



## PARKS, RECREATION, AND WATERFRONT COMMISSION

### Special Meeting

Tuesday, January 13, 2026, 7:00 P.M.  
Frances Albrier Community Center - auditorium  
2800 Park Street, Berkeley, CA 94702

### Agenda

- The Commissions may discuss any items listed on the agenda, but may take action only on items identified as Action.
- Public Comment on agenda items shall be heard at each item (2 minutes per speaker).

1. **Call to Order** (chair).
2. **Roll Call** (Secretary).
3. **City of Berkeley Land Acknowledgement:**<sup>1</sup>
4. **Action: Approval of Agenda.** (chair)
5. **Action: Approval of Minutes** for Wednesday, November 12, 2025 (chair).\*
6. **Public Comment** (2 min each).
7. **Chair's Report/Discussion.**
8. **Director's Report:** Update on special events, community engagement, capital and maintenance projects, forestry, recreation (Ferris/Erickson).
9. **Presentation:** Pier Water Transportation Project Update (Liza McNulty).\*
10. **Discussion/Action:** Potential Fitness Court locations in Berkeley (Miller).\*
11. **Discussion/Action:** Update on Proposed Marina and Recreation Fees Increases (Erickson).
12. **Information Reports:** Recent PRW Council Reports.\*
13. **Future Agenda Items:** Potential Infrastructure Bond Measure November 2026; Election of Officers (Feb 11); Nexus Study; Public Art in Aquatic Park (Lavvorn); Dog Parks locations.
14. **Communications.**\* G. Reiger, 12/5/2025; McGrath, 11/19/2025; McGrath, 11/12/2025; Grant Opening – Ohlone Park Restroom Lighting Improvements, 01/08/2026.
15. **Next PRW Commission meetings:** Thurs, Feb 5, 2026 (Special-site visit); Wed, Feb 11, 2026 (Regular).
16. **Adjournment.**

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

\*\* document will be provided at the meeting.

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<sup>1</sup> Text of the City of Berkeley Land Acknowledgement: <https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/SSCOC%20Agenda%20and%20Memorandum%20July%202%2C%202025.pdf>

**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](http://www.cityofberkeley.info/commissions); the Berkeley Main Library and the Parks Recreation & Waterfront Department Office at 2180 Milvia Street –3<sup>rd</sup> 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](mailto: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**

<b>Mayor-</b>	<b>District 3 -</b> Ben Nash	<b>District 6 -</b> Liliana Cardile
<b>District 1 -</b> Carrie Rybczynski	<b>District 4 -</b> Mary Muszynski	<b>District 7 -</b> Ysabela Philip
<b>District 2 -</b> Leigh Stewart	<b>District 5 -</b> Allen Samelson	<b>District 8 -</b> Allan Abshez

**Current assignments**

- Subcomm on dogs and parks (07-09-2025) (Nash; Stewart) Liaison - Civic Arts in Parks (Carrie Rybczynski)
- Subcomm on parks impact fee (07-09-2025) (Abshez; Rybczynski)
- Subcomm on Waterfront Fees (10-08-2025) (Abshez; Philip)
- Subcomm on City bond measure 2026 (10-08-25) (Muszynski; Nash; Samelson; Stewart)

## 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 (2 <sup>nd</sup> Wednesday per month)	Time	Notes
<b>2026</b>			
<b>January</b>	Tuesday, January 13	7:00 p.m.	Special Mtg
<b>February</b>	Thursday, February 5	8:30am	Special (park site visits)
February	Wednesday, February 11	7:00 p.m.	Regular Mtg
<b>March</b>	Wednesday, March 11	7:00 p.m.	Regular Mtg
<b>April</b>	Wednesday, April 8	7:00 p.m.	Regular Mtg
<b>April</b>	Thursday, April 9	8:30am	Special (park site visits)
<b>May</b>	Wednesday, May 13	7:00 p.m.	Regular Mtg
<b>June</b>	Wednesday, June 10	7:00 p.m.	Regular Mtg
<b>July</b>	Wednesday, July 8	7:00 p.m.	Regular Mtg
<b>August</b>	No meeting		
<b>September</b>	Wednesday, September 9	7:00 p.m.	Regular Mtg
<b>October</b>	Wednesday, October 14	7:00 p.m.	Regular Mtg
<b>November</b>	Tuesday, November 10	7:00 p.m.	Regular Mtg
<b>December</b>	No Meeting		
<b>2027</b>			
<b>January</b>	Wednesday, January 13	7:00 p.m.	Regular Mtg

**PARKS, RECREATION AND WATERFRONT COMMISSION  
Regular Meeting**

November 12, 2025, 7:00 P.M., Frances Albrier Community Center, 2800 Park St

**Minutes - Draft**

1. **Call to Order** (Chair). 7pm
2. **Roll Call** (Secretary). Present: Abshez; Cardile; Muszynski; Nash; Philip; Rybczynski; Samelson; Stewart; Absent: none.
3. **City of Berkeley Land Acknowledgement:**<sup>2</sup>
4. **Action: Approval of Agenda.** (chair) (M/S/C: Samelson/Rybczynski/U) Ayes: Abshez; Muszynski; Nash; Philip; Rybczynski; Samelson; Stewart; Absent: Cardile (LOA).
5. **Action: Approval of Minutes** for Wednesday, October 8, 2025 (chair).\* (M/S/C: Rybczynski/Abshez/U) Ayes: Abshez; Muszynski; Nash; Philip; Rybczynski; Samelson; Stewart; Absent: Cardile (LOA).
6. **Public Comment** (2 min each). a) Pete Goldstein, shuffle board; b) Gina Rieger, park maintenance; c) Steve Tracy, park maintenance; d) Naomi Friedman, Cesar Chavez OLA; e) Emma Chrisman, marina access; f) Claudia Kawczynska, BCDC non agenda; g) Edward Kuezynski, ferry options; h) Camille Antinori, Non-agenda Item; i) Julian Aveling, Waterfront fees; j) Jim McGrath, non-agenda; k) Nicolaus Waton, Marina parking fees; l) Laurel, drones @ the waterfront; m) Erin Diehm, non-agenda.
7. **Chair's Report/Discussion.** Update provided.
8. **Director's Report:** Update on special events, community engagement, capital and maintenance projects, forestry, recreation (Erickson). Update was provided.
9. **Discussion/Action:** PRW Commission meeting schedule for calendar year 2026 (Miller). (M/S/C: Nash/Samelson/U) Ayes: Abshez; Muszynski; Nash; Philip; Rybczynski; Samelson; Stewart; Absent: Cardile (LOA).
10. **Discussion:** Possible Tour of Parks dates (Miller): Dates were discussed and everyone is on board for Thursday, February 5, 2026, 8:30am and Thursday, April 9, 2026, 8:30am.
11. **Discussion:** Fire at Codonices Creek/Status of Area (Samelson). Article in Berkeleyside was described. PRW has no update.
12. **Discussion:** PRW Budget Orientation (Erickson).\*\* Update was provided.
13. **Discussion:** Marina Fund Presentation (Erickson).\* (see link at: <https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/2025-10-28%20Item%2003%20Marina%20Fund%20Update%20Presentation.pdf>). Discussion was held. Public Comment: a) Erin Diehm.
14. **Discussion:** Proposed Recreation and Waterfront Marina Fees (Erickson).\* Update was provided and discussion was held.
15. **Information Reports:** Recent PRW Council Reports.\*
16. **Future Agenda Items:** Nexus Study; Public Art in Aquatic Park (Lavvorn); Dog Parks locations.

<sup>2</sup> Text of the City of Berkeley Land Acknowledgement:

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/SSCOC%20Agenda%20and%20Memorandum%20July%20%2C%202025.pdf>

**17. Communications.** \* F. Messner, General Plan Update events on Environmental Justice and Safety, 10/22/2025; Flyer for Community Meeting #2 – Glendale La Loma Improvements; Link to 2025-26 Winter Activity Guide: [winter-activity-guide.pdf](#)<sup>3</sup>; C. Antinori, 11/6/2025.

**18. Next PRW Commission meeting:** Wednesday, January 14, 2026.

**19. Adjournment.** 9:50pm.

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

\*\* document will be provided at the meeting.

- Commissioners in attendance: 8 of 8 appointed.
- Public in attendance: 14
- Public speakers: 14

**\*Note:** For any handouts distributed at the meeting, please see the Draft Minutes for November 12, 2025, 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>

