

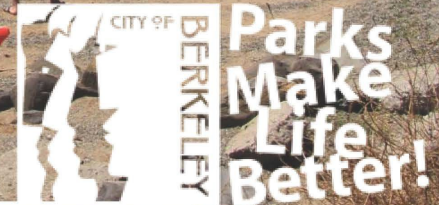
Waterfront Specific Plan

for the City of Berkeley Public Tidelands Area

Open House

Documentation of Public Feedback

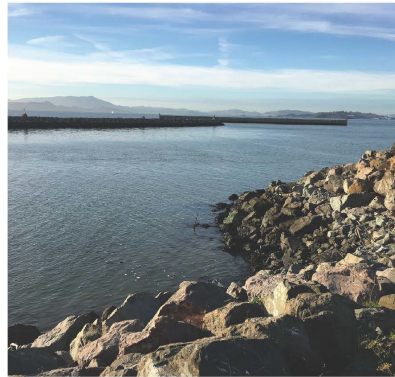
DRAFT | SEPTEMBER 23, 2023

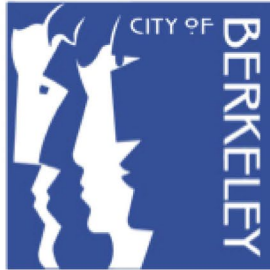


Comments were not solicited on boards 1-3 at the welcome station.

On September 23, 2023, the City of Berkeley hosted an open house at Shorebird Nature Center, overlapping the Shoreline Clean Up. The goal was to engage the community, share the Draft WSP with them, and solicit feedback via green dots to indicate elements they supported, and sticky notes to capture their comments. 34 boards were displayed and broken into sections, including: **Welcome/SCC**, **Introduction**, **Opportunity**, **Recreation**, **Land Use & Development**, **Design Guidelines**, **Supporting Infrastructure**, **Renderings**, **Exit**. Staff were on site at each section to introduce key topics, answer questions, engage 1:1 with stakeholders, and invite feedback via stickies and dots. The photos that follow capture the response. *Separate documents capture the clean boards presented, and verbal feedback/staff notes from the event.*

Comments were not solicited on boards 1-3 at the welcome station.





The Waterfront Specific Plan is a community-driven vision for the future of Berkeley's Waterfront. Over the past three years, the City has convened workshops and focus groups, led site tours, and engaged diverse stakeholders and civic leaders to create a plan to guide the Waterfront for the next 25 to 50 years.

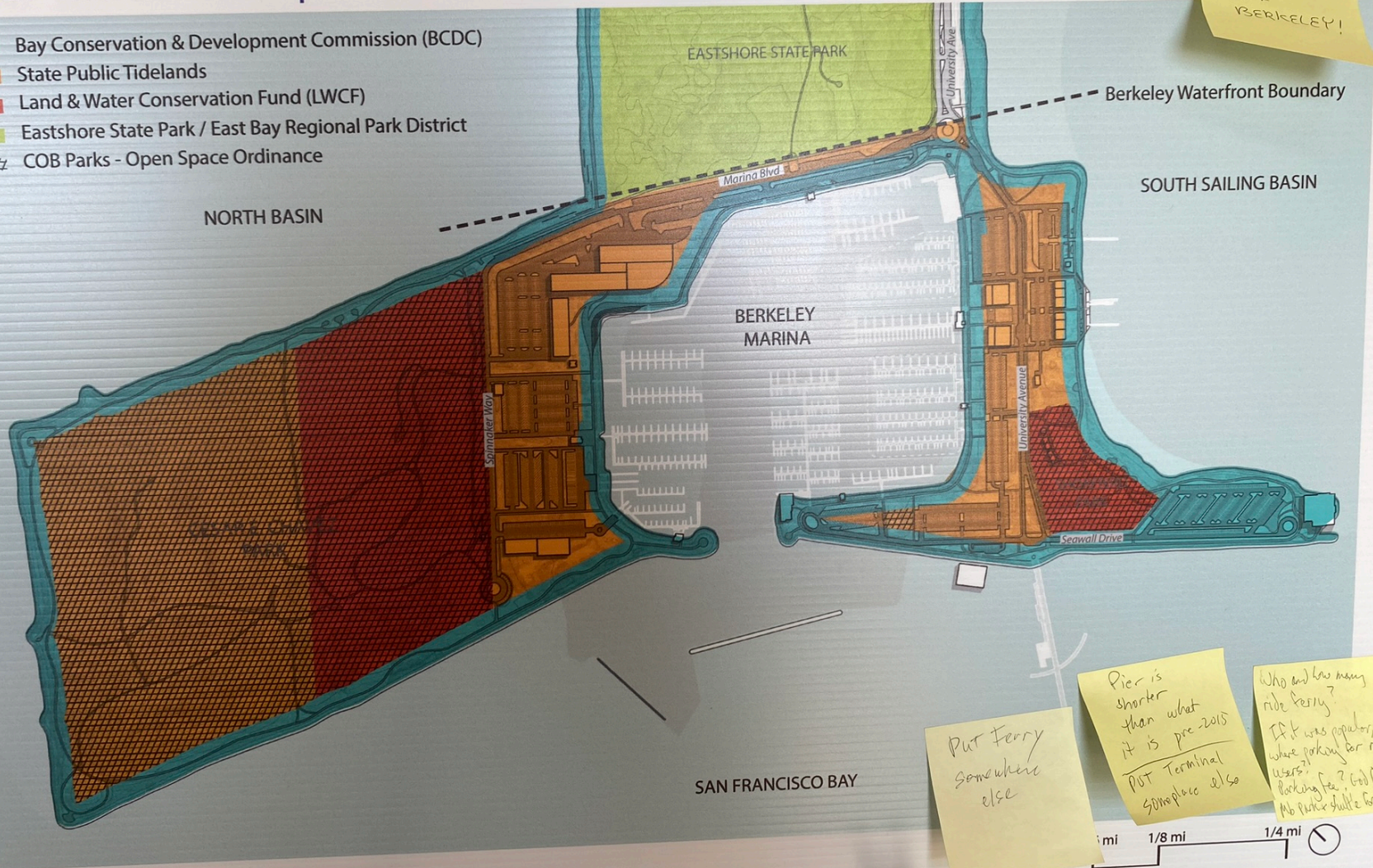
Come on in!

1. **Take a look** at the Draft Waterfront Specific Plan.
2. **Ask questions.** Staff is here to help orient you and engage in conversation.
3. **Tell us what you think.** Use dot stickers and post-it notes to share your thoughts.
4. **Stay in touch!** Email bmasp@berkeleyca.gov and follow the website. →



BERKELEY WATERFRONT | JURISDICTIONAL CONTEXT

- Bay Conservation & Development Commission (BCDC)
- State Public Tidelands
- Land & Water Conservation Fund (LWCF)
- Eastshore State Park / East Bay Regional Park District
- COB Parks - Open Space Ordinance



NO FERRY
BOATS
OFF
BERKELEY!

Put Ferry
somewhere
else

Pier is
shorter
than what
it is pre-2015
PUT Terminal
somewhere else

Who and how many
ride ferry?
If it was popular,
where parking for race
waters?
Parking fee? Fuel for it
No better shuttle for ferry?



The development shown here is for illustrative purposes only.

WATERFRONT VISION | COMMUNITY-DRIVEN PLANNING PRINCIPLES

WATERFRONT VISION | COMMUNITY-DRIVEN PLANNING PRINCIPLES

Community Engagement



- 4** Community Workshops
+1,300 participants
- 28** Focus Groups
+1,285 participants
- 3** Community Questionnaires
1,821 responses
- 1** Project Website
1,244 subscribers
- 3** Council Updates & **2** Council Work Sessions



If \$ from development is going to continue to be the main source we will lose this essential open space... needs to take a part of the resources spent to labor for hotels and preserve these crucial places as open space. Humane animals require it.

most important Principle #1 "Existing" recreation Parks Green space

spend \$ on ferry Marina not Ferry

NO FERRY

Want to specify habitat goals that focus on CA native vegetation that supports CA Biodiversity. In addition CA 30x30 Short & Bird decline

Opportunity for wild based art, capture and focus on existing weather

What principles are most important to you?

Which coastal uses are considered appropriate? Important to create/ maintain wildlife habitat what can still be afforded by the public

EXTENSIVE STEWARDSHIP OF THE NATURAL ENVIRONMENT BEYOND THE SHORELINE IN THE FORM OF OYSTER REEFES THAT PROVIDE SUBTIDAL HABITAT

Consider the ferry as a transportation tool

Fund the waterfront parks with the same sources we fund all Berkeley parks. Don't expect waterfront support waterfront parkland.

& even more resources for city parks. Very fair statewide taxation

Opportunity - Principles
What else should we consider?
Why are these principles important to you?
How will these impact the Waterfront?

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.

