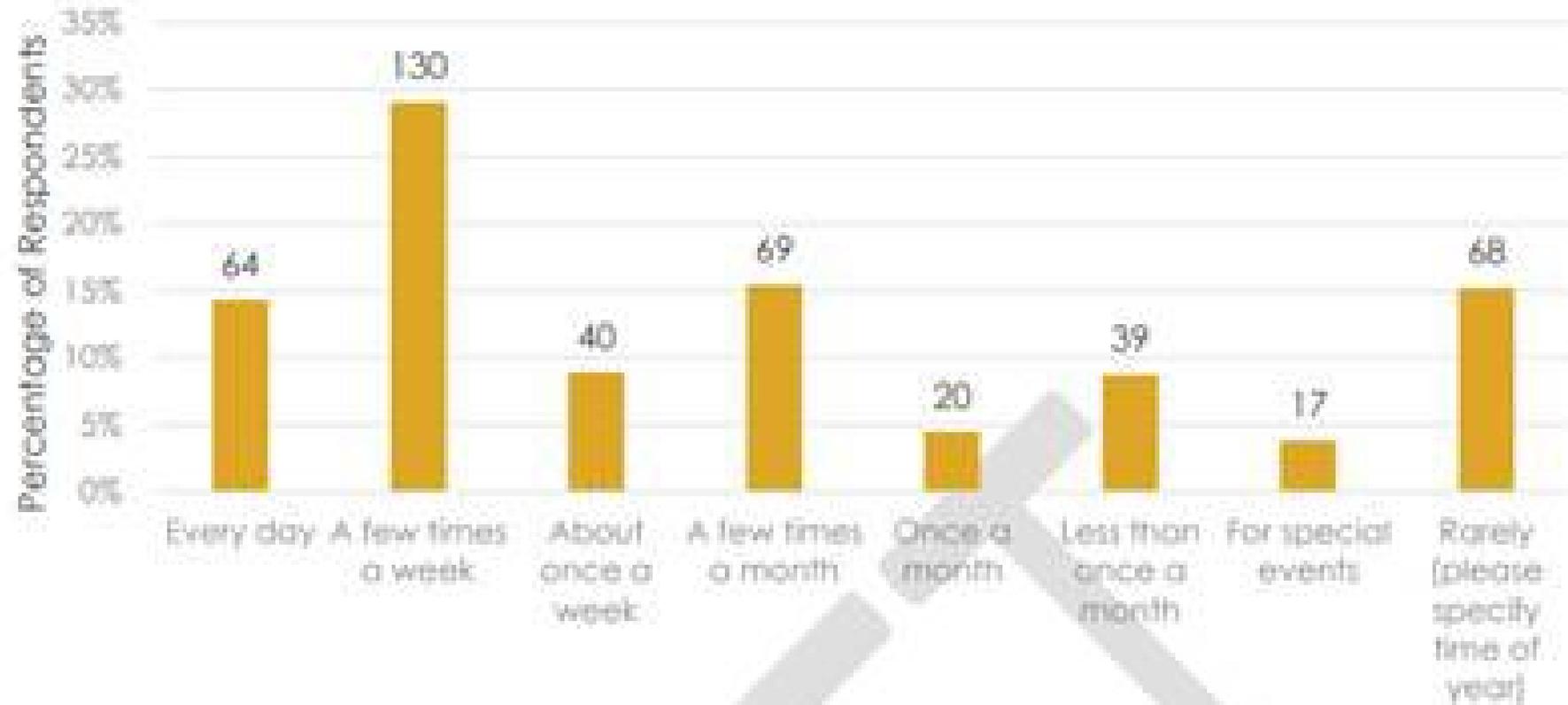


Figure 17: Parking lot location



Number of responses: 437

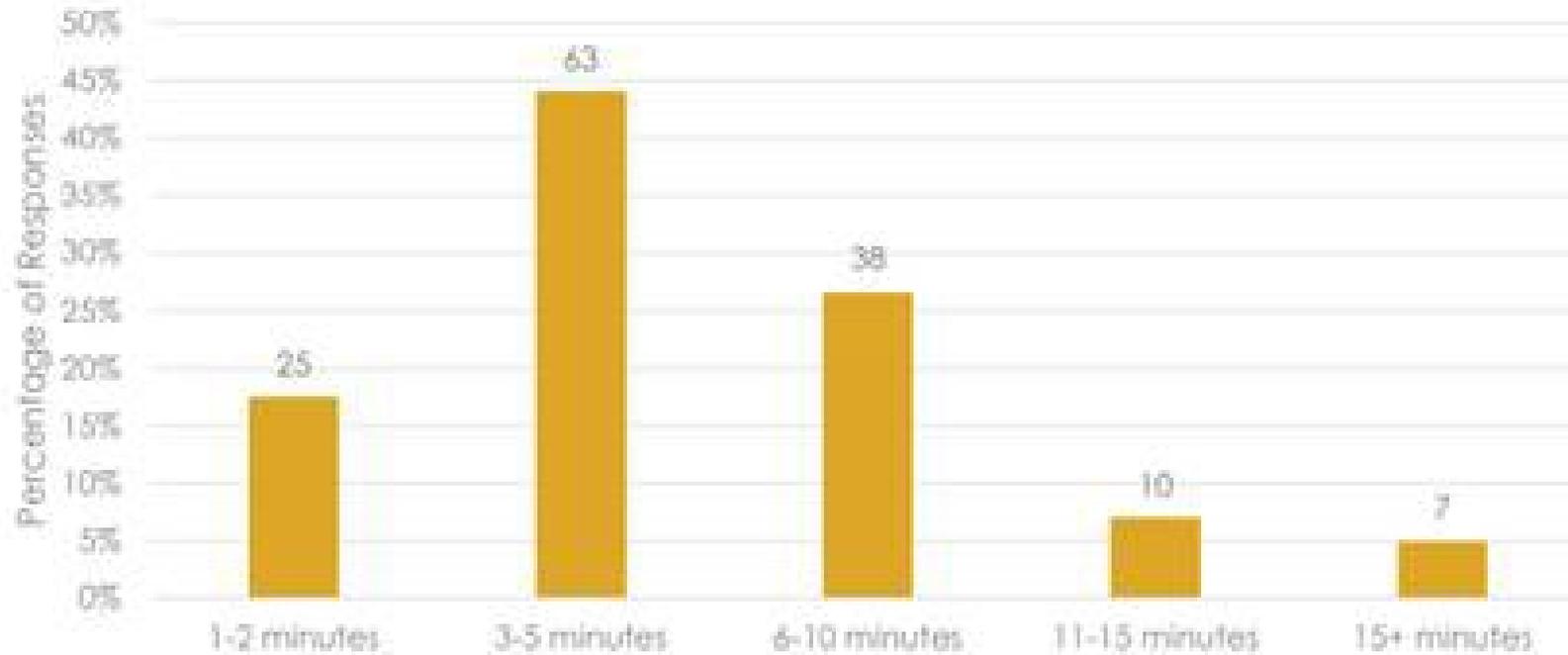
Source: Kittelson and Associates, Inc. 2024

Figure 21: How frequently do you visit the Waterfront?

Number of responses: 447

Source: Kittelson and Associates, Inc. 2024

Figure 28: How far are you willing to walk from the parking spot to your destination?



Note: Mean response = 7.3 minutes, median response = 5 minutes, responses answered in distance were converted to minutes based on an average walking pace of 3mph.