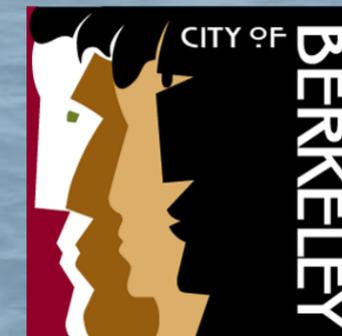
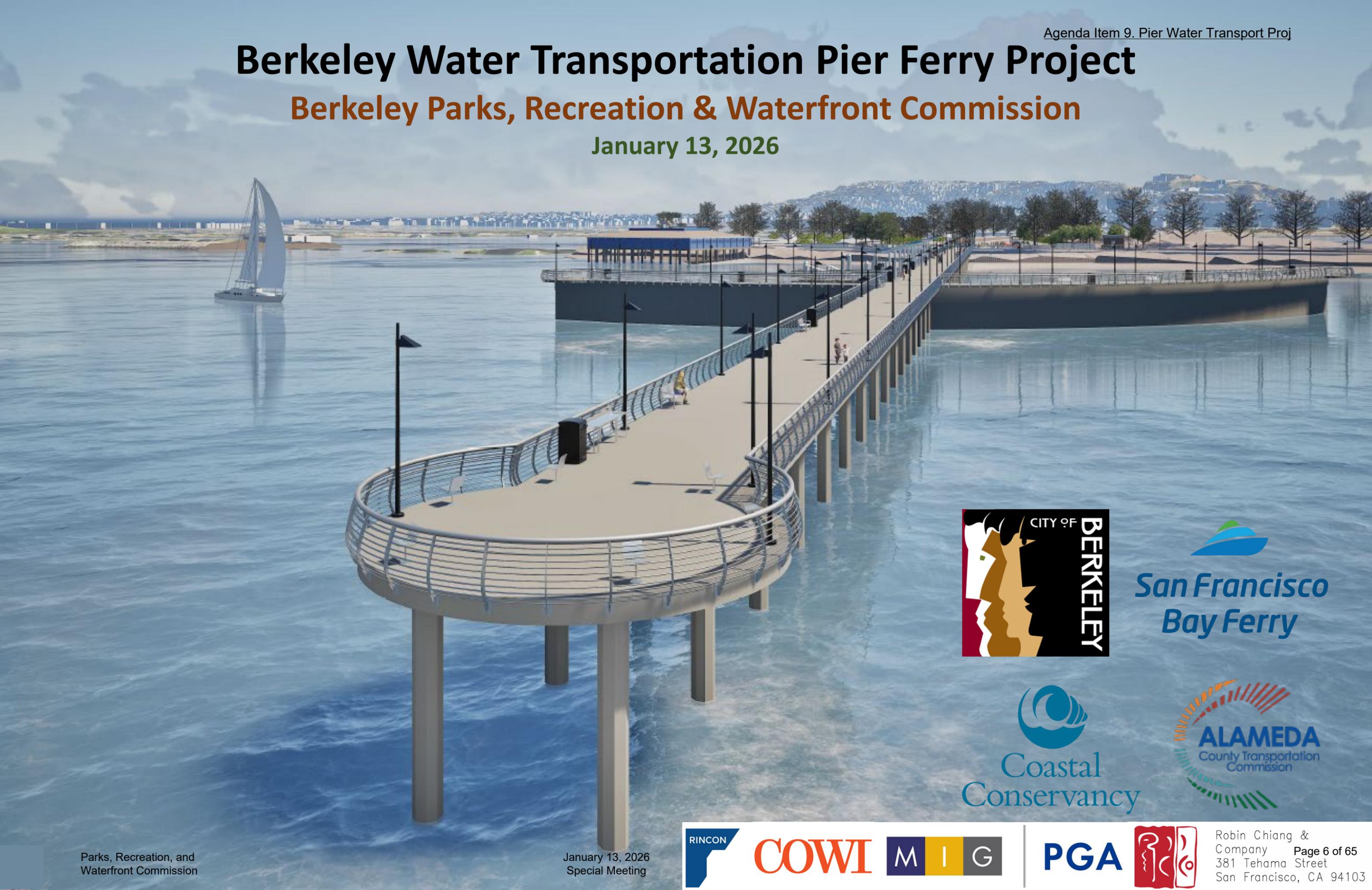
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<sup>3</sup> Winter 2026 Activity guide: <https://berkeleyca.gov/sites/default/files/documents/winter-activity-guide.pdf>

# Berkeley Water Transportation Pier Ferry Project

## Berkeley Parks, Recreation & Waterfront Commission

January 13, 2026



# Presentation Overview

1. Project Schedule
2. Public Outreach
3. Project Overview
4. Parking & Transportation Demand Management
5. Project Phases
6. University Avenue Improvements
7. Plaza
8. Proposed Pier
9. Sea Level Rise
10. Seawall Parking Lot
11. Bay Trail Improvements



# Public Outreach: 2021 - 2025

## Feasibility Phase

- Three Focus Groups (January 2021)
- 3 Community Workshops (January, August, October 2021)
- 2 City Council Work Sessions (February, December 2021)
- Public Survey / Questionnaire (March 2021)

## Design Phase

### Small Group / Targeted Surveys

- Water Access Improvement Focus Group (April 2025, December 2025)
- Swimmer Focus Group (June 2025)
- Seven Parking Intercept Surveys (April, July, August 2024)

### Parks, Recreation & Waterfront Commission

- March 2024
- March 2025
- May 2025
- November 2025

# Public Outreach Continued: 2025

## Agencies

- San Francisco Water Emergency Transportation Authority (WETA)
- West Berkeley Shuttle Board
- AC Transit

## Public Meetings

- Berkeley Parks, Recreation, and Waterfront Commission (March & May)
- Youth Commission
- BCDC Design Review Board Briefing (May) and Review (November)
- Notice of Preparation of EIR (May)

## Community Groups

- Berkeley Black Ecumenical Ministers Alliance
- Berkeley Breakfast Club
- Berkeley Business District Network
- Berkeley Chamber of Commerce
- Berkeley Design Advocates
- Berkeley Democratic Club
- Berkeley Neighborhood Council
- East Bay Conservation Committee
- Gilman Coordinating Committee
- Telegraph for People
- UC Berkeley Urban Studies Student Association
- Washington Elementary School (Black History Month Celebration)
- Walk/Bike Berkeley
- Bike East Bay
- Healthy Black Families
- Live Oak Community Center (Community Partner Resource Night)

# Project Overview



# Parking & Transportation Demand Management

X - Y / Z Minimum - Average Spaces Available / Total Spaces

## Existing Parking Demand

- Pedestrians / Bay Trail Access
- Swimmers
- Sailing
- Slip holder
- Kayak, windsurfing, paddle, etc.
- Charter Boat Customers
- Restaurant / Yacht Club Patrons
- Fishing
- In-Car Bay Viewing
- Park / Playground Visitor/Drop-Off
- City Staff

## Post-Project additions

- Pier Recreational Access
- Ferry Riders

### NOTES

1. Weekdays: Mon - Fri, 6 am - 6 pm
2. Total Parking stalls in mapped area: 1,248
3. Availability based on data collected over 588 Days (May '21 - Aug. '24)
  - 5 Days Continuous Car Counts (April & August 2024)
  - 583 Daily Car Counts
    - 523 Days (10 am & 8 pm)
    - 60 Days (2 pm & 4 pm)
4. Seawall Lot frequently closed during 2021 - 2025; excluded from data analysis
5. "Average" based on 60 midday (2 pm / 4 pm) April - August 2024 data points



# Parking & Transportation & Demand Management

## Ferry Parking Demand

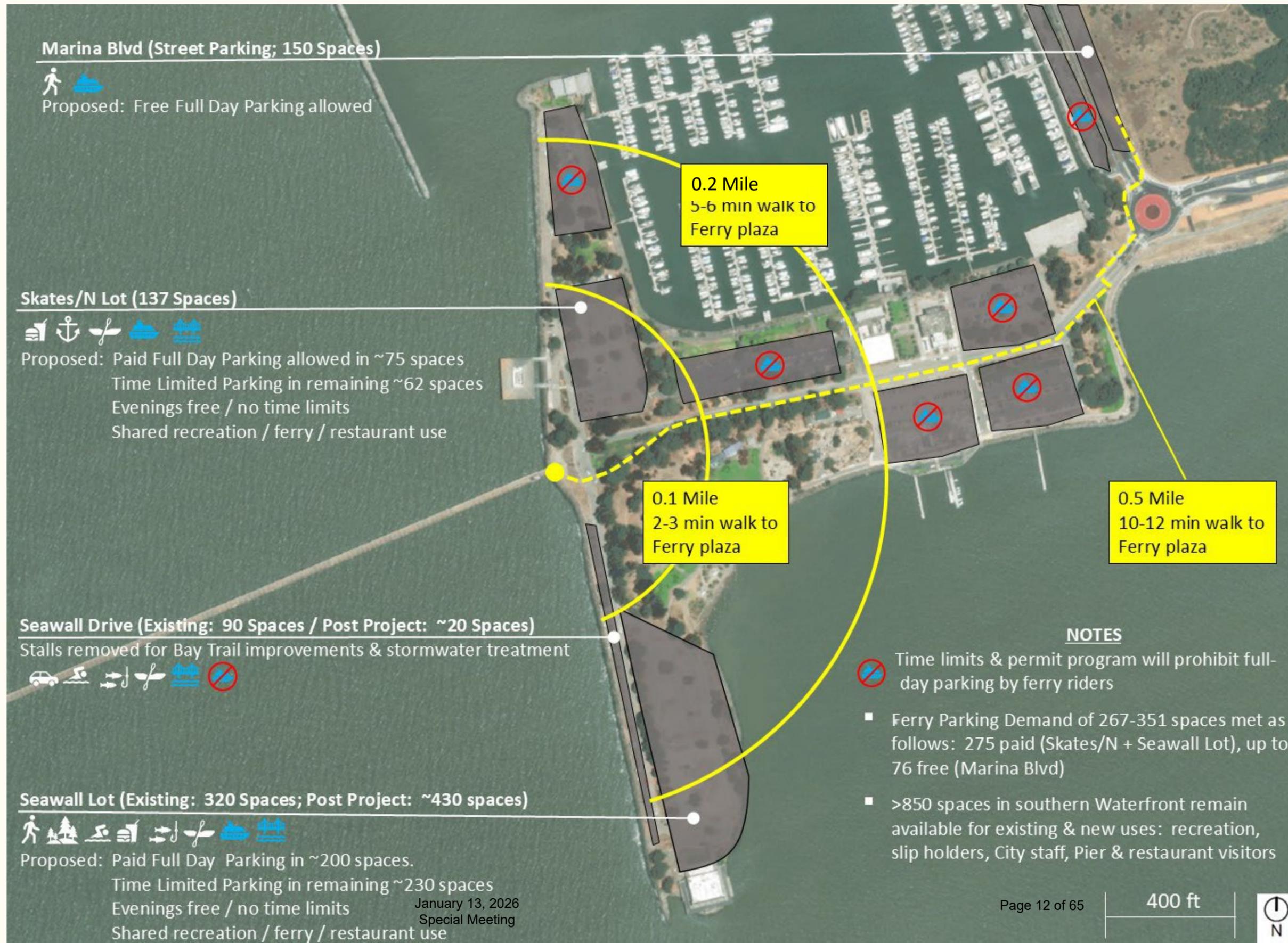
Weekday: 318 – 351 spaces  
 Weekend: 267 – 300 spaces

## Project Transportation Demand Management (TDM) Measures

- University Ave. CycleTrack
- Secure Bike Parking
- Paid Parking
- Rideshare loading zones
- Shared Micromobility Stations

## Future TDM Measures

- Increased AC Transit
- Shuttle Services
- Valet Parking
- Marina Blvd. Improvements
- Additional Bike Parking
- Expanded Micromobility Stations



# Possible Project Phases

Pier-Ferry  
Plaza  
Pier & Breakwater  
Ferry Terminal  
Dredging

Berkeley Pier-Ferry Project  
potential construction phasing:

- University Avenue
- Pier-Ferry
- South Seawall Drive

Sequence & combination of phases is unknown; dependent on future construction funding.