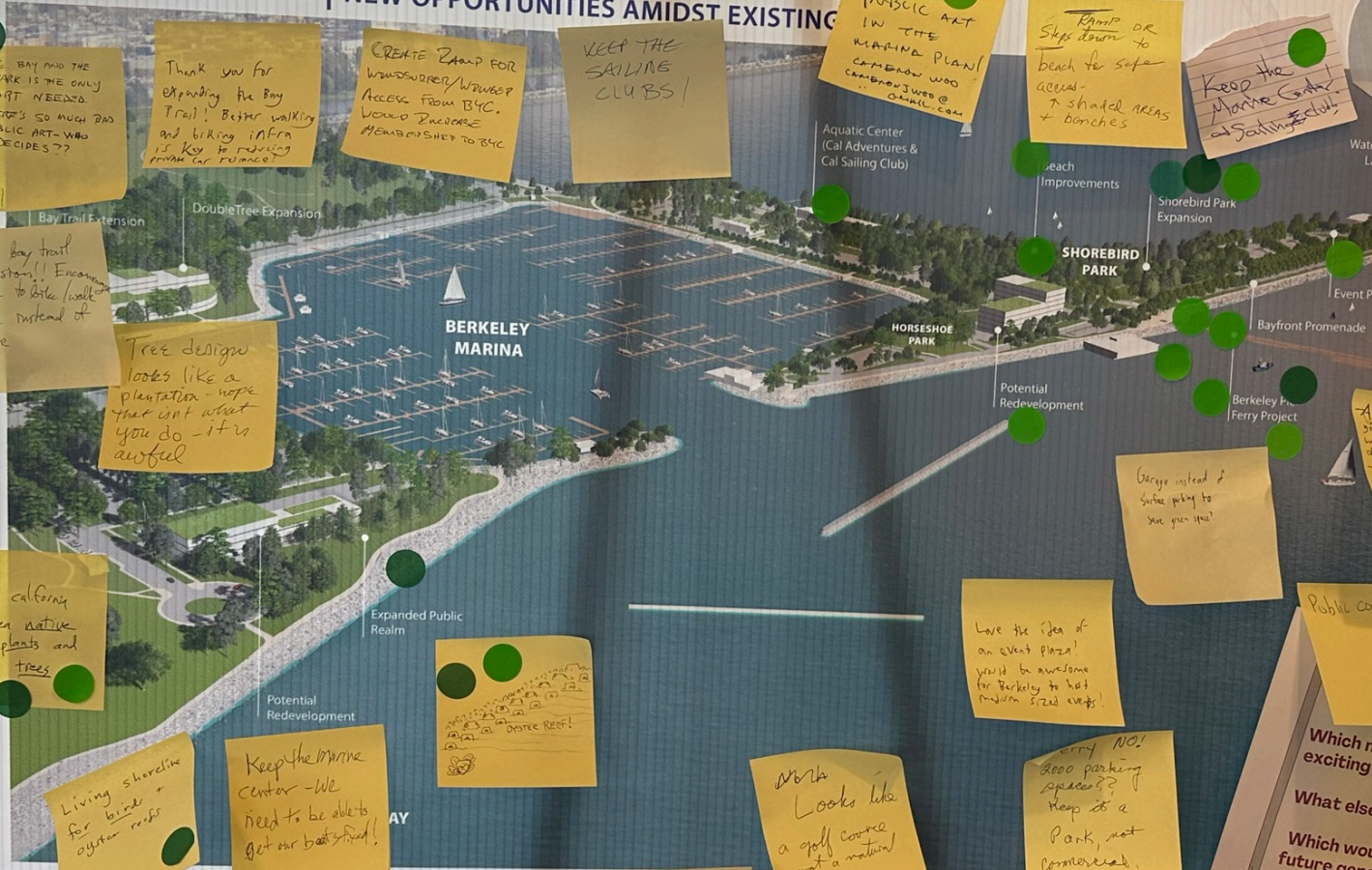
PRINCIPLE 5 Enduring Waterfront

Establish a sustainable approach to a strong vision plan and long-term revenue generation. Provide 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 map with a flexible phasing strategy that is incremental and adaptable to respond to changing needs.

WATERFRONT VISION | NEW OPPORTUNITIES AMIDST EXISTING



Which new opportunities look exciting to you?

THE BAY AND THE PARK IS THE ONLY ART NEEDED
THERE'S SO MUCH P&O PUBLIC ART WHO DECIDES??
Yes!!

Thank you for expanding the Bay Trail! Better walking and biking infra is key to reducing private car reliance

CREATE ZONE FOR WINDSURFER/WINDSURF ACCESS FROM BYC. WOULD ENDORSE MEMBERSHIP TO BYC

KEEP THE SAILING CLUBS!

MORE PUBLIC ART IN THE MARINA PLANT CAMERON WOOD CAMERON@JVES.COM @MARI.MAR

RAMP OR Steps down to beach for safe access - shaded areas + benches

Keep the Marine Center at Sailing Club

Dangerous location for novice paddlers

Probably not a great place for a ferry due to parking concerns. Could it go elsewhere?

Access to water at point great for summers when tide too low at docks - Access to kayak rental at more tide, but very small launch area, windy

Garage instead of surface parking to save green space!

Love the idea of an event plaza! would be awesome for Berkeley to host medium sized events.

Public concerts

Which new opportunities look exciting to you and why?
What else should we consider?
Which would be best for future generations?

plant California Bay area native plants and trees

Tree design looks like a plantation - hope that isn't what you do - it is awful

DRIVE REEL!

Living shoreline for birds + oyster reefs

Keep the Marine Center - We need to be able to get our boats fixed!

Looks like a golf course not a natural area.

NO! 3000 parking spaces?? Keep it a Park, not commercial.

Ferry seems like trouble - environmental parking

No Devlopment At Gas Park Please!

KEEP THE MARINE CENTER

Ferry? What is wrong with the USING BART?

Please no office buildings. This is a recreation area. keep it fun!

PARKING!! NOT FERRY BOATS

Ferry subsidizes high income riders and threatens marine life

ask the landlady's to a advantage for \$1 per year for 2 years get it going again open its parking lots drop the ferry terminal idea. retained the idea for recreation

Opportunity - Vision South

Which new opportunities look exciting to you and why?

What else should we consider?

Which would be best for future generations?

The ferry is a waste of our public funds

I AM NOT in favor of putting money into the FERRY!

Shuttle into Marina
No cars
Support Public Transport

Pier - Misgender - Do Not Do

Make pier friendly to FISHING. People come from all over region to fish here. No ferry here

Have free parking please don't charge a fee to park
More Accessibles Restrooms

"Vision" is useless without economic plan and PARKING PLAN
(This will be a deal breaker for ferry service as promised) Do you + Better Ant!

DO NOT LET the marina be a parking lot for rich commuters

Caution! High winds + swell in P.M.'s

No Ferry! Think about sea level rise

Like ferry - Bay Area needs a lot of commuter options - but we need to be realistic in the world we live in. Would we really want to see a public ferry?

Locate ferry at the landings + keep parking lot for ferry parking

hand near the pier to watch ships + guests too better for most buyers business m.

Additional Public Transportation is needed

NO OFFICE BUILDING
Non Slates
Pier!

With ferry costs Berkeley taxpayers to subsidize very few commuters
Boat store
space for festivals

Put Ferry to Marina!

Keep shore line parking facing the Bay - not behind the beam

Beach front Restaurant

Which new opportunities look exciting to you?

Love the ferry idea!

Unfilled ferries are a huge transit. I support pier development

Ferry = world's least ecological mode of transportation
Shawn Pol concept to propose increased ferry commuting!

What features to support wildlife?

Please build the ferry. Additional public transportation is needed to reduce car reliance. I would also bring more visitors to area!

The ferry would convert a wonderful park into a commuter parking lot. Lots at South Sausalito, Marin, Sausalito and Windermere would not be able to have access

Food trucks could make \$\$\$ at south sailing basin and make it attractive to hang out after water sports. Fresh water. We have sold profit

WATER

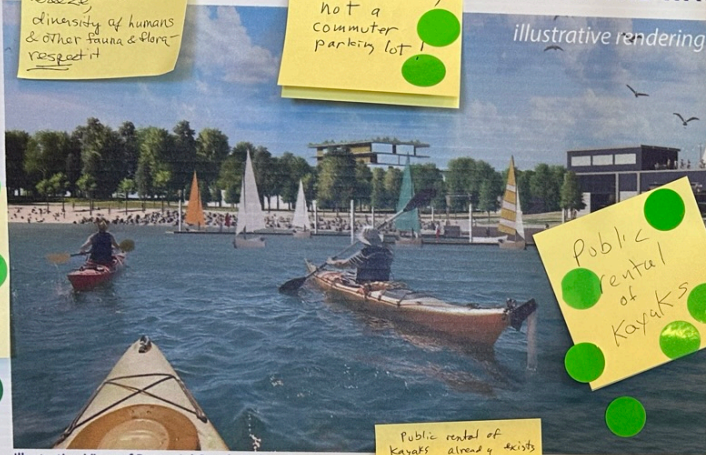
Kite - Flyers
Kids loving
the views, hills
to run down,
breeze,
diversity of humans
& other fauna & flora
respect it

SION

The marina is
for recreation,
not a
commuter
parking lot!

VIEWS OF THE WATERFRONT

illustrative rendering



Illustrative View of Potential South Sailing Basin

Public
rental
of
Kayaks

Public rental of
Kayaks already exists
at Cal Adventures.
You can also join CSC
& kayak/paddle anytime
SUPPORT LOCAL
Boating Services that
already exist!! Help them
out!

NO BIG
BUILDINGS!

What
about
the Wind

Great idea
Bring more people
to waterfront!

Which new
opportunities
look exciting to
you?

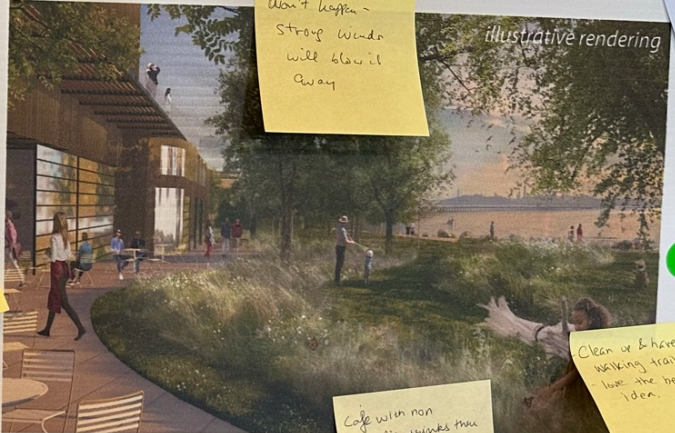
CC Park is
one of the most
beautiful spots
on earth.
Preserve it
- don't build restaurant
next door
- don't add pavilion
etc.

OPEN HOUSE (09/23/2023)

Need bird-safe
glass on all
buildings and
especially glass
with screens. A
bird death trap.

All of these look
great! Thanks!

Won't happen -
Strong winds
will blow it
away



Illustrative View of Potential Spinnaker Way Redevelopment

Cafe with non
alcoholic drinks thru
today.
If they please origin
in the evening

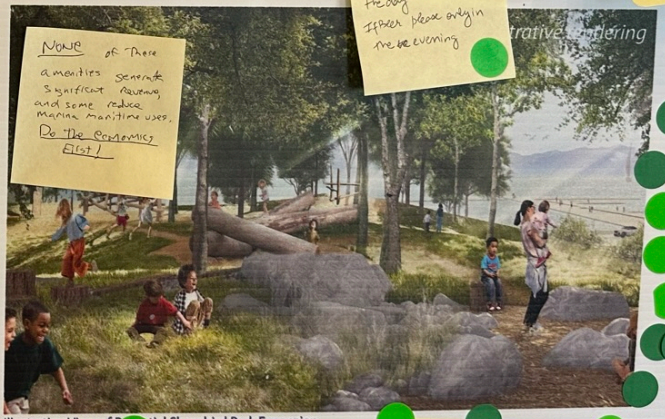
Clean up & have more
walking trails.
Love the beer garden
idea.

Do you like the
Rendering?
Which aspects?

illustrative rendering



Illustrative View of Potential Inner Harbor Redevelopment



Illustrative View of Potential Shorebird Park Expansion

NONE of these
amenities generate
significant revenue,
and some reduce
marine maritime uses.
Do the economics
first!

Leave it wild
Leave the bushes
and willow, keep
it a place for
children to explore
and provide safe
place for birds

Keep it natural
- Native plants
Yes!

Too much
pavement.
Not enough
nature

SUPPORT INFRASTRUCTURE | LAND & WATER RECREATION

Land & Water

What other land and water based recreational amenities should be considered?

Why?

Create habitat areas to support specific insects & birds with dead native plants or shrubs. Use for educational purposes.

Do we have better paved?

Please prioritize low cost, rider driven, broadly accessible water sport hubs + activities like Cal Sailing

- Restaurant below Hana Japanese bar
- be great
- Small store with basic groceries
- second laundry room for live aboards

Bird-safe glass

No light pollution

NO FENCE

Native plants

Expand out!

We support green areas for kids to play

FOCUS ON IMPROVING MARINA

Please don't consolidate water access club!

We have a great aquatic center but it's distributed and should not be merged with waterfront activities

Please preserve easy boat launch/unload

(OK to park farther away well enough to kayak -> well enough to walk)

SAILING!