Number of responses: 143

Source: Kittelson and Associates, Inc. 2024

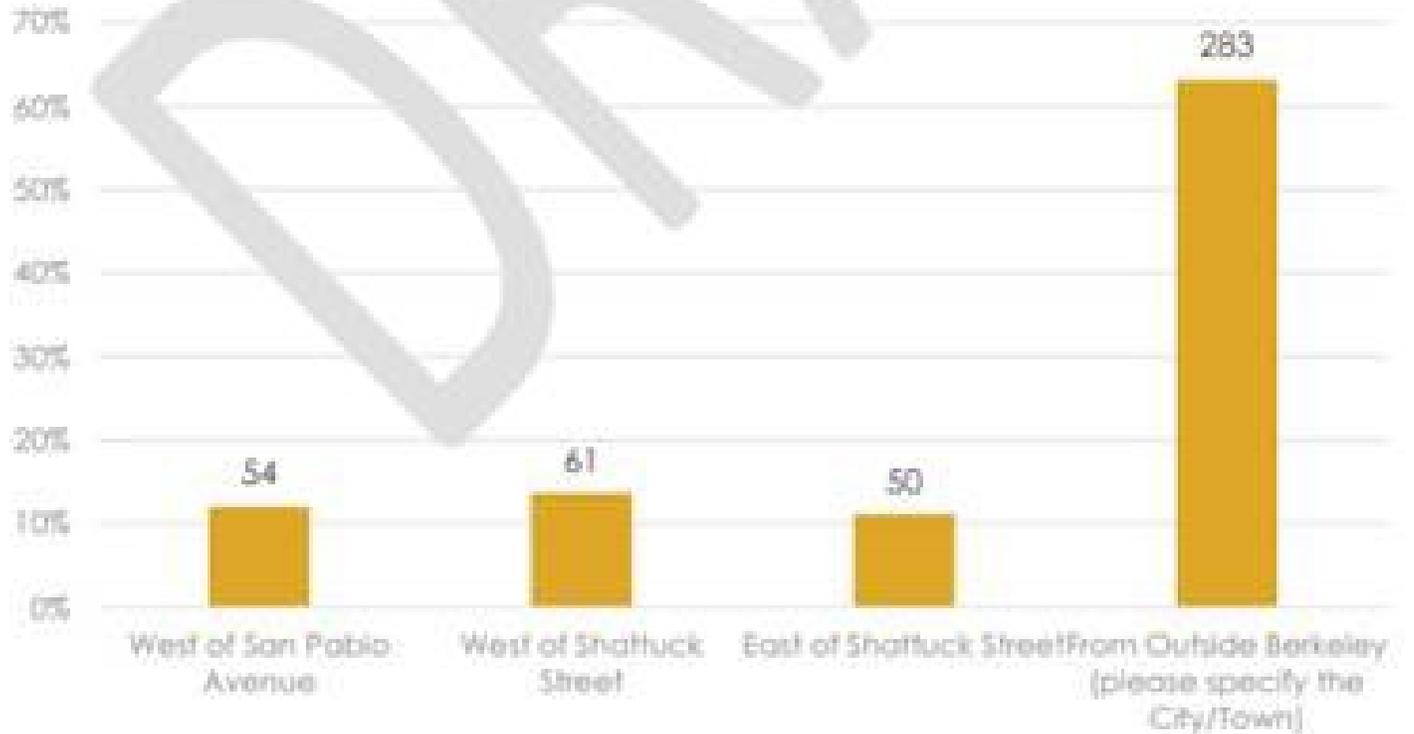
Figure 30: What method would you likely use in the future to reduce cars at the Waterfront? (Select all that apply)