**University Avenue**  
 Raised Cycletrack  
 Repaving  
 Sidewalk Repair / Replacement  
 Bus Stop Re-location  
 Loading / Dropoff Zone

**South Seawall Drive**  
 Bay Trail Improvements  
 Seawall Drive Re-Alignment / Repaving  
 Seawall Parking Lot Improvements  
 Electric Vehicles Charging Stations  
 Solar Panels\*

\* Feasibility Study for solar panels at Seawall parking lot is underway, inclusion in the Project TBD

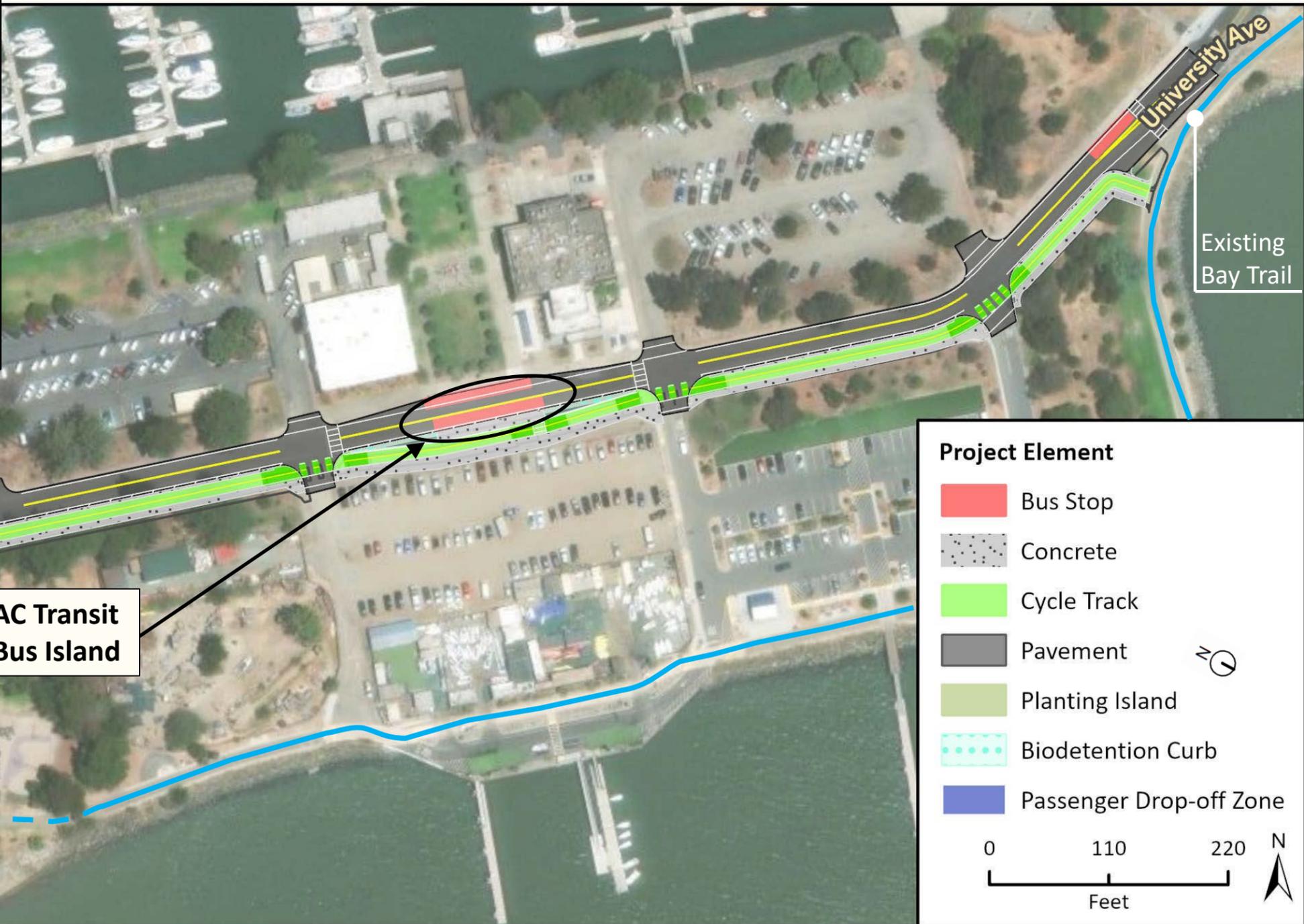


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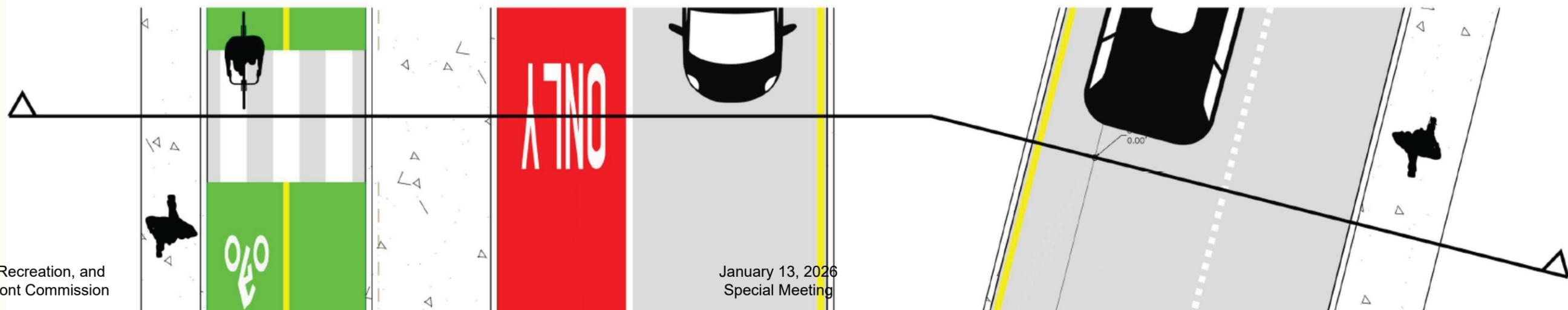
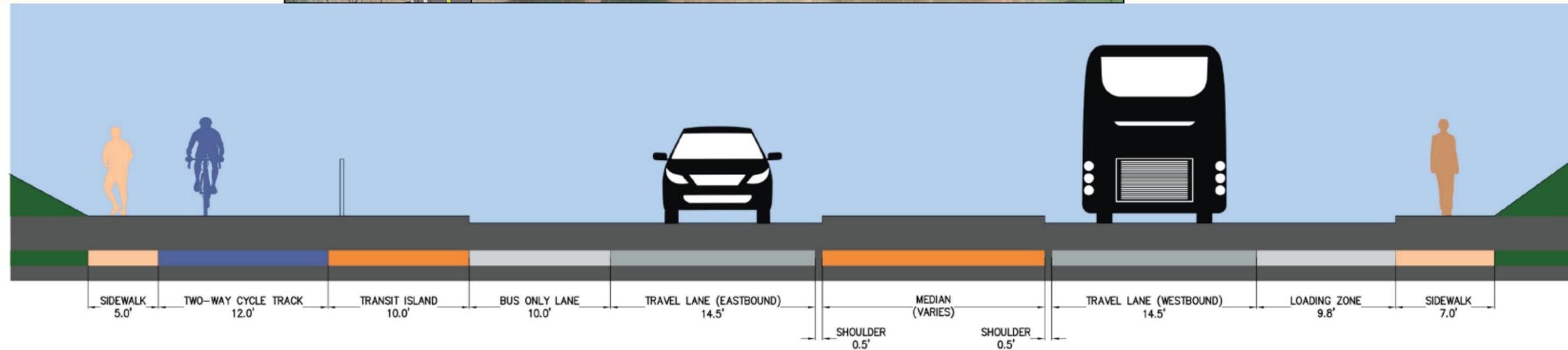
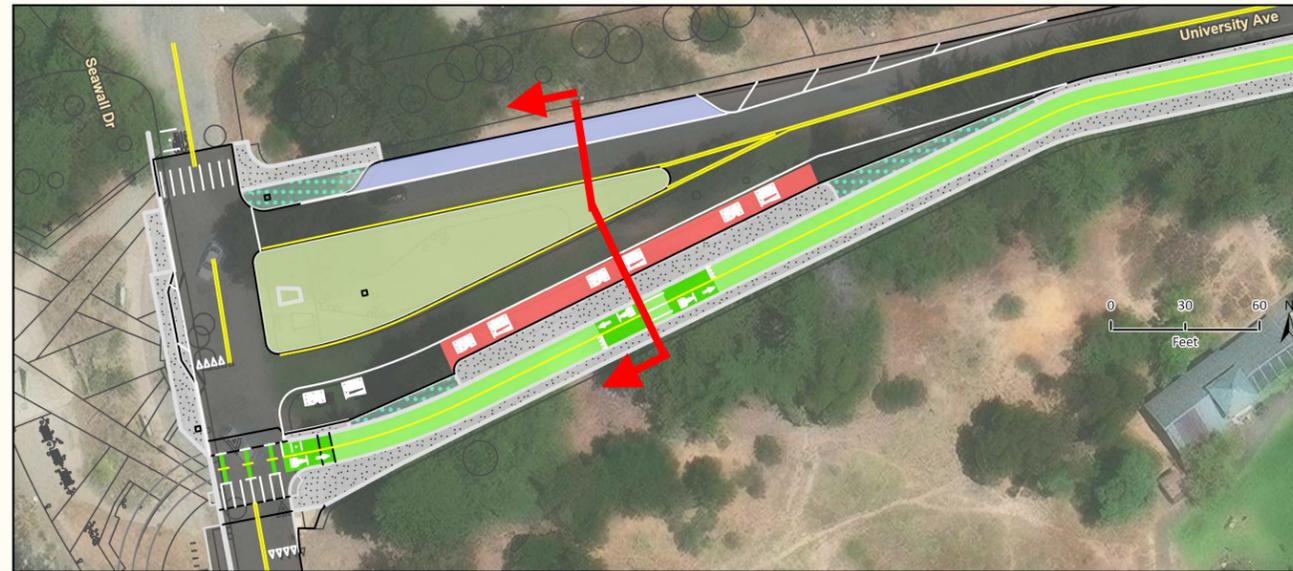
Parks, Recreation, and  
Waterfront Commission