• Sailing + water skiing

• Water skiing

• Play

Summer programs for students (local families) + marine science experiments

Where is the Parking Plan? that should be concurrent.

The Best water access ops were NEVER part of a Plan (e.g. pier, piers, kayak pier, etc.)

Boys club

Need to fix debris area too

KEEP FF LEASH!!!

Dog Walking YES! YES! YES!

Fence the dog park!

Boo on Beer Garden

-> Yes on beer garden

Big revenue generator

Fishing Stations

Make platforms fishing

Open Pier for fishing

Not for people use

SPOT ALL THE TIME. KEEP THIS QUIET & OPEN. For fishing + enjoyment + walking

NEED ACTIVITY TO MAKE THIS A MORE UNIQUE DESTINATION SUCH AS A MUSIC VENUE

Support off-leash. Important Recreation for people. Good exercise too!

KEEP THE OLD OPEN NO FENCE

NO BEER GARDEN! NOT A WATER ACTIVITY

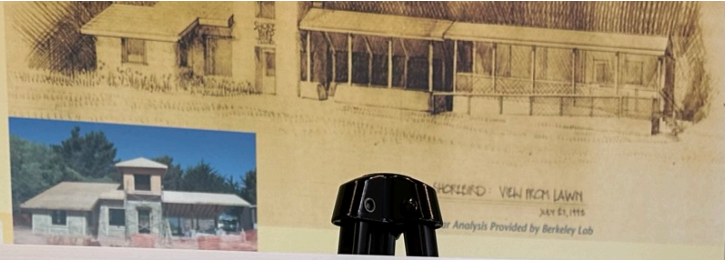
Restrict off beach

Deep w fence

beach is NOT for dogs



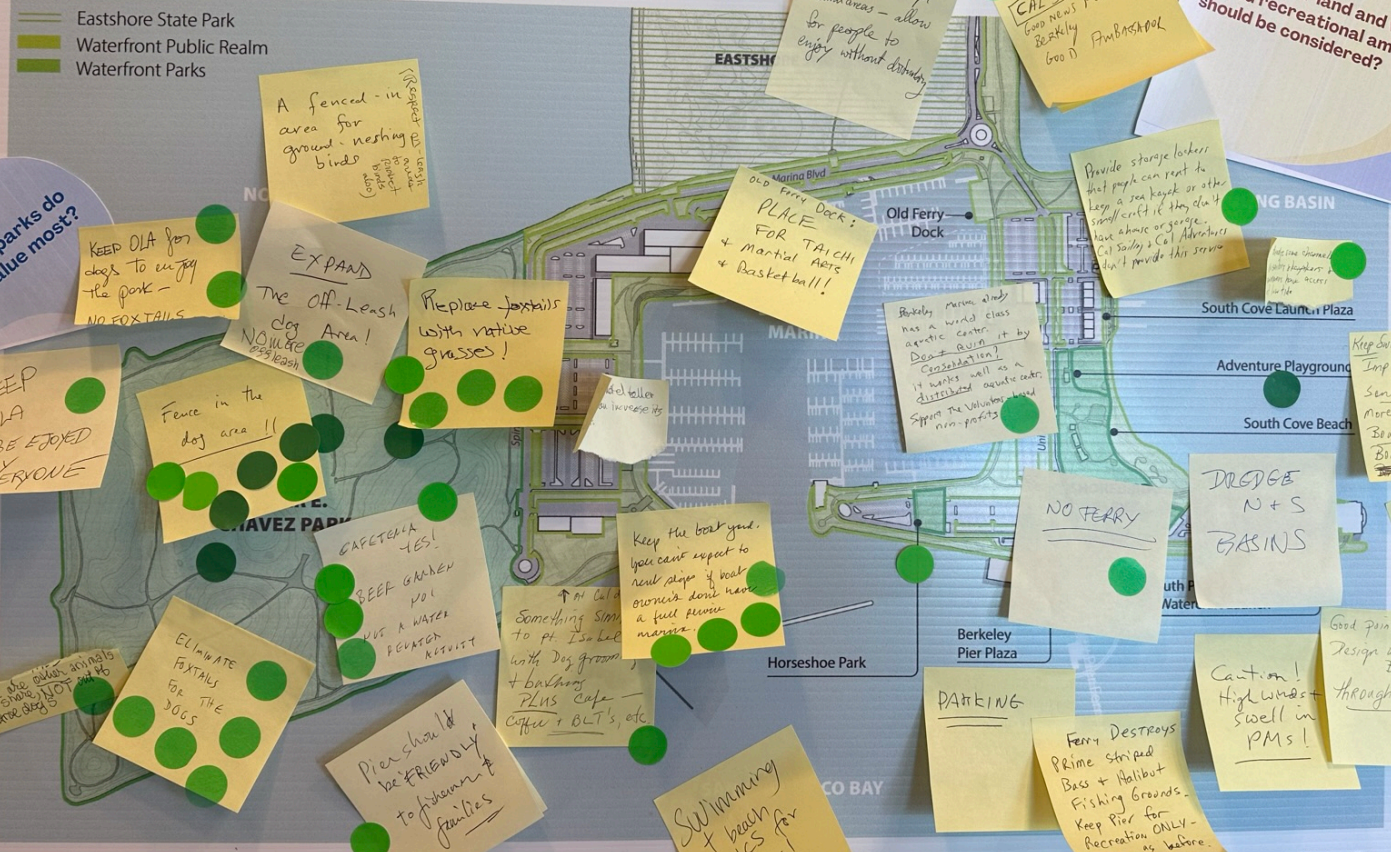
...reduce material consumption, waste, pollution and energy use. It will be the office for the Shorebird Nature Center and the Adventure Playground.



...many thanks for all those above who contributed to this project so far.

SUPPORTING INFRASTRUCTURE | PARKS & PUBLIC REALM

- Eastshore State Park
- Waterfront Public Realm
- Waterfront Parks



Which parks do you value most?

A fenced-in area for ground-nesting birds
(Keep off - no leash)
Keep off - no leash

KEEP OLA for dogs to enjoy the park - NO FOX TAILS

EXPAND The Off-Leash dog Area!
NO MORE dog leash

Replace foxtails with native grasses!

KEEP OLA TO BE ENJOYED BY EVERYONE

Fence in the dog area!!

CAPTIVE YES!
BEEP GARDEN NO!
PUT A WATER BEHAVIOR KIVIST

These are either animals who should NOT be dogs

ELIMINATE FOX TAILS FOR THE DOGS

Pier should be FRENCHY to fishermen & families

Keep the boat yard, you can't expect to rent slips if boat owners don't have a full service marina.
↑ At least something similar to Pt Isabel with dog groomer + barbers PLUS cafe - coffee + BLTs, etc

Swimming + beach pines for families!

Boardwalk through natural areas - allow for people to enjoy without disturbing

CAL SALING
Good news FOR Berkeley
Good!! Fun basketball

Old Ferry Dock: PLICE FOR TAI CHI + Martial Arts + Basketball!

Provide storage lockers that people can rent to keep a sea kayak or other small craft if they don't have a garage.
Cat Sailing, Cat Adventures don't provide this service

Berkeley marina already has a world class aquatic center. It by Deane Quinn (consultation) it makes well as a distributed aquatic center. Support the Voluntary land non-profits

These, no breakwater off South Cove Beach! They will block access for kayakers, rescue practice, beach for trainees to help waves w/ rescues.

Keep swimming area. Improve swimming in South Cove. More shade + bridges. Boats that block boats + provide safety

NO FERRY

DREDGE N + S BASINS

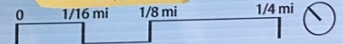
Improve access for people who want to swim by the berths

Good point re design w/ sleeks through out

Caution! High waves + swell in PMS!

PARKING

Ferry Destroys Prime striped Bass + Halibut Fishing Grounds. Keep Pier for Recreation ONLY - no leisure.



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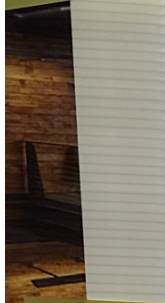
NES

SUPPORTING INFRASTRUCTURE | SHORELINE CONDITIONS & VULNERABILITIES

- Existing Revetment
- Existing Soft Shoreline
- Areas Vulnerable to Sea Level Rise



Just think about all the fees cut down for this picture



Love these Idios!

Infrastructure

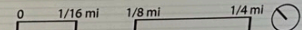
Supporting Infrastructure

Add stickie notes to share your thoughts.

Place **dots** on what you like.



Waterfront Specific Plan DRAFT | OPEN HOUSE (09/23/2023)



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WS



No Fe

- IN CON**
- Selective
 - Finger Do
 - Docks O&I
- PLANNIN**
- Berkeley Pie
 - Waterfront S
 - Main Channe
 - South Cove S

SUPPORTING INFRASTRUCTURE | PEDESTRIAN CIRCULATION OPPORTUNITIES

- Bayfront Promenade / Bay Trail
- Berkeley Marina Promenade
- Streetscape Connectors
- Bicycle Parking
- Walking Radius

San Francisco Bay Trail Extension

EASTSHORE STATE PARK

SOUTH SAILING BASIN

NORTH BASIN

BERKELEY MARINA

SHOREBIRD PARK

SAR E. JEZ PARK

Sometimes we disabled (but still able to walk) have to walk a long trail to feel the road healing, encourage them don't remove good long trails. Don't replace the almost perfect with perceived "good". Viewscape = life!

0.75 mi 13 min walk
INTERPRETIVE SIGNAGE ABOUT THE MARINA'S NATURAL HISTORY

improve path for wheelchair + disabled + seniors

CONTINUOUS WALKING/BIKING PATH IS GREAT!

SENIOR + WHEELCHAIR ACCESSIBLE. BENCHES every 30 yards

Asphalt trails not have cement for walking on. Permeable paving is a good concept but often ADA hard to walk on.

Keep seawall parking facing the Bay - free of open

Appreciate the focus on bike parking, which will allow more people to come who in private car

E-bikes are a real worry for pedestrians

* Please see report for details on the development shown here

The development shown here

BIKE PARKINGS WOULD MAKE THE PLACE MORE ACCESSIBLE

Infrastructure - Bike/Pedestrian

What other pedestrian and bike circulation opportunities should be considered?

Why? Would these be improvements to the existing conditions at the Waterfront?

Which Circulation Enhancements would you value most?

Infrastructure - Streetscape

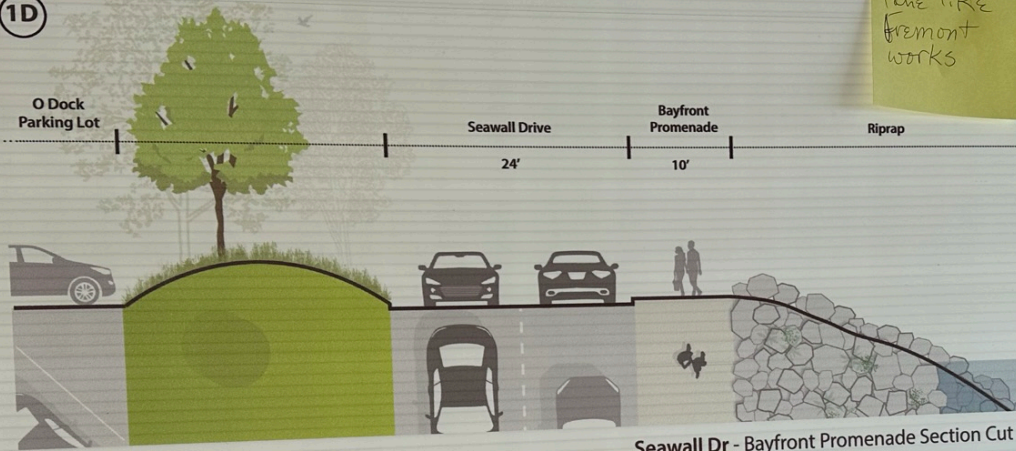
What other streetscape should be made?