Number of responses: 830. (Respondents were allowed to select multiple options)
Source: Kittelson and Associates, Inc. 2024



Figure 18: Where do you live?



Number of responses: 448

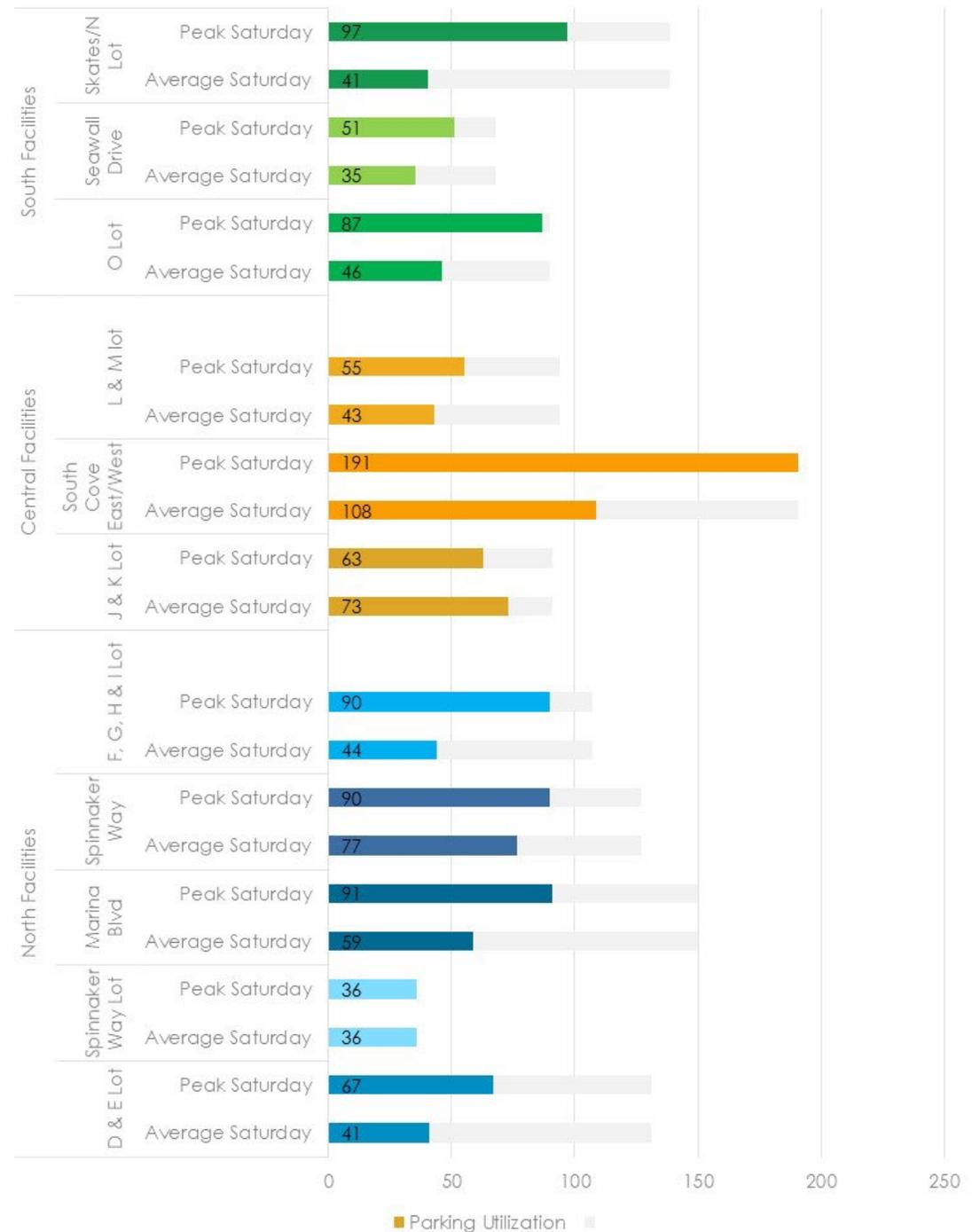
Source: Kittelson and Associates, Inc. 2024