January 13, 2026  
Special Meeting

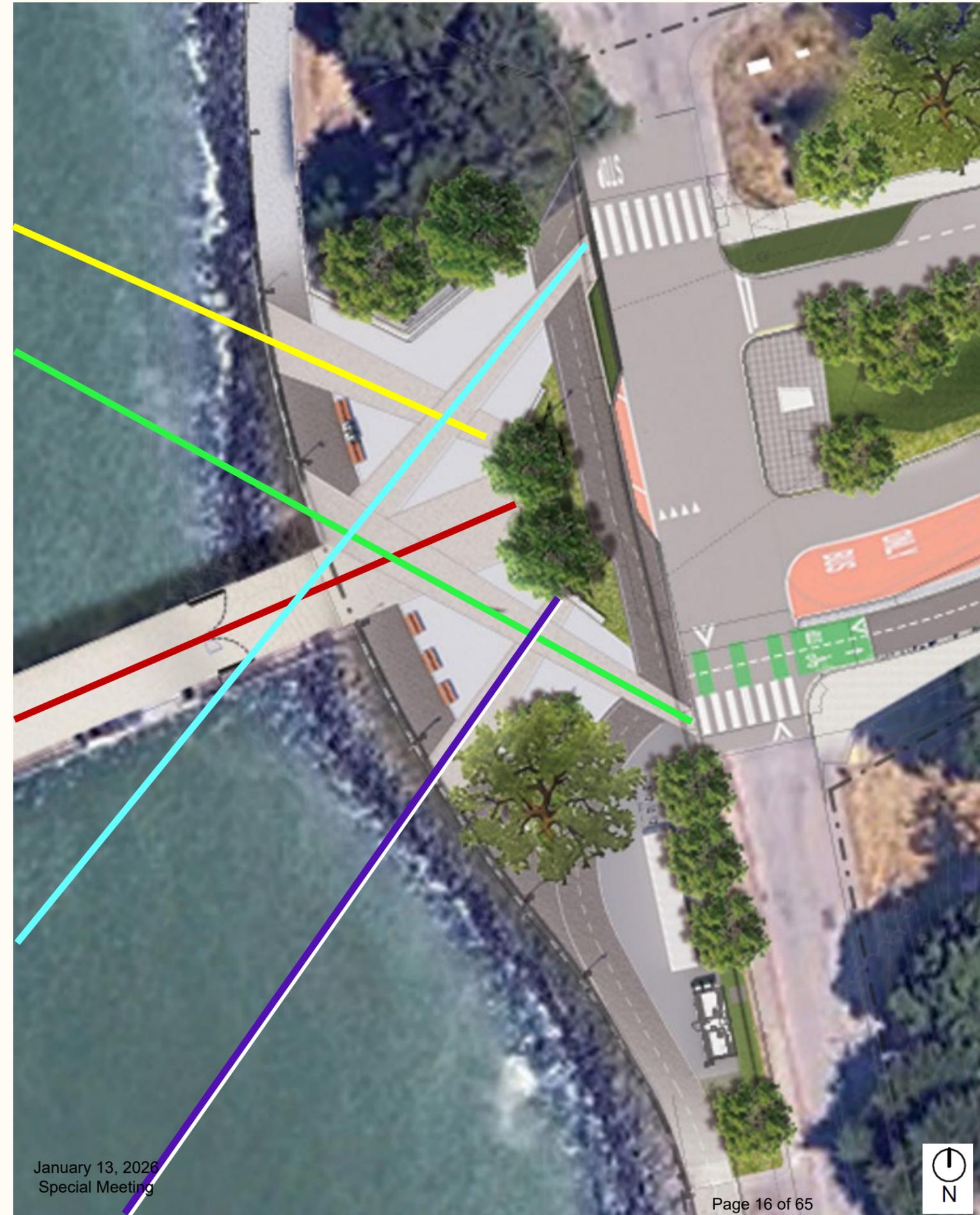
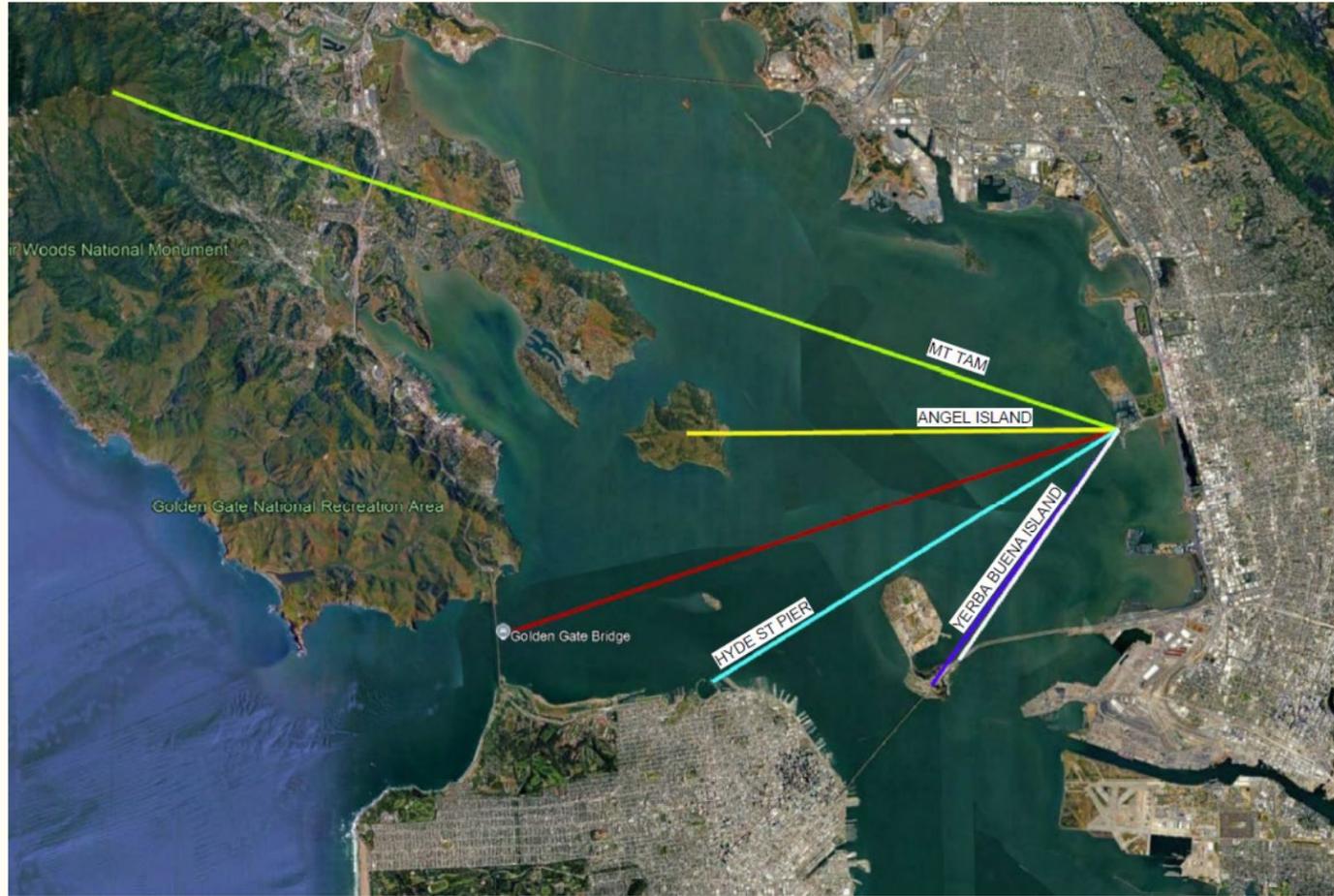
# University Avenue Improvements



# University Ave Improvements



# Plaza Design Concept



# Proposed Plaza



1 Seatwall



2 Backed Benches



3 Pole-Lighting



4 Bike Rack



5 Bike Lockers



6 Restroom



7 Interpretive Paving Inlays



8 Existing Statue

Parks, Recreation, and Waterfront Commission

## LANDSCAPE MATERIALS LEGEND

	ASPHALT
	COLORLED CONCRETE
	COLORLED CONCRETE
	NATIVE AND CLIMATE-ADAPTED ORNAMENTAL PLANTING
	STORMWATER PLANTING
	NATIVE RESTORATION PLANTING
	WOOD MULCH AREA