How would these feel existing conditions?

SUPP

SUPPORTING INFRASTRUCTURE | POTENTIAL STREETScape IMPROVEMENTS

1D



raised bike lane like fremont works

Keep parking at Seawall Drive so people can sit in their cars & look at the view of the view of the 66 Bridge

Seawall Dr - Bayfront Promenade Section Cut 1D

3B



Agree!!
Protected bikeways are the best way to get more people to use sustainable transportation

Do you like one or both of these Streetscape Sections? Which elements or sections are your favorites?

University Ave - Streetscape Connector Section Cut

The development shown here is for illustrative purposes only.

scape
scape considerations
feel to you?
improvement to the
ons at the Waterfront?



SUPPORTING INFRASTRUCTURE | TRANSPORTATION OPPORTUNITIES

-  Primary Streets
-  Bus Stop
-  Ferry Access
-  Bike Lockers
-  Walking Radius



51B will be the backbone of Berkeley

Which Transportation Opportunities would you value most? Which would you use?

Love the expansion of bus stops!

This makes me think about the fact I won't be able to drive or walk very far. How will I get around

Thank you for the focus on more sustainable transportation options! Not everyone drives here!

- Additional Opportunities:**
- Bicycle rental facilities
 - Bike share and e-scooters pickup/ drop-off locations
 - Dedicated bike lanes
 - Rideshare drop-off points

Infrastructure - Transit

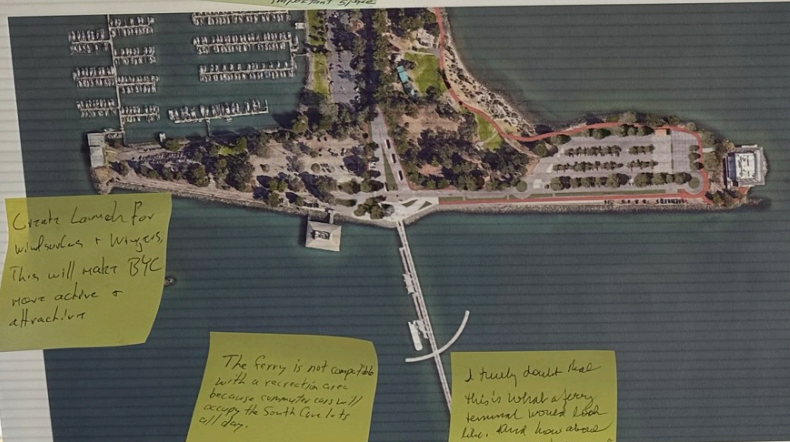
What other mobility and transit opportunities should be considered?

How would these feel to you?

How far would you walk?

What would make walking from a transit stop to your destination a better experience?

SUPPORTING INFRASTRUCTURE | PIER / FERRY PREFERRED CONCEPT



Create Launch PAV
walkways + bridges
This will make BYC
have active +
attractiv

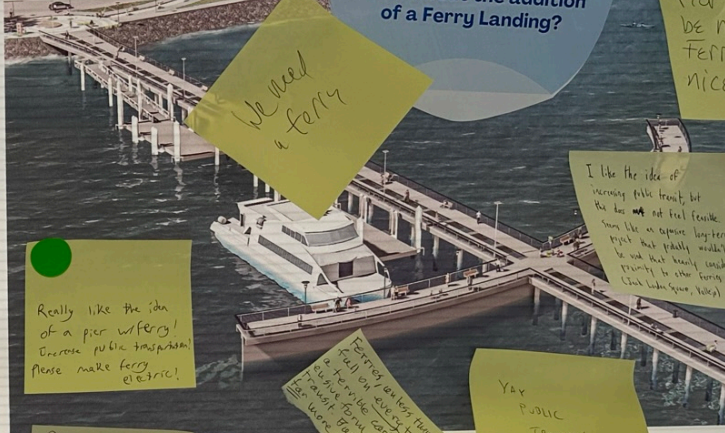
The ferry is not compatible
with a recreation area
because commuters will
occupy the South Cove lots
all day.

I truly doubt that
this is what a ferry
terminal would look
like. Blvd runs above
all the parking to support
the 4 trips predicted
per day.

**STOP
THE
FERRY**

I really don't like
the idea of a commuter
ferry here
-biological nightmare
-parking
-crowding out
recreational use

Specific Plan DRAFT | OPEN HOUSE (09/23/2023)



We need
a ferry

Really like the idea
of a pier w/ferry!
Increase public transportation
Please make ferry
electric!

- Important to rebuild
a good portion of the
pier for recreational
purpose
- Having a ferry as
the public marina is
not an asset to the
Marina. It will do
nothing to promote
Marina activities

Expanding on long term
plan of building pier
to have public parking
to support transit/housing
to have electric

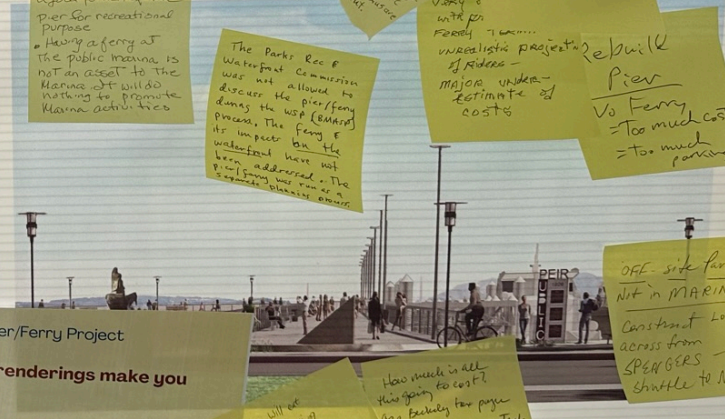
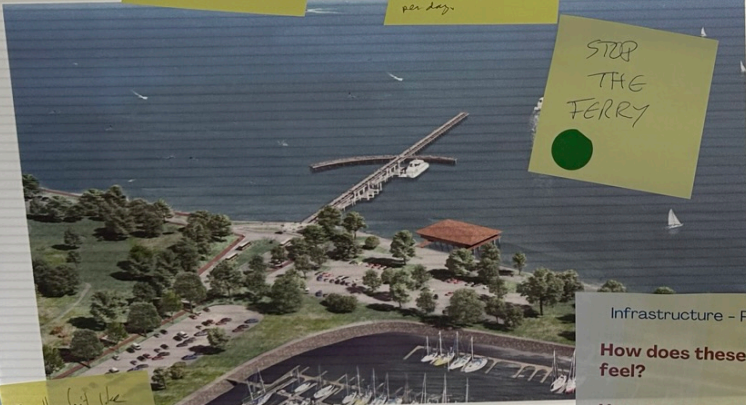
YAY
PUBLIC
TRANIT!

Rebuild
Pier
Vo Ferry
= too much cost
= too much parking

I like the idea of
increasing public transit, but
the bus ~~not~~ not feel feasible
any like an expensive long-term
project but public transit
to not that many landing
points to new ferry
(that looks great, nice)

Do you like the notion of
rebuilding the Berkeley
Pier?
How about the addition
of a Ferry Landing?

Pier would
be nice -
Ferry not so
nice



Infrastructure - Pier/Ferry Project

How does these renderings make you feel?

How do you feel like this project will impact the Waterfront?

How would it change your use of the Waterfront?

Do you have ideas or concerns that should be considered?

Any ferry will not
work for us. We are
not going to have any
equation.

How much is all
this going
to cost?
As a Berkeley tax payer
this is very important
my opinion of this
is.

OFF side parking
NOT in MARINA
Construction Lot
access from
SPENBERS
shuttle to Marina

for illustrative pu...ly.

SUPPORTING INFRASTRUCTURE | PARKING ECOSYSTEM



Proposed Parking Management Strategies

Permits, time limits and other restrictions

Demand-based pricing/parking strategy & increased enforcement

Valet options that can be implemented across the Waterfront

Waterfront-wide wayfinding and information strategy

Transportation Demand Management (TDM) strategies that support bicycle, pedestrian, and transit access, including shuttle bus system

The development shown here is for illustrative purposes only.

To limit-time
↓
Paid parking is a great deal. Free public parking is an expensive, undesirable activity that should be avoided!

Vesto Free (Waterfront) Parking?

Don't build more lots - our beautiful nature

Paid parking reduces access for low income people

Infrastructure - Transit

Would you be willing to use transit, scooters, or e bikes to get around the waterfront? Yes!

Would you be willing to walk from your parking space to your destination?

What would make you more likely to park further from your destination?

Why should or shouldn't these strategies be considered?

What considerations or ideas should be incorporated?

reliable shuttle like Uber or Lyft

What about a 15 min bike rack?

We should have better transit options

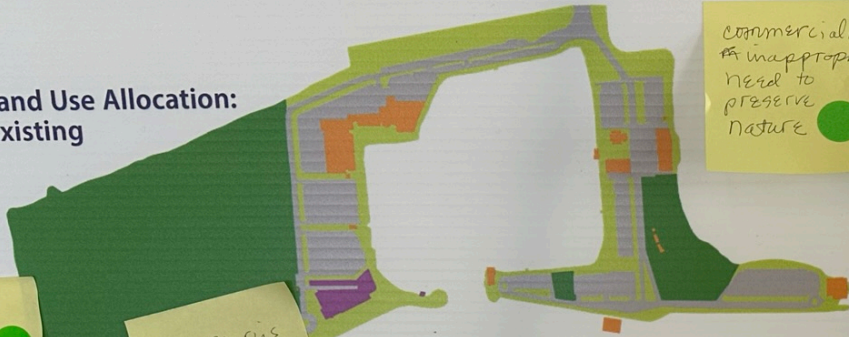
A 50% off of some sort of water Shuttle. I.e. a water Shuttle for discount @ local bus/metro for people coming from the waterfront

Which parking management strategies do you support?