Key Findings

- Some parking lots are near at over capacity during peak weekend days
 - South Cove
 - O Lot
 - Spinnaker Way Lot
- During those same peak weekend days, many parking lots are under-utilized.

Informs assessment & prioritization for TDM implementation

Parking & Transportation Demand Management Study | Existing Conditions



	Strategy	Effectiveness ¹	Ease of Implementation ²	Cost ³
Vehicle Management Strategies				
	Wayfinding	+	✓	\$\$
	Satellite parking facilities	++	✓	\$
	Shuttle service to the Waterfront	++	✓	\$\$\$
	Circulator shuttle service around the Waterfront	+	✓	\$\$
	Vehicle parking regulations	++	✓	\$
	Paid parking	+++	✓	\$
	Valet service (free or low cost)	+	✓	\$\$
	Parking Benefit District	+++	✓	\$
	Parking enforcement	+	✓	\$
Vehicle Reduction Strategies				
	Bicycle and pedestrian access	++	✓	\$\$
	Bicycle facilities	++	✓	\$\$
	Secure bicycle parking	++	✓	\$
	Shared micromobility	++	✓	\$
	Pick-up/drop-off zones	+	✓	\$
	Transit subsidy for ferry riders	++	✓	\$\$
	Expanded AC Transit service	+++	✓	\$\$
	Transportation Management Agency	+++	✓	\$\$\$

Satellite parking facilities

Parking outside of the Waterfront with shuttle service

Shuttle Service to the Waterfront

Connecting West Berkeley to Waterfront Hubs

Circulator Shuttle within the Waterfront

Fixed route or on-demand micro shuttle

Parking Regulations

Parking permits, limited hours, etc.

Paid Parking

Limited hours / parking lots

Valet Service

Storing cars in under-utilized lots

Parking Benefit District

Manages parking revenue to support parking maintenance and investment

Parking Enforcement

Increased enforcement of new or existing rules

Wayfinding Improvements

Signage, digital parking monitoring



Bicycle & pedestrian access

Improving bike lanes & sidewalks to and within Waterfront

Bicycle facilities

Bicycle repair station, lockers, etc.

Secure Bicycle parking

Secure bike parking lockers (BikeLink), bike valet service

Shared micro-mobility services

Scooters, E-Bikes, etc.

Pick up / drop-off zones

Signage & Curb striping to encourage car shares

Transit subsidy for Ferry Riders

Free/Reduced transit passes or micromobility service memberships for ferry riders

Expanded AC Transit Service

Increased 51B frequency

Transportation Management Agency

Independent Agency responsible for reducing vehicle trips, congestion and demand for vehicle parking

- ① Waterfront Specific Plan Review & Update
- ② Parking & Transportation Demand Management Study Review
- ③ **Breakout Group Discussions**

We want your feedback.

1. Thinking about the Waterfront today:
 - Are existing parking rules working? What would you change?
 - What improvements could we make to existing alternatives to parking (bike, rideshare, scooters, etc.)?
2. What considerations should be made for user groups or specific lots?
3. As we plan for more Waterfront visitors:
 - Which parking strategies should we prioritize (or not consider)?
 - Which non-parking strategies should we prioritize (or not consider)?

Breakout Group Discussions