# Proposed Plaza

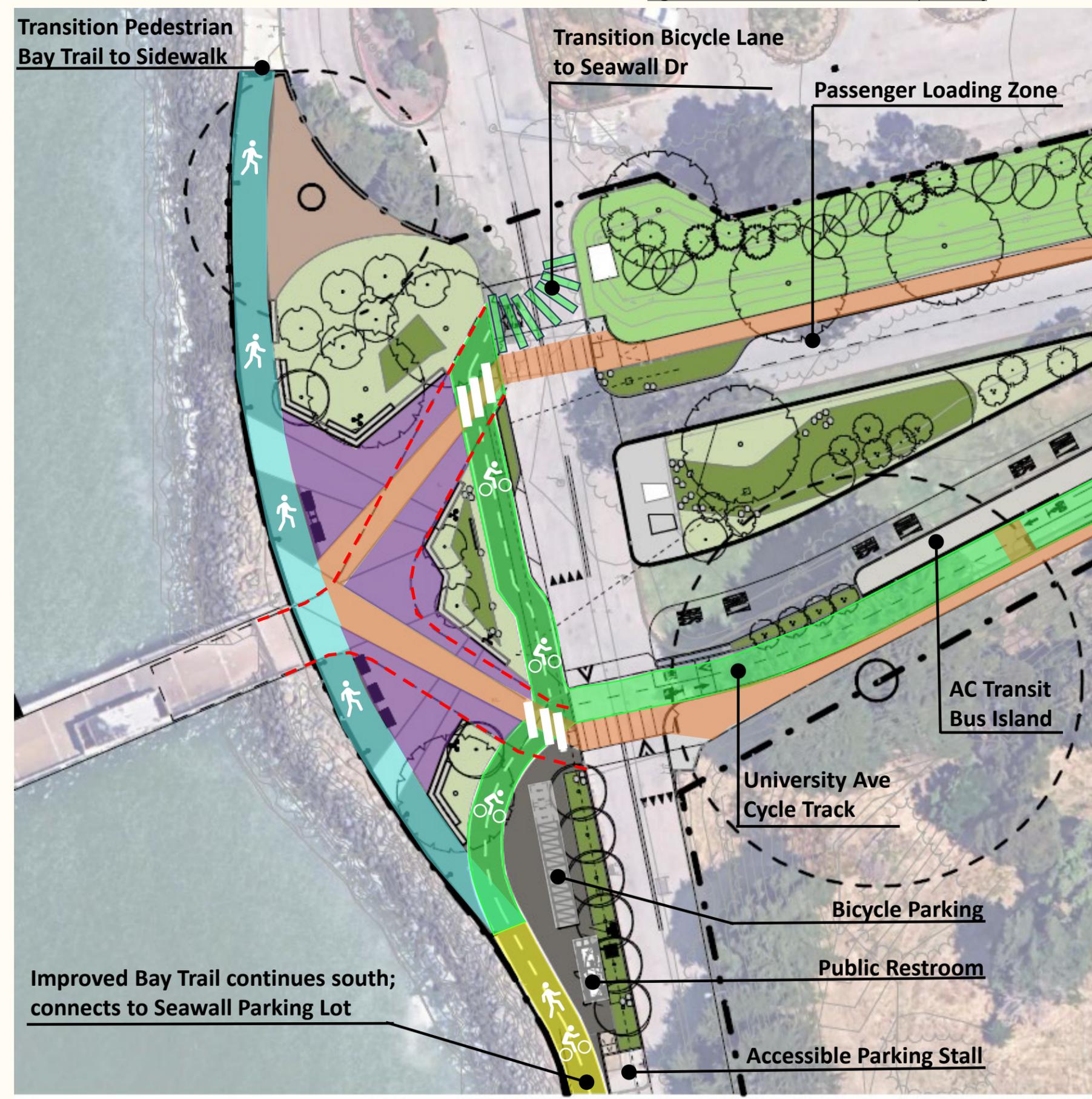
## LEGEND

-  Bay Trail – Pedestrian Only (11 ft wide)
-  Bay Trail – Bicycle Only + University Ave CycleTrack (12-ft wide)
-  Bay Trail – Mixed Use (Pedestrian & Bicycle) (12 ft wide, constrained at south plaza entrance)
-  Sidewalks / Pedestrian Ways
-  Plaza Open Space  
Walking Bikes Only / No Riding  
Seating, Signage, Small Vendors
-  Emergency Vehicle Clearance Area
-  Tree Canopy Drip Line

## NOTES

1. Bay Trail Design Guidelines recommend separation of wheeled-users from pedestrians in high use, urban parkland areas.
2. Project does not include implementation of Bay Trail improvements north of Project limit. Pier-Ferry Project transitions separated Bay Trail to existing sidewalk (pedestrians) and Seawall Drive (Bicycles). Future Bay Trail Gap Closure Project(s) would extend Bay Trail northward.
3. Detailed design of transitions, signage and striping will utilize Bay Trail Design Guidelines and Toolkit (July, 2025).

Parks, Recreation, and Waterfront Commission



# Proposed Plaza

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Parks, Recreation, and  
Waterfront Commission



# Proposed Plaza

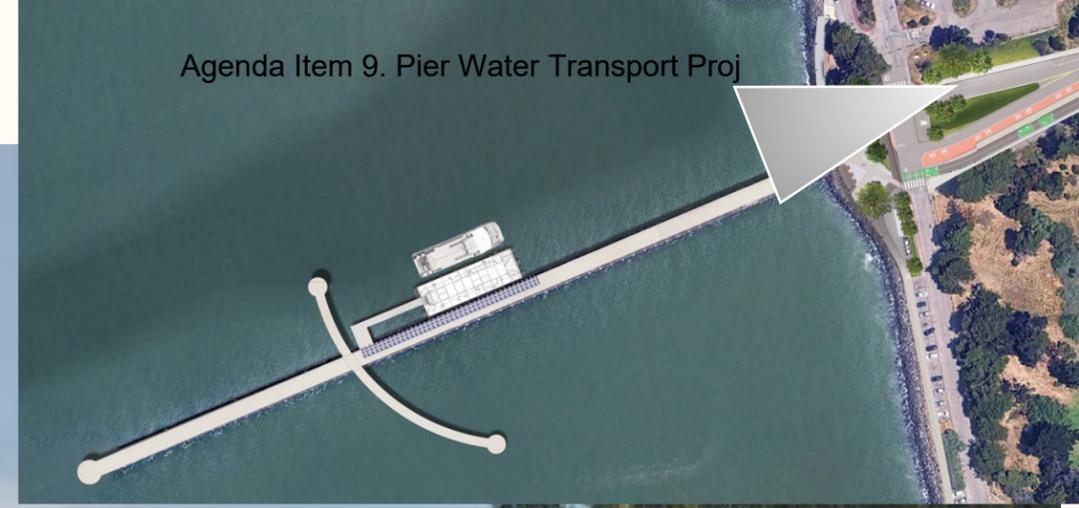
Agenda Item 9. Pier Water Transport Proj