Should be a shuttle that can take people to the waterfront

LAND USE ALLOCATION | EXISTING & WITH POTENTIAL DEVELOPMENT

Land Use Allocation: Existing



No ferry!
Keep Marine Services

Keep Marine services for small craft - low impact on nature

commercialization is inappropriate need to preserve nature

Where is the economic analysis? This is all fluffy without some and with a viable ferry parking plan

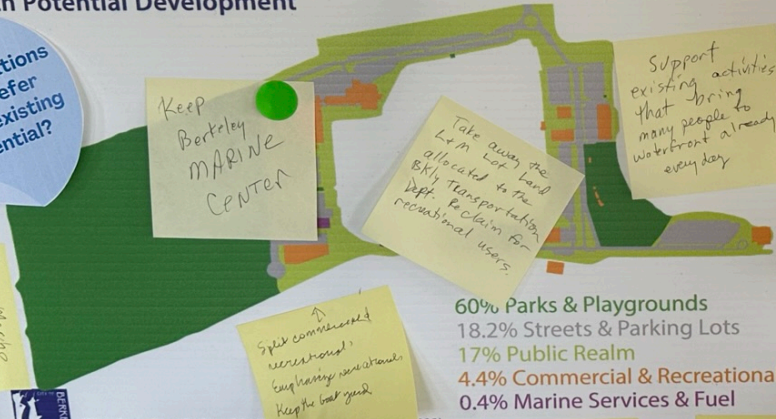
BOOST PARKING DON'T CUT

With Ferry Terminal max. impact parking, why is projection showing decrease in parking??

Love the increase in Commercial and Recreational!
Can we install additional bike parking

60% Parks & Playgrounds
19% Streets & Parking Lots
17% Public Realm
2.6% Commercial & Recreation
1.4% Marine Services & Fuel

Land Use Allocation: with Potential Development



Which allocations do you prefer between existing or potential?

Keep Berkeley MARINE CENTER

Support existing activities that bring many people to waterfront already every day

Take away the L&M Lot land allocated to the Dept. & claim for recreational users

More Marine services if you want the marine to be successful

Split commercial recreational, emphasizing recreational keep the bar open

60% Parks & Playgrounds
18.2% Streets & Parking Lots
17% Public Realm
4.4% Commercial & Recreational
0.4% Marine Services & Fuel

increase public realm. improve signage for restaurants + public amenities in public realm.

More commercial (local businesses) & recreational (adult & family friendly)

Caution! Loss of view parking on SeaWall would be disaster.

LESS COMMERCIAL MORE PUBLIC REALM

NO BIG BUILDINGS!

FARMER'S MARKET FOOD TRUCKS

SENIOR-FRIENDLY PAR COURSE & EXERCISE EQUIPMENT

Planning - Land Use Allocation
How does it make you feel?
Does this change in the Berkeley Waterfront seem appropriate? Why?
What considerations should be made?

See Martin Nicolau's comments & use resources at every venue & meeting to urge taxing ultra wealthy so we have deposits on hydro funds or

	Existing Land Use Allocation		Max. Development Land Use Allocation		High Max. Development Land Use Allocation		Change Land Use Allocation	
	Acres	%	Acres	%	Acres	%	Acres	%
Public & Quasi-Public Uses								
Club / Lodge, Environmental Center, Community, Recreational	0.5	0.3%	0.5	0.3%	0.5	0.3%		
Parks & Playgrounds	102	60%	102	60%	102	60%		
Public Landscape & Trails	29	17%	29	17%	23	13%		
Subtotal	132	77%	132	77%	126	74%	-6.1	0.0%
Food & Alcohol Service, Lodging, Entertainment & Assembly Uses								
Hotel, Food & Beverage, Commercial Recreation	4.8	2.8%	7.5	4.4%	13.5	7.9%	8.7	1.6%
Subtotal	4.8	2.8%	7.5	4.4%	13.5	7.9%	8.7	1.6%
Maritime Uses								
Boat Repair & Service	1.99	1.2%	0.73	0.4%	0.73	0.4%		
Ferry Access Point	N/A	N/A	TBD	TBD	TBD	TBD		
Fuel Station, Gasoline	0.03	0.02%	0.03	0.02%	0.03	0.02%		
Marina (Land-side elements)	0.34	0.2%	0.34	0.20%	0.34	0.20%		
Maritime Office	0.11	0.07%	0.11	0.07%	0.11	0.07%		
Subtotal	2.37	1.38%	1.1	0.6%	1.1	0.6%	-1.3	-0.7%
Other Miscellaneous Uses								
Parking Lot / Parking Structure	22.26	13.0%	20.84	12.19%	19.2	11.2%	-3.1	-0.8%
Subtotal	22.26	13.0%	20.8	12.2%	19.2	11.2%	-3.1	-0.8%
Transportation Uses								
Vehicular Roads & Sidewalks	9.9	5.8%	9.9	5.8%	9.9	5.8%	0.0	0.0%
Subtotal	9.9	5.8%	9.9	5.8%	9.9	5.8%	0.0	0.0%

LAND USE | PROPOSED WATERFRONT AREAS

- Waterfront Commercial (WC) Area
- Waterfront Recreation (WR) Area
- Waterfront Parks (WP) Area

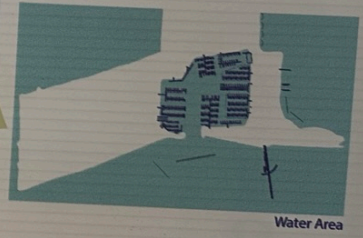
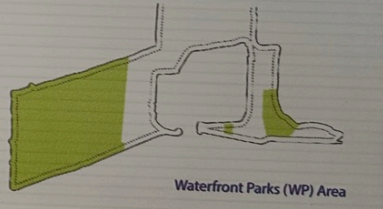
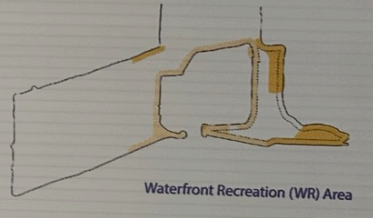


I love the new coffee cart! For the design, great, but not as you revert. It's a regular, reliable feature.

More orange & yellow stripes here (no zoning) High density connect

Keep the boat yard
Reston needs to be used more like Reston

How is a ferry feasible here without demolishing green space for nearby surface parking?



Planning - Land Use Classifications

Do these land use designations feel appropriate?

Do the uses in the next table feel appropriate for these locations?

Which land use designations would you support?

I favor more park land and less/more compact commercial use.

Planning - Land Use Classifications

Knowing that all new leases/licenses also require City Council approval, how do the levels of review feel to you?

Does the ease or difficulty of permitting feel appropriate for the various uses?

Should any of the permitting levels be changed?

Are there uses that should be considered that we have not thought of?

What types of uses are you comfortable with for a ZC?

How about for an AUP?

And for a UP/PH?

LAND USE | ALLOWABLE LAND USES & EASE OF PERMITTING



LAND USE	Area WC Waterfront Commercial	Area WR Waterfront Recreational	Area WR Waterfront Park	
Residential Uses				
No Allowable Uses				
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				
No Allowable Uses				
Office Uses				
Maritime Uses only, related to Tideland Trust uses (see below)				
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-related	ZC	ZC	NP	consistent with the Public Trust permitted in subarea WR-2 only, where adjacent to WC subarea
Hotels, Tourist	UP(PH)	UP(PH)	NP	
Maritime Uses (Land)*				
Boat Repair & Service*	UP(PH)	NP	NP	
Boat Sales & Rentals*	ZC	ZC	NP	
Boat Fuel Station, Gasoline & Alternative Fuel*	UP(PH)	NP	NP	
Ferry Access Point*	UP(PH)	UP(PH)	NP	
Marina*	ZC	ZC	NP	dry land portion
Maritime Office*	ZC	ZC	NP	accessory to & supportive waterfront recreation / Tideland Trust
Recreational Boating & Water Use*	ZC	ZC	NP	
Visitor Services*	ZC	ZC	ZC	
Maritime Uses (Water)*				
Maritime uses over water (recreation crest) are subject to compliance with allowable uses as regulated by State Lands Commission, BDCG, and USACE. See Section 2.5 Berkeley Marina Operations for further information.				
Industrial & Heavy Commercial Uses				
No Allowable Uses				
Incidental Uses				
Alcoholic Beverage Service	ZC (beer/wine) AUP (spirits)	ZC (beer/wine) AUP (spirits)	NP	23.310 Alcoholic Beverage Sales and Service
Live Entertainment	ZC (unamplified) AUP (amplified)	ZC (unamplified) AUP (amplified)	NP	
Outdoor Cafe Seating	ZC	ZC	NP	
Other Miscellaneous Uses				
Maintenance Facility & Yard	ZC	ZC	ZC	City-owned only, accessory to & supportive of open space & waterfront recreation
Parking Lot	UP(PH)	UP(PH)	NP	23.322 Parking & Loading
Parking Structure	UP(PH)	NP	NP	23.322 Parking & Loading
Public Market, Open Air	AUP	AUP	NP	
Transportation Services*	ZC	ZC	ZC	
Temporary Uses & Events				
Special events (including but not limited to concerts, festivals, parades, sporting and community events) are subject to "Discretionary Use Permits" issued by Berkeley Parks, Recreation & Waterfront Department. Special events do not require Zoning Permits. No permanent structures or infrastructure. See Section 2.10 Waterfront Special Events & Programming for further information.				

ZC = A Zoning Certificate (ZC)

A Zoning Certificate confirms that a particular land use or structure is allowed under the Zoning Code.

Decision: This is processed at staff level and is a ministerial/by right action.

Process: Less than 1 month

Appeals: Zoning Adjustments Board (ZAB)

Hotel designation is unclear (camps are not really comparable) all other development projects are speculative or former residential

AUP = Administrative Use Permit.

Potentially sensitive projects require an Administrative Use Permit to ensure compliance with the intent of the WSP.

Decision: This is a staff level discretionary review, that is approved by the Zoning Officer as proposed or with conditions.

Process: 2-8 months

Appeals: ZAB

UP (PH) = Use Permit

Use Permits ensure that potentially sensitive projects are designed, located, and operated in ways that are compatible with the Berkeley Waterfront and ensure compliance with the intent of the WSP.

Decision: This is processed by the Zoning Adjustments Board via a public hearing and is discretionary.

Length of Process: 6-15 months

Appeals: City Council

public hearing done before LEAD for food trucks

very disappointed with at Berkeley staff's minimal response to accurate projection of both a pass through to Berkeley residents

to make me see at more coffee shop, restaurant, beer garden, etc.