# Proposed Plaza



# Proposed Plaza



# Proposed Plaza



# Proposed Plaza



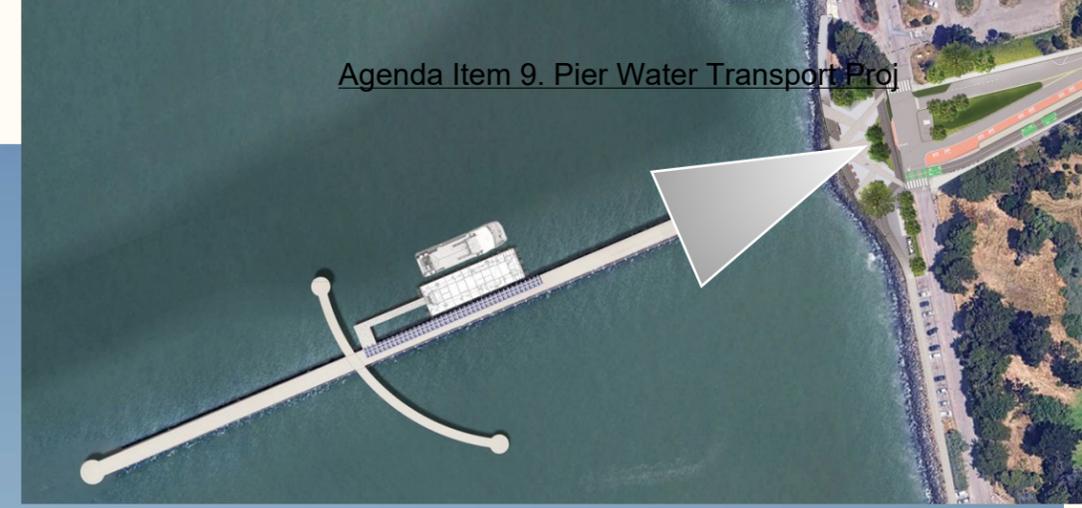
# Proposed Plaza



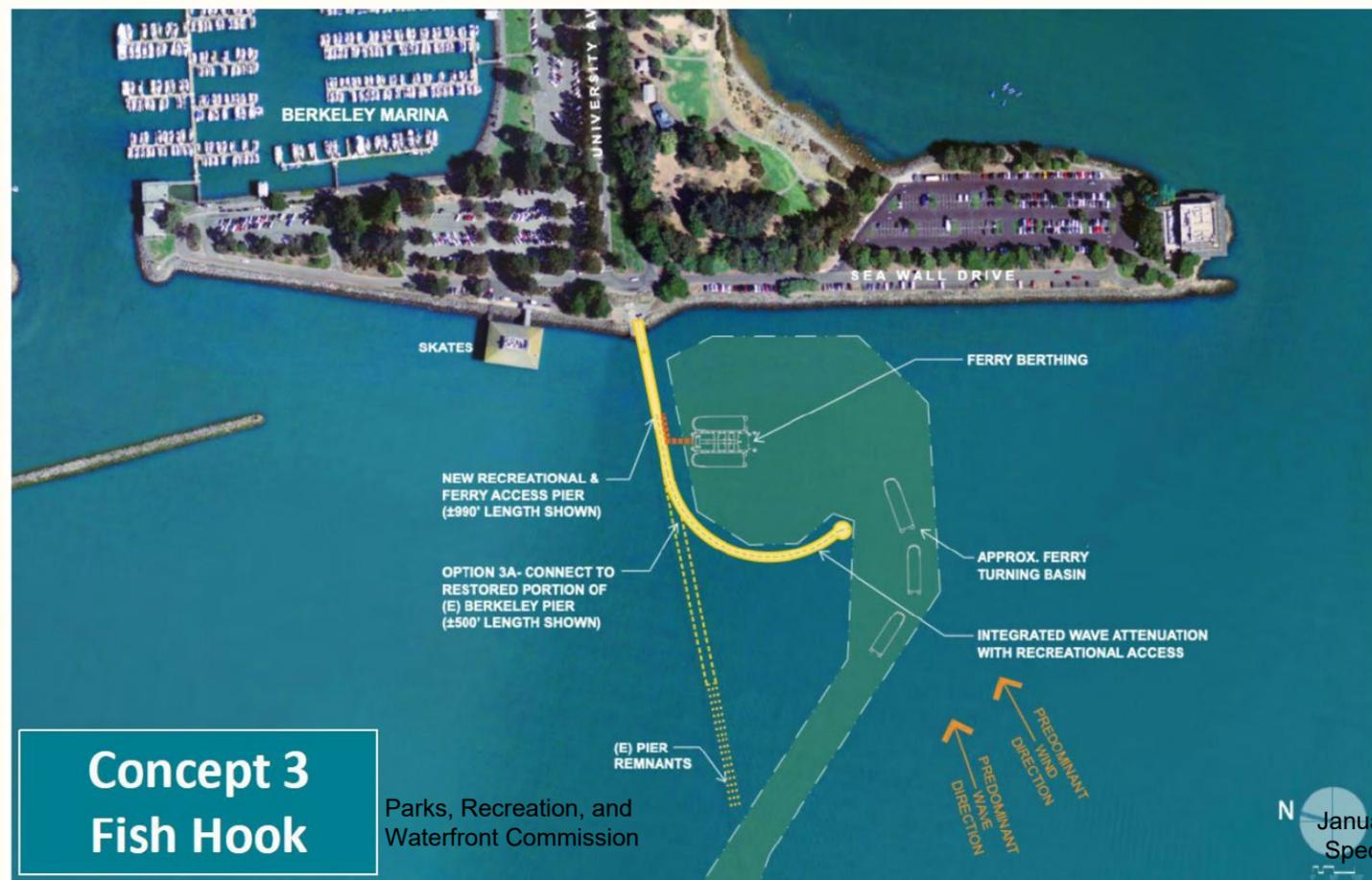
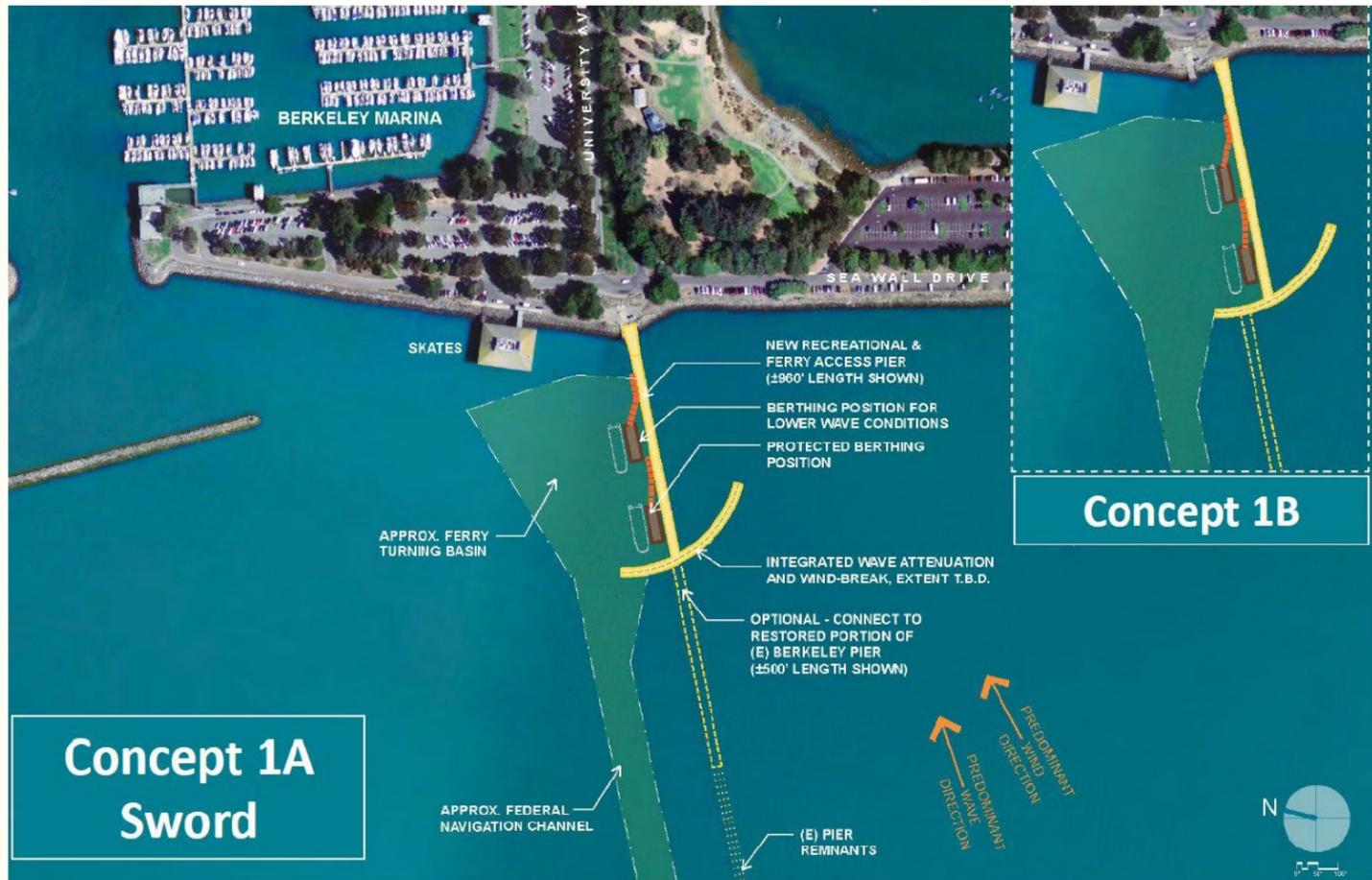
# Proposed Plaza



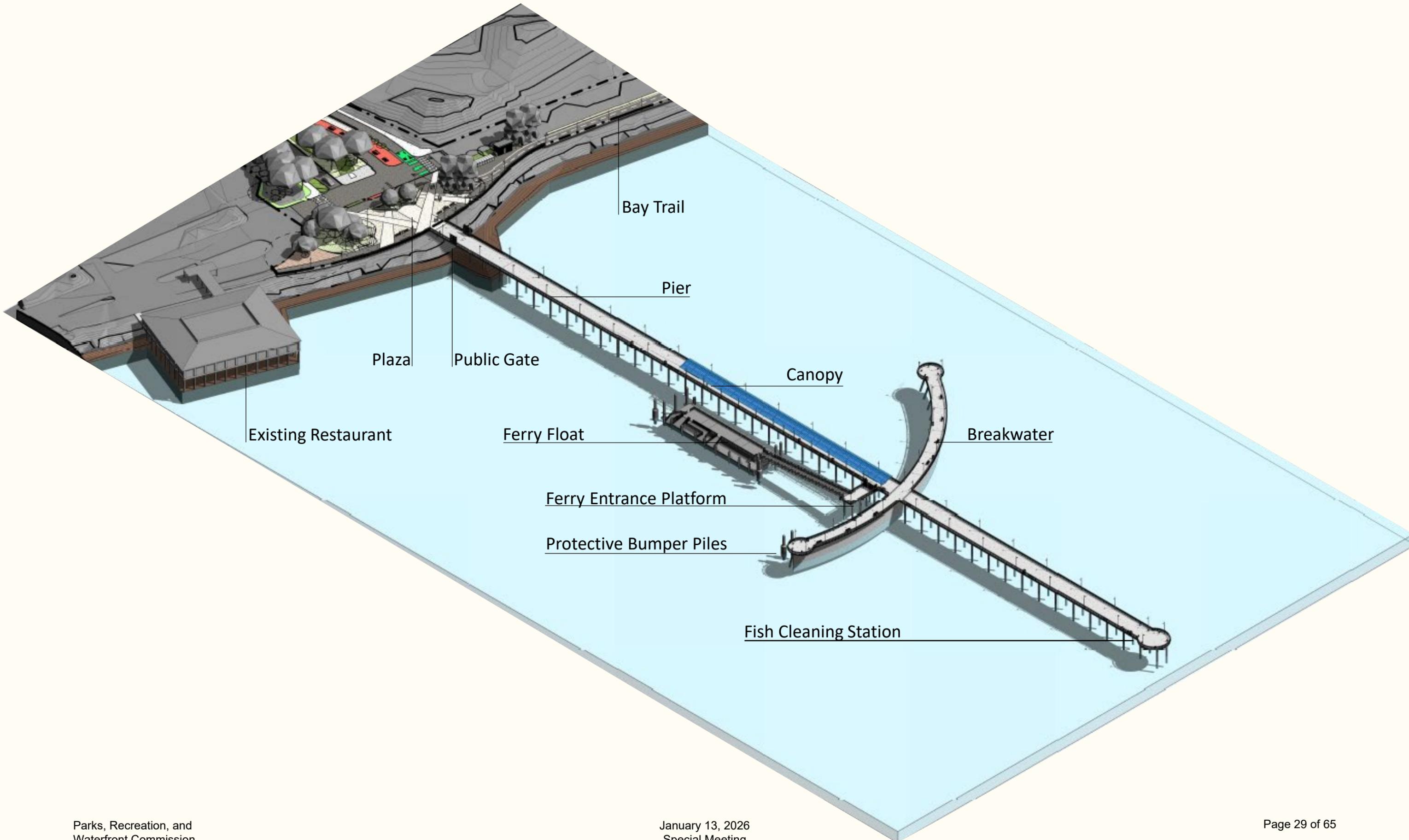
# Proposed Plaza



# Proposed Pier



# Proposed Pier



# Proposed Pier



FORMS AND SURFACES RATIO BENCH 6' LONG (PERFORATED METAL)