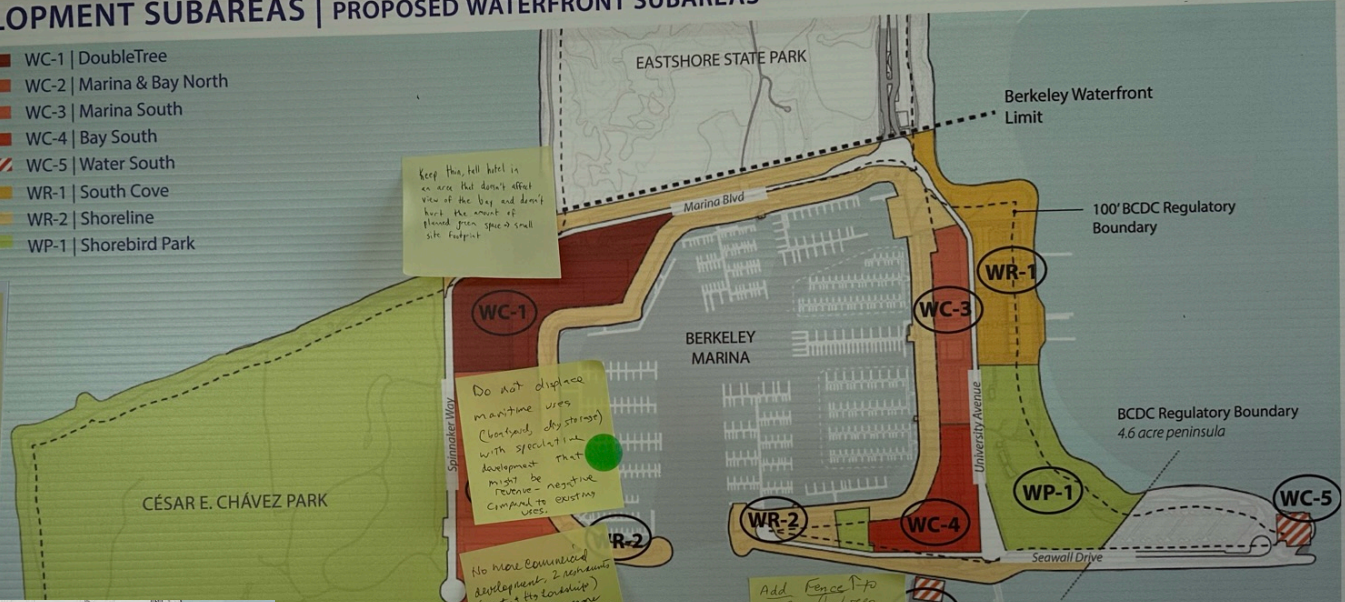
NP = Not Permitted

Uses not listed in this table are considered not permitted.



DEVELOPMENT SUBAREAS | PROPOSED WATERFRONT SUBAREAS

- WC-1 | DoubleTree
- WC-2 | Marina & Bay North
- WC-3 | Marina South
- WC-4 | Bay South
- WC-5 | Water South
- WR-1 | South Cove
- WR-2 | Shoreline
- WP-1 | Shorebird Park



Planning - Development Sub Areas

Do these breakdowns for subareas feel appropriate?
What else should be considered?

Keep this hill hotel in an area that doesn't affect view of the bay and doesn't block the amount of planned green space - small site footprint

Do not displace maritime uses (boatyard, dry storage) with speculative development that might be negative compared to existing uses.

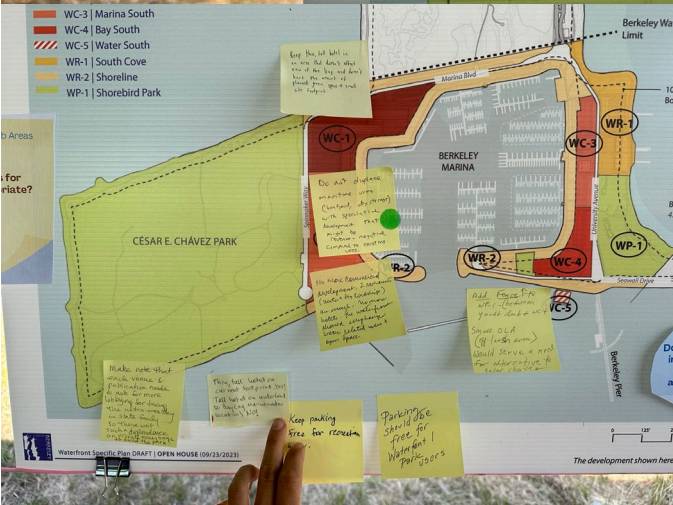
No more commercial development - 2 residential (cleaner + to landings) as much as possible. No more hotels. The waterfront should emphasize access related uses + open space.

Add Fence to WP-1 (between yacht club + pier)
Small OLA (off launch area) would serve a need for alternative to carshare

Do the standards in a certain sub area feel appropriate to you?

Keep parking free for recreation users.

Parking should be free for waterfront / park users



- WC-3 | Marina South
- WC-4 | Bay South
- WC-5 | Water South
- WR-1 | South Cove
- WR-2 | Shoreline
- WP-1 | Shorebird Park

Keep this hill hotel in an area that doesn't affect view of the bay and doesn't block the amount of planned green space - small site footprint

Do not displace maritime uses (boatyard, dry storage) with speculative development that might be negative compared to existing uses.

No more commercial development - 2 residential (cleaner + to landings) as much as possible. No more hotels. The waterfront should emphasize access related uses + open space.

Make note that this area is a potential future site for more waterfront development. Consider how this area might be used in the future.

Keep parking free for recreation users.

Parking should be free for waterfront / park users

DEVELOPMENT STANDARDS | WATERFRONT SUBAREAS

Planning - Development Standards

What heights feel appropriate in the commercial areas?

Are different heights more appropriate in some areas than others?

What setbacks feel appropriate

Why?



Finished Floor Elevation	Area WC Waterfront Commercial					Area WR Waterfront Recreational		Area WP Waterfront Park
	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	Subarea WR-1 South Cove	Subarea WR-2 Shoreline	Subarea WP-1 Shorebird Park
Building Height, Maximum	65'	CA State Sea Level Guidelines 45'			65'	CA State Sea Level Guidelines 35'		25'
Setback from Revetment Crest, Minimum		30' [1] [2]				30' [1] [2]		100' [1] [2]
Building Separation, Minimum		20'				20'		no requirement
Building Subarea Coverage, Maximum	45%	25%				15%		10%
Pedestrian Entrance Frequency, Minimum	50' min.	30' min.			50' min.	30' min.		20' min.
Ground Floor Uses, Minimum	40% Active Use	60% Active Use	80% Active Use	60% Active Use	no new development.	80% Active Use		80% Active Use
Ground Floor Transparency, Minimum		60% water-facing facades [4] 40% land-facing facades [4]				60% [4]		no requirement
Usable Open Space, Minimum		5 sq. ft per 100 gross sq. ft [5]				no requirement		N/A
Off-Street Parking, Maximum (no Minimum)	0.9 per room	0.5 per room	0.5 per room	0.5 per room	N/A	no requirement		N/A
Lodging Uses, Non-Lodging Uses		no requirement				no requirement		N/A

Keep heights low, otherwise it will block views from other parts of Berkeley. 5 stories is too tall.

WC-1 okay to go higher but bird safe glass please!

Move ~~these~~ some of these Hornblower ships elsewhere so Boathouse Restaurant has better view



Waterfront Specific Plan DRAFT OPEN HO

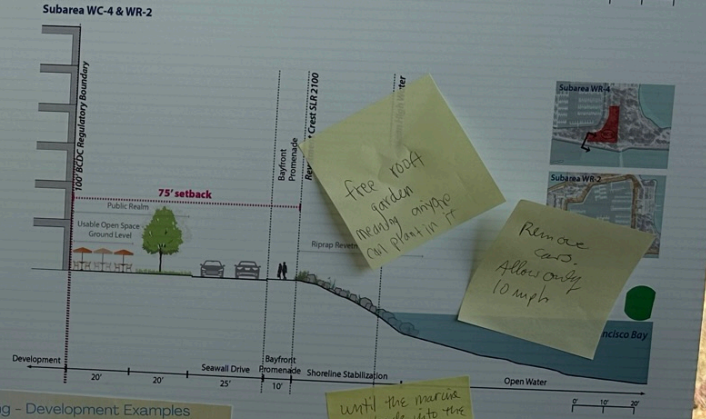
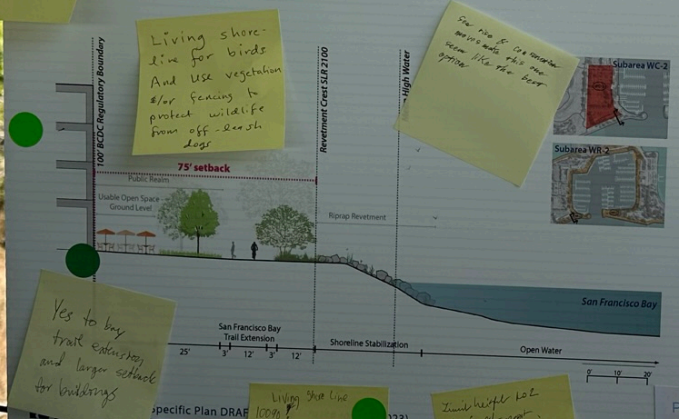
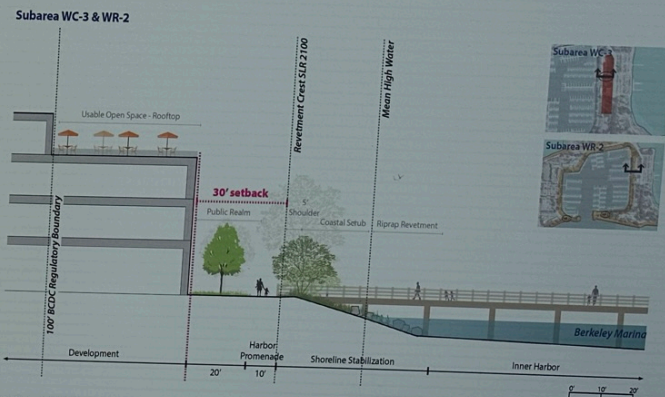
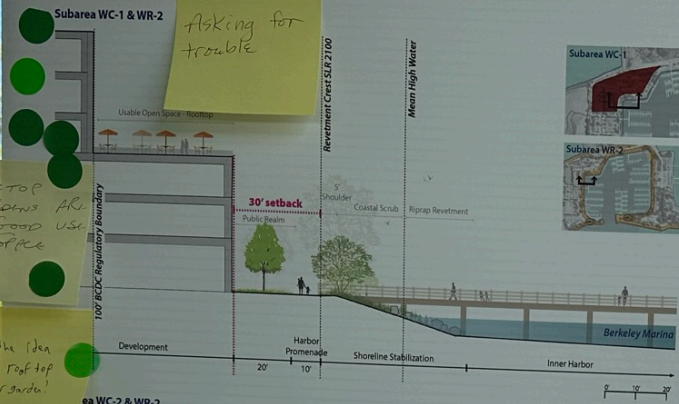
The development shown here is for illustrative purposes

DEVELOPMENT STANDARDS | MASSING & SETBACK STUDIES

Asking for trouble

Rooftop Gardens Are a Good Use of Space

Love the idea of a rooftop cafe or garden



Yes to bay front extension and larger setback for buildings

Living shoreline for birds and use vegetation and/or fencing to protect wildlife from off-leash dogs

See map of the marina area and use the same as the best

Living the line 100'

Limit help lot sizes at least. No more commercial development

Free rooftop garden nearby anyone can plant in it

Remove cars. Allow only 10 mph

Planning - Development Examples

How would you feel as a pedestrian in each of these scenarios?

What else should be considered?

Does a section of massing/setbacks in any area feel particularly good?

Do you like a particular setback, building height, or building step back?

The development shown here is for illustrative purposes only.



Mobility

Can you explain why a particular mobility or parking lot strategy or guideline is important to you?
Which of these strategies would have the most positive impact on the waterfront? Why?
What else should be considered?