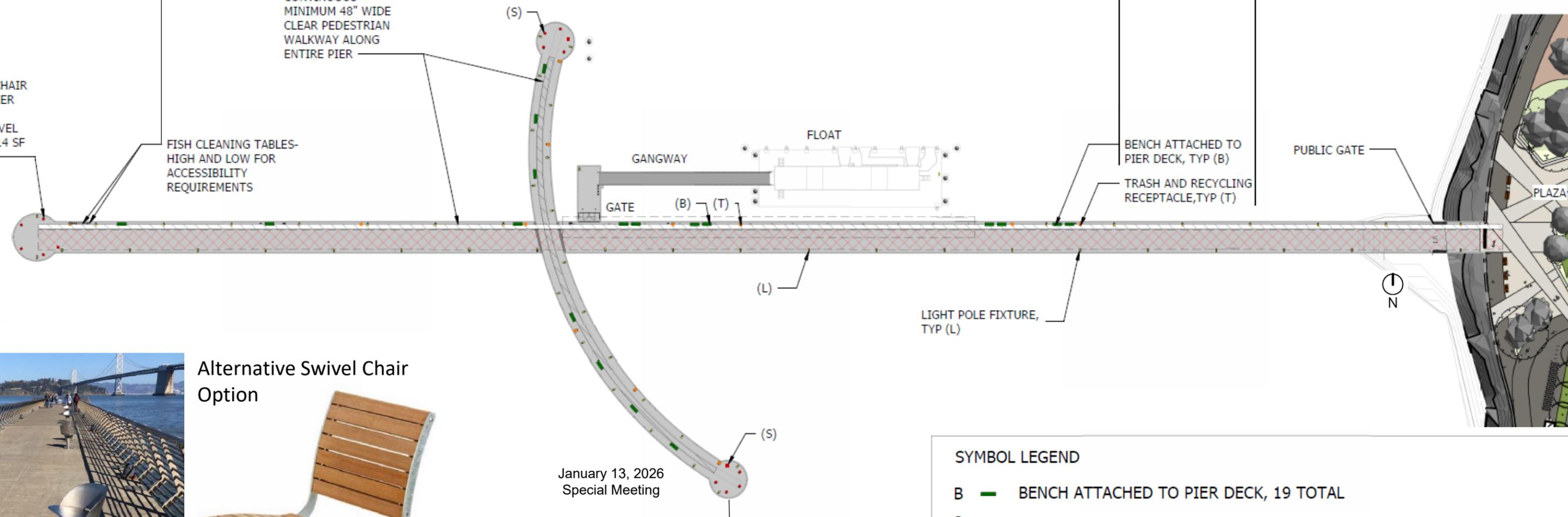
BIG BELLY ELEMENT 47 GALLONS

FRONT ELEVATION FISH CLEANING STATION

CONTINUOUS MINIMUM 48" WIDE CLEAR PEDESTRIAN WALKWAY ALONG ENTIRE PIER

FISH CLEANING TABLES-HIGH AND LOW FOR ACCESSIBILITY REQUIREMENTS

METAL SWIVEL CHAIR ATTACHED TO PIER DECK, TYP (S) SIMILAR TO SWIVEL CHAIR ON PIER 14 SF IMAGE BELOW



LIGHT POLE FIXTURE, TYP (L)

BENCH ATTACHED TO PIER DECK, TYP (B)  
TRASH AND RECYCLING RECEPTACLE, TYP (T)

PUBLIC GATE

PLAZA

## Alternative Swivel Chair Option



Parco; Jacoba Wood & Powder Coated Steel

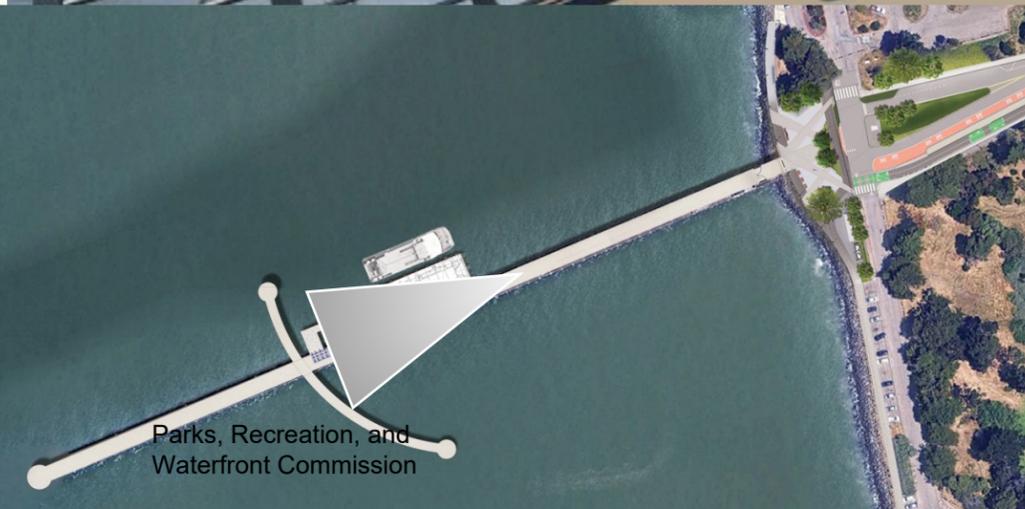
January 13, 2026 Special Meeting



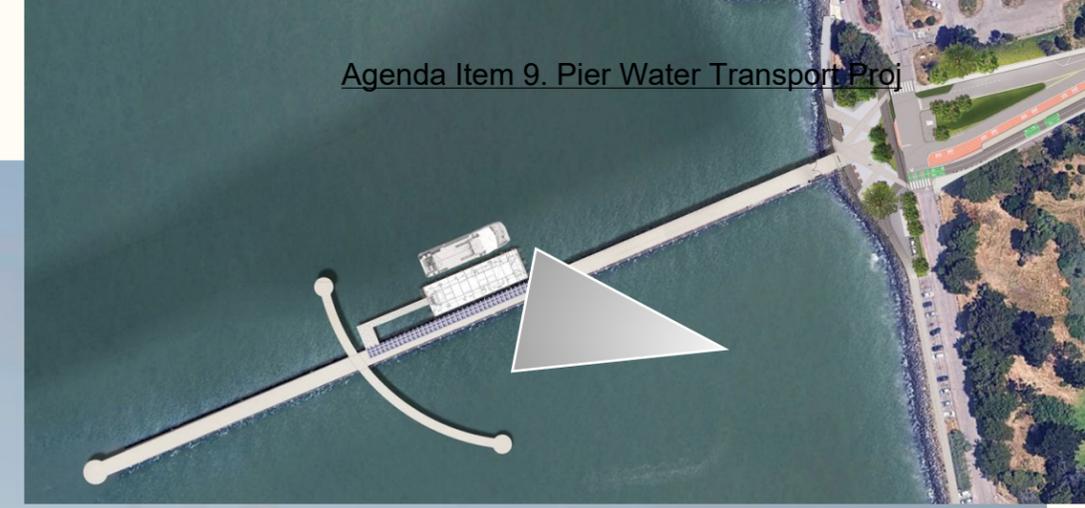
### SYMBOL LEGEND

- B BENCH ATTACHED TO PIER DECK, 19 TOTAL
- S METAL SWIVEL CHAIR ATTACHED TO PIER DECK, 16 TOTAL
- T TRASH AND RECYCLING RECEPTACLE, 12 TOTAL
- L LIGHT POLE FIXTURE, FINAL LAYOUT AND QUANTITY (59 TOTAL) TBD
- 14' CLEAR WIDTH FOR EMERGENCY VEHICLE ACCESS
- CANOPY OUTLINE ABOVE