Incorporate the following design strategies to renovate existing surface parking lots, with a priority on environmental sustainability and resilience:

Parking Lots as Public Space | Due to the unique characteristics of the Berkeley Waterfront, parking lots should be designed as an extension of the public realm with an appropriate amount of landscape to create a comfortable experience.

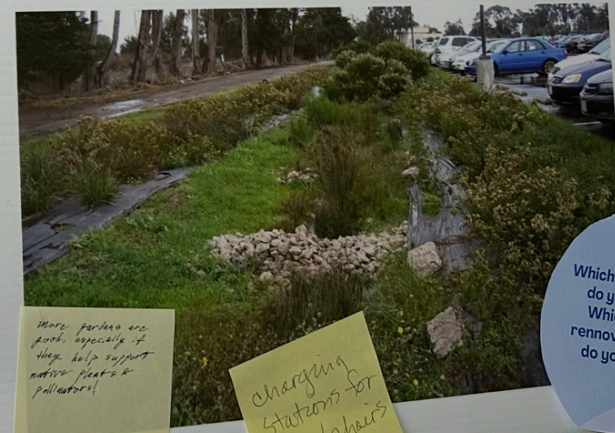
Waterfront Circulation | Circulation at the Berkeley Waterfront should facilitate micromobility and pedestrian connectivity between destinations at the Berkeley Waterfront further reducing reliance on cars.

Electric Vehicle Charging Stations | Parking lots should consider incorporating more electric vehicle charging stations on both the north and south side of the Berkeley Waterfront in addition to the electric vehicle charging stations that already exist.

Cool Materials & Solar Shading | New or renovated parking lots should include elements such as large canopy trees and solar power shade structures where possible.

On-Site Stormwater Management | New or renovated parking lots should strive to manage stormwater on site using a combination of rain gardens, permeable pavements, and underground cisterns as appropriate. Captured stormwater may be reused for building systems or landscape irrigation, reducing potable water use and contributing to enhanced resiliency during periods of extreme drought.

DESIGN GUIDELINES



less parking lots in
Agree!
Make parking paid, but not here
ways to get here without cars (B us, bikes)

Green sticker

More gardens are good, especially if they help support native plants & pollinators!

charging stations for wheelchairs

Which mobility strategy do you most value?
Which Parking Lot renovation guidelines do you most value?



DESIGN GUIDELINES



Waterfront Buildings

New and renovated buildings should be designed for sensitive integration within the Berkeley Waterfront landscape. Incorporate the following design strategies to effectively integrate buildings into the existing Berkeley Waterfront and broader cityscape:

Which design guidelines for buildings do you value?



Contextual Waterfront Design | Buildings at the Berkeley Waterfront should be designed to integrate with the landscape, with appropriate mass and bulk.

Bolster Cal Sailing / Cal Adventures no overdevelopment

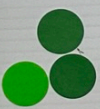


Waterfront Sensitivity | All new landscape and building design should have particular sensitivity within 100' from mean high water. Create an outdoor flow and an inviting design that integrates the user experience with the waterfront setting.

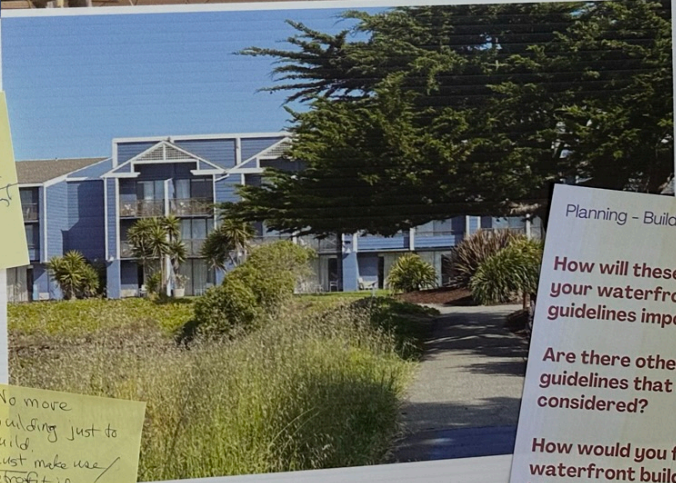


Public Entrances | Building entrances should be located where they are most visible and welcoming from adjacent public areas and pedestrian paths.

Bolster Cal Sailing / Cal Adventures no overdevelopment



Ground Floor Uses | Ground floors of all buildings should be designed for accessible uses on the ground floor. Maximize visibility between buildings and public areas. Maximize visibility between buildings and public areas. Maximize visibility between buildings and public areas. Maximize visibility between buildings and public areas.



Planning - Building Guidelines
How will these guidelines impact your waterfront? Why are these guidelines important to you?
Are there other building design guidelines that should be considered?
How would you feel about waterfront buildings if they incorporated these design strategies? Why?

No more building just to build. Must make use of what is already here. It's more nice if it looks nice in pics. Is not environmentally sound.



Waterfront Viewsheds

The Berkeley Waterfront's remarkable setting within ecologically rich environment of the San Francisco Bay is essential to enduring value. Prevent negative impacts of redevelopment to the following priority viewsheds, and seek opportunities to positively impact or improve viewsheds:

Viewsheds to Water | Development should be designed with attention to how it impacts views from the Berkeley Waterfront or adjacent urban areas out to the San Francisco Bay. Massing should be strategically designed so that buildings block views to water as little as possible, and material palettes should help buildings to visually recede within the waterfront landscape as much as possible.

Viewsheds to Land | Views from watercrafts on the Bay back towards Berkeley are also a priority, requiring similar massing and material considerations so that land based natural resources such as the Eastshore State Park, Cesar Chavez Park and Shorebird Park and the Berkeley skyline are prioritized.

Viewsheds from Redevelopment | High-quality long-term development will include leveraging the spectacular natural setting of the Berkeley Waterfront. Views to the water should be prioritized from both indoor and outdoor spaces, as well as attention to how development may enhance views from other buildings or structures at the Berkeley Waterfront.



Tell us how you see the Bay - share photos

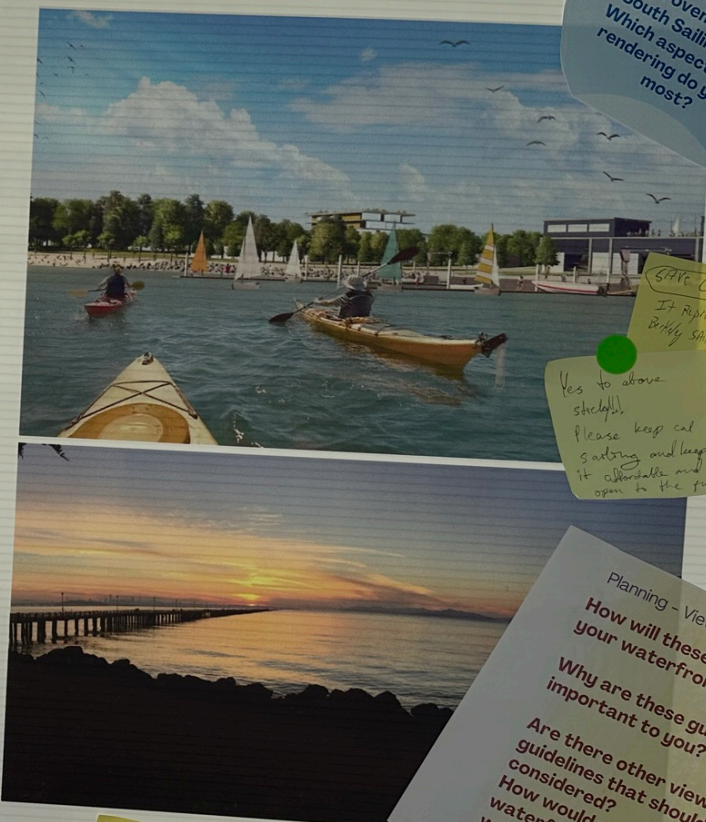


Waterfront Specific Plan DRAFT | OPEN HOUSE (09/23/2023)

Which design guidelines for viewsheds do you value?

No Disneyland & The Marina

DESIGN GUIDELINES



Would you support this type of improvement in the South Sailing Basin? Which aspects of this rendering do you like most?

Great Cal Sailing
It represents Berkeley sailing well
Yes to above schedule
Please keep cal sailing and keep it affordable and open to the public

Planning - Viewsheds
How will these guidelines impact your waterfront?
Why are these guidelines important to you?
Are there other view-related guidelines that should be considered?
How would you feel about the waterfront these considerations were applied? Why?



Wat



Waterfront Public Realm

Incorporate the following design strategies to support a cohesive Berkeley Waterfront landscape, reinforcing placemaking and equitable public access:

- Shared Public Open Space** | Integration with adjacent public realm may include open space with open lawns, shaded seating, or small plazas that engage community use, and emphasize the integration of development and landscape. Safe lighting should also be incorporated between all buildings and adjacent public trails and streets. Fencing is not allowed, with exceptions for screening utilities and waste storage areas.
- Pedestrian Circulation** | New developments should incorporate clear and welcoming connections to Berkeley Waterfront trails and pathways. Fences at the edge of development are not allowed, except where they are associated with storage of recreational equipment.
- Waterfront Plant Communities** | Recommended native and adapted species are included as a resource – targeted to the specific objectives of the Berkeley Waterfront’s diverse landscape typologies. All new plantings should be reviewed and approved for consistency with the Berkeley Waterfront’s identified plant communities, maintenance requirements, and resilience to evolving climate conditions.
- Outdoor & Rooftop Usable Open Space** | Programmed outdoor spaces are recommended as part of any new development or renovation (i.e. outdoor dining or seating). In addition, rooftop patios with programmed space and intensive or extensive green roofs are recommended as a way to further engage the spectacular views at the Berkeley Waterfront.

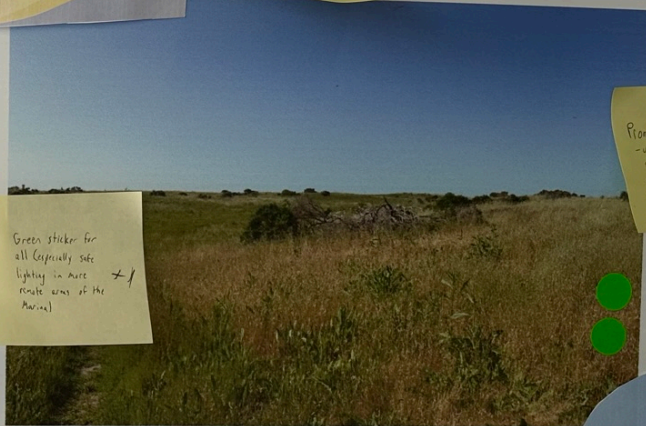
How will these guidelines impact your waterfront?

Which of these guidelines important to you and why?

Are there other considerations that should be included?

How would you feel these design strategies were incorporated?

DESIGN GUIDELINES



Love green roofs, no Ferris!

Green sticker for all especially site lighting in more remote areas of the Marina!

Promote native - use development to support Berkeley values and response to climate change and the collaboration biodiversity - just use native plants!

Which design guidelines for the Public Realm do you value?

Former Pines are not native to SF Bay Area!

Native Plants Green Sticker

Green Roofs, Yes!

Love rooftop restaurants or bars!





Waterfront Sustainability & Resiliency

Redevelopment at the Berkeley Waterfront is an opportunity to establish site assets that are enduring and adaptable to change.

Incorporate the following design strategies in new or renovated structures, in coordination with Berkeley's Green Building Requirements:

Sea Level Rise | All proposed re-development projects for recreational or commercial opportunities shall comply with CA State Sea Level permitting guidelines.

Ecological Sensitivity | Protecting and enhancing the ecological vitality of the Berkeley Waterfront is critical to placemaking character and enduring value of the Berkeley Waterfront as a shared natural resource for all residents and visitors.

Regional & Renewable Materials | New and renovated structures should prioritize inclusion of regional and rapidly renewable materials, including recycled steel, wood, stone, and concrete. In addition to mitigating ecosystem degradation and climate change impacts, regional materials encourage opportunities for façade construction that borrows from and blends with the local environment.

Low Carbon Design | New and renovated buildings should include decarbonization strategies, including electrification, energy efficiency, renewable energy generation, storage, and demand

waterfront
Which of these guidelines are important to you and why?
Are there other considerations that should be incorporated?
What materials do you feel would be most appropriate for buildings at the waterfront?

DESIGN GUIDELINES

SUPPORTING

- Existing
- Existing
- Areas Vu



Just think about all the trees cut down for this picture



Love these ideas!

Would set a good precedent for other developments in the waterfront area

See comment on "Design Guidelines" page - no building just to build

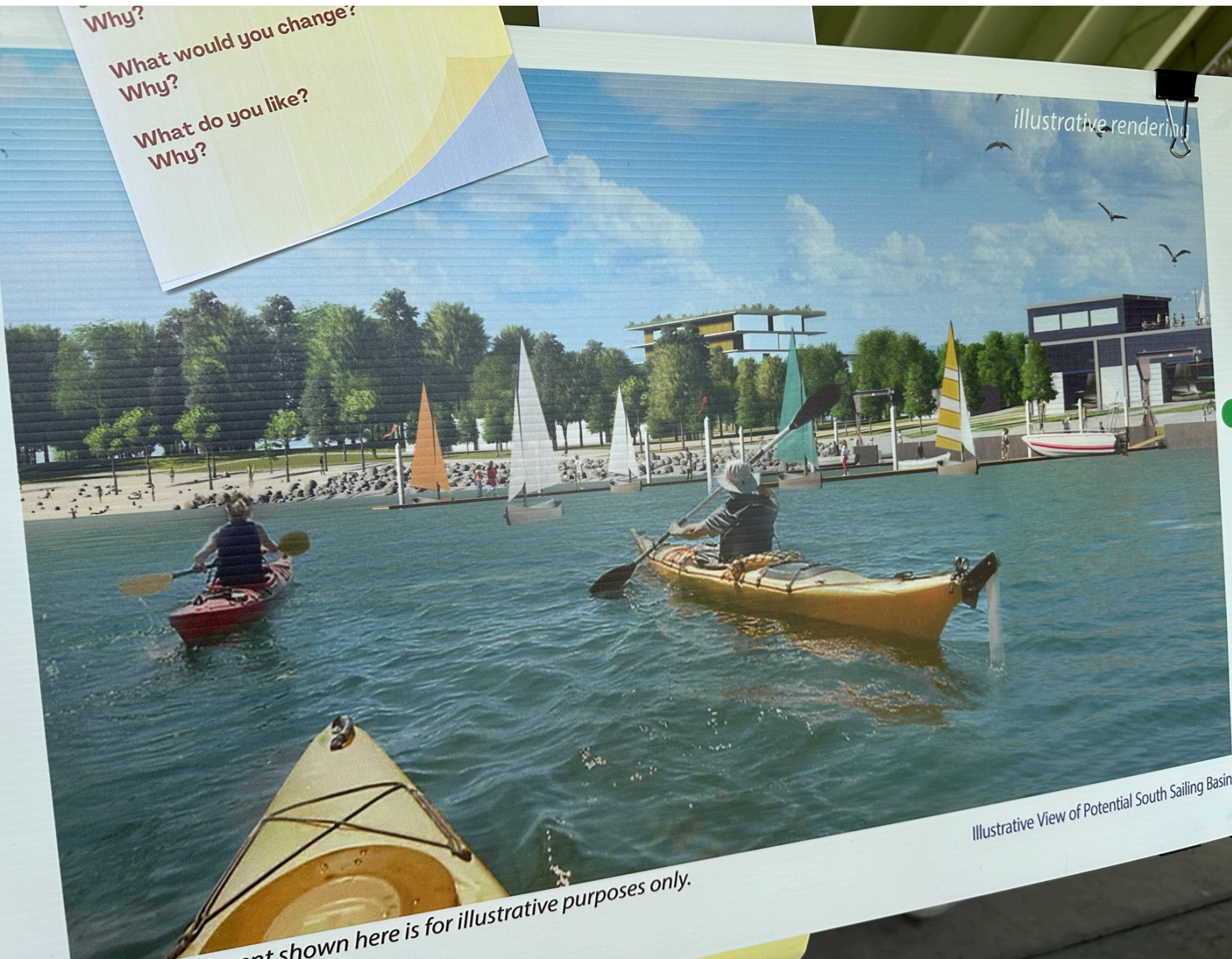


Why?

What would you change?
Why?

What do you like?
Why?

illustrative rendering



Illustrative View of Potential South Sailing Basin

The development shown here is for illustrative purposes only.

HOUSE (09/23/2023)

...is representation of
to you?
Why?
What would you change?
Why?
What do you like?
Why?

Illustrative rendering



...d you support
...his type of
...ovement on the
...stern shore near
...pinnaker Way?
...hich aspects of this
...endering do you like
...most?

...development shown here is for illustrative purposes only.

Illustrative View of Potential Spinnaker Way Redevelopment

SPINNAKER

Would you support this type of improvement in the Inner Harbor area fronting on the Marina? Which aspects of this rendering do you like most?

How does this representation of potential future improvements feel to you?
Why?

What would you change?
Why?

What do you like?
Why?

illustrative rendering

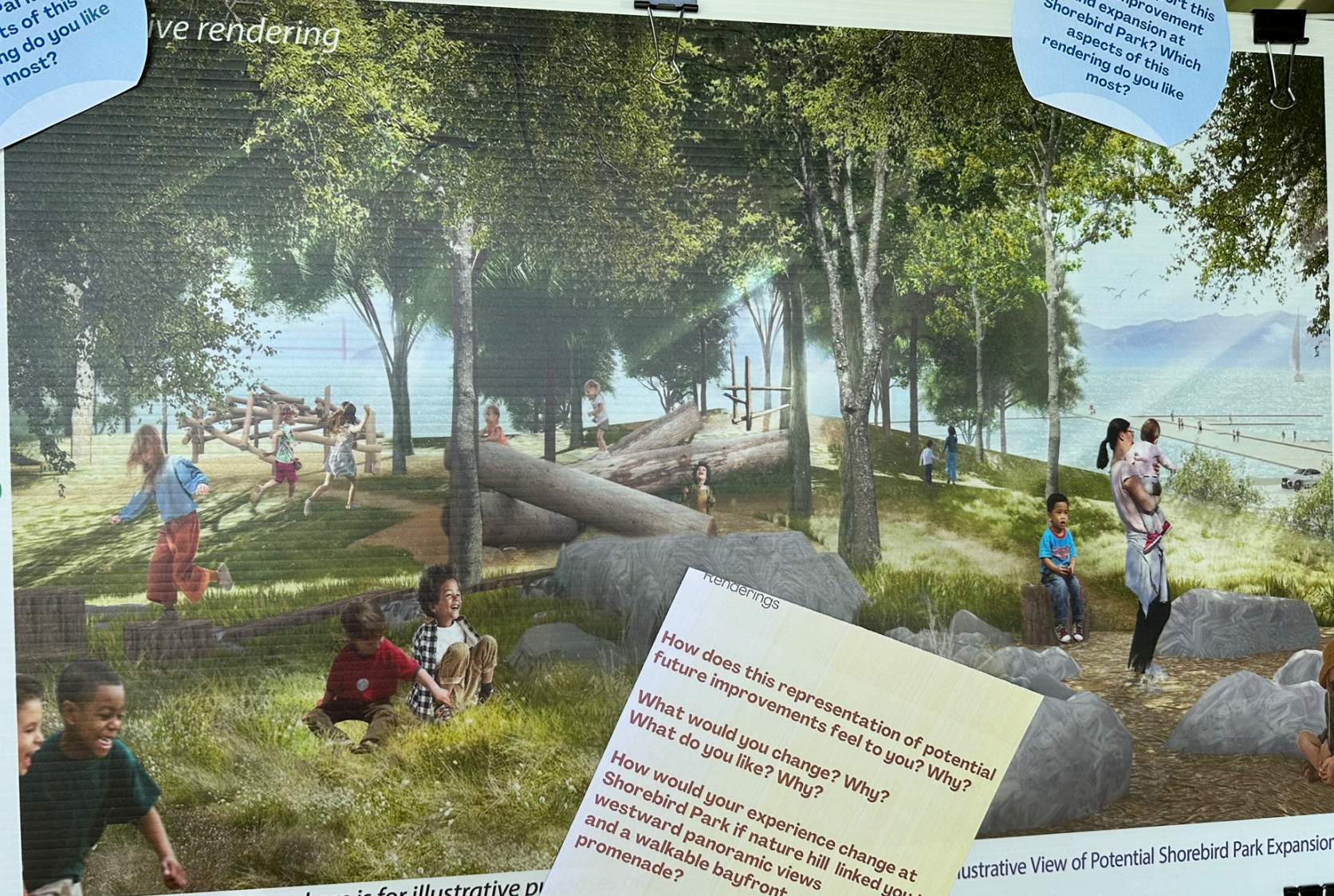


The development shown here is for illustrative purposes only.

Illustrative View of Potential Inner Harbor Redevelopment

Would you support this type of improvement and expansion at Shorebird Park? Which aspects of this rendering do you like most?

Would you support this type of improvement and expansion at Shorebird Park? Which aspects of this rendering do you like most?



ive rendering

renderings

How does this representation of potential future improvements feel to you? Why?

What would you change? Why?

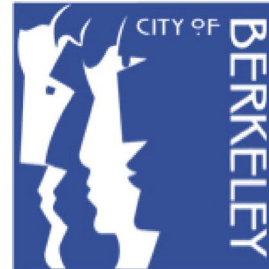
What do you like? Why?

How would your experience change at Shorebird Park if nature hill linked you to westward panoramic views and a walkable bayfront promenade?

Illustrative View of Potential Shorebird Park Expansion

The development shown here is for illustrative purposes only.





Thank you for participating!

Next Steps:

1. Revisions to the WSP based on your input.
2. Nov 2nd - WSP Update at City Council Meeting
3. Still to come: parking & access study; infrastructure prioritization; and implementation strategies.
4. Stay in touch!

Email bmasp@berkeleyca.gov

and follow the website