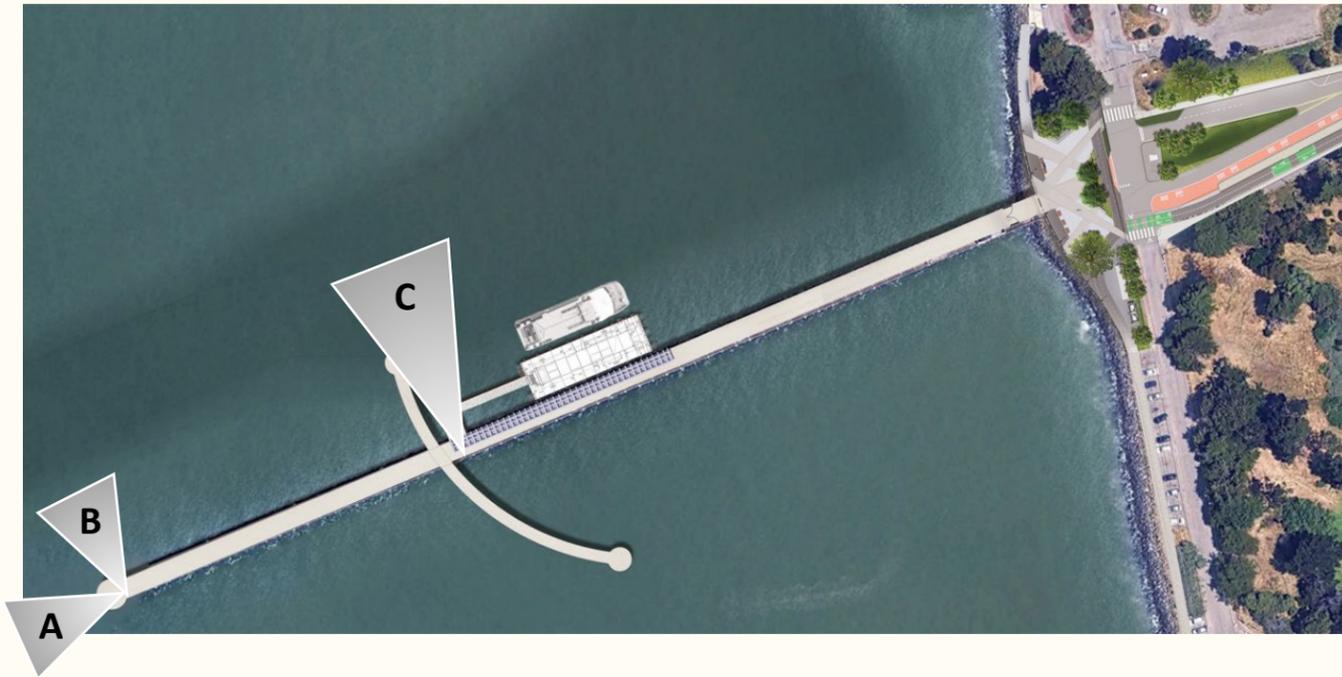
# Proposed Pier



# Proposed Pier



# Proposed Pier



C. Ferry Terminal Gate



A. Western end of Pier

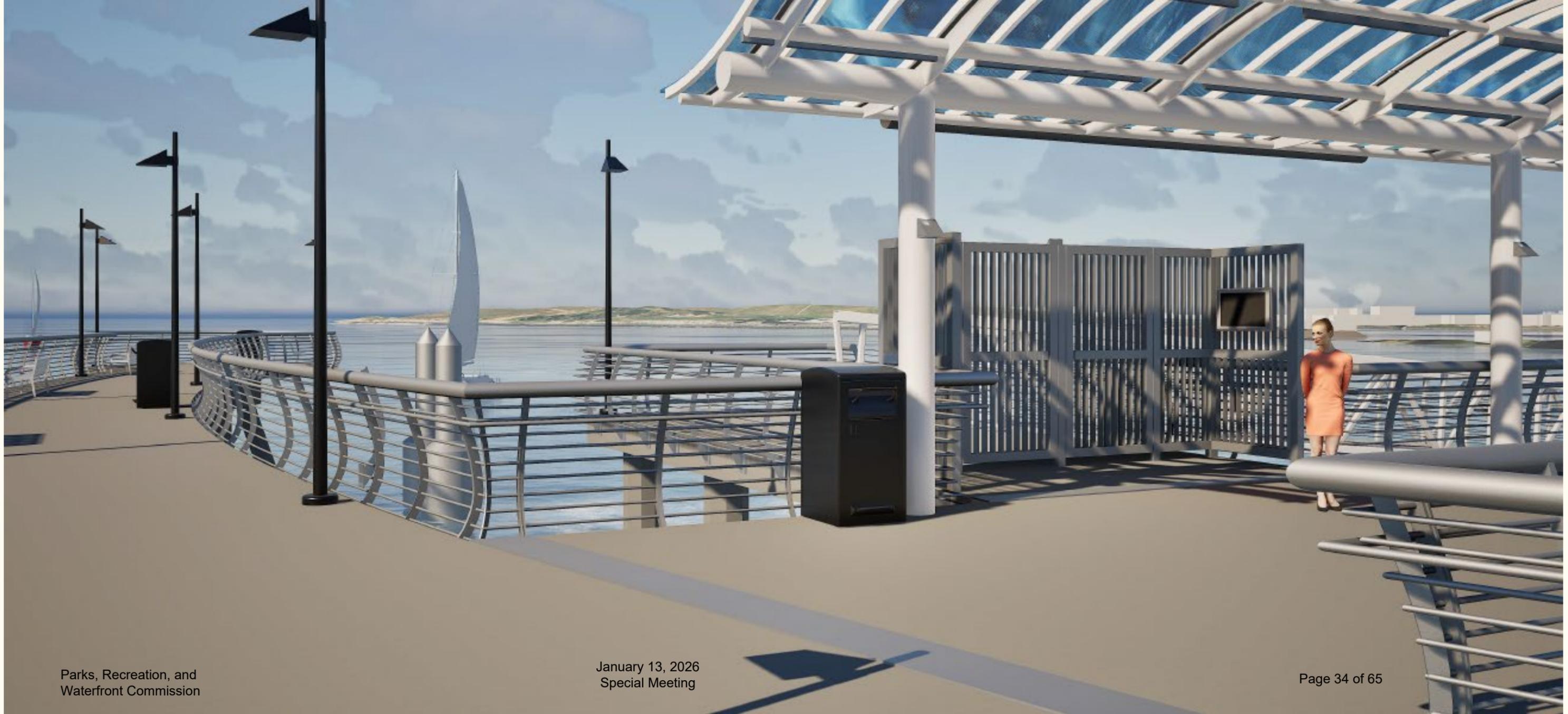
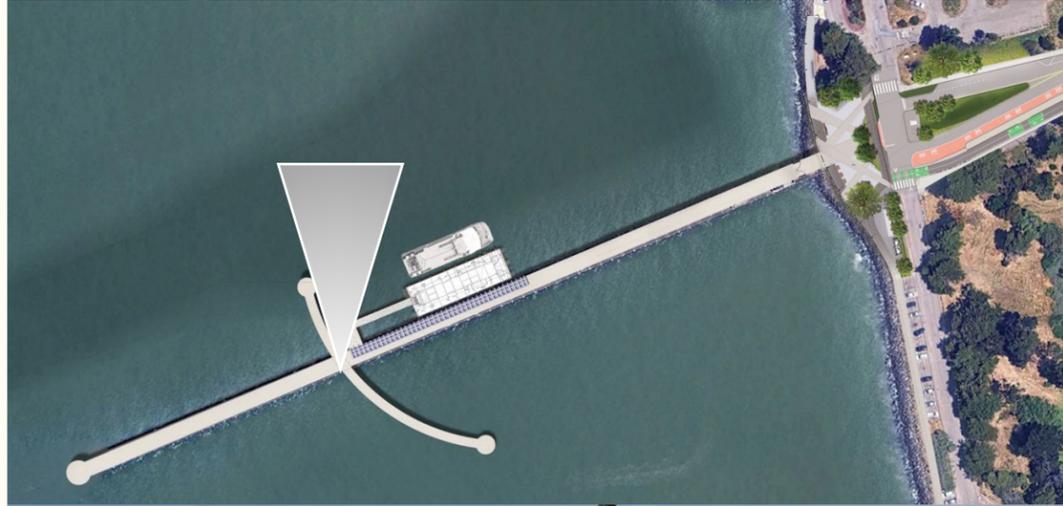
Parks, Recreation, and  
Waterfront Commission



B. Fish Cleaning Station

January 13, 2026  
Special Meeting

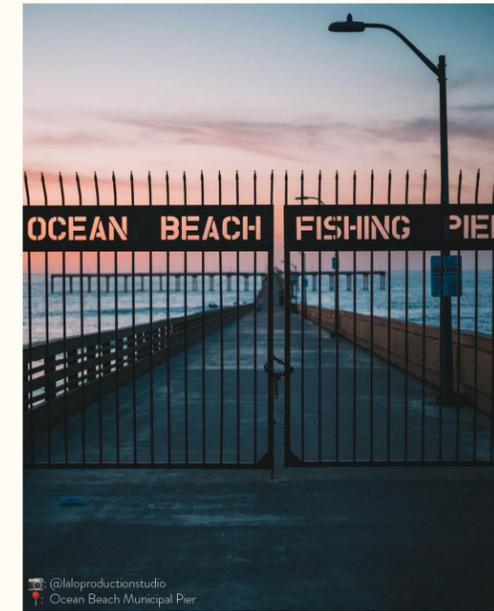
# Proposed Pier



# Proposed Pier



## Public Gate as opportunity for Public Art

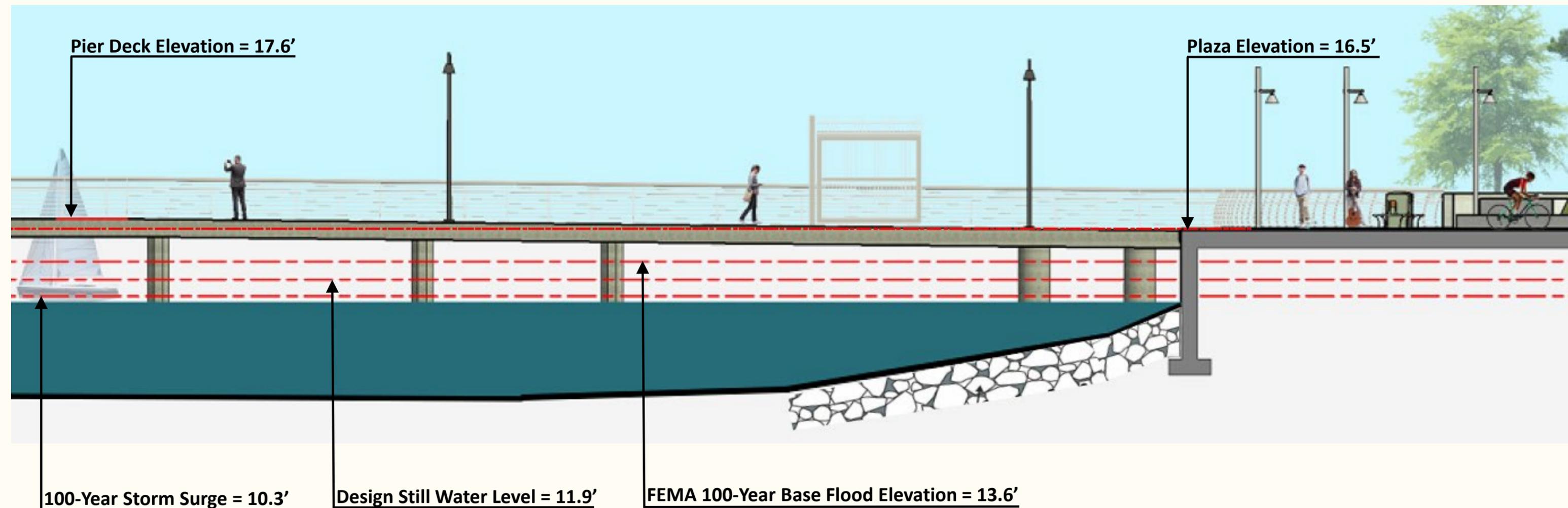


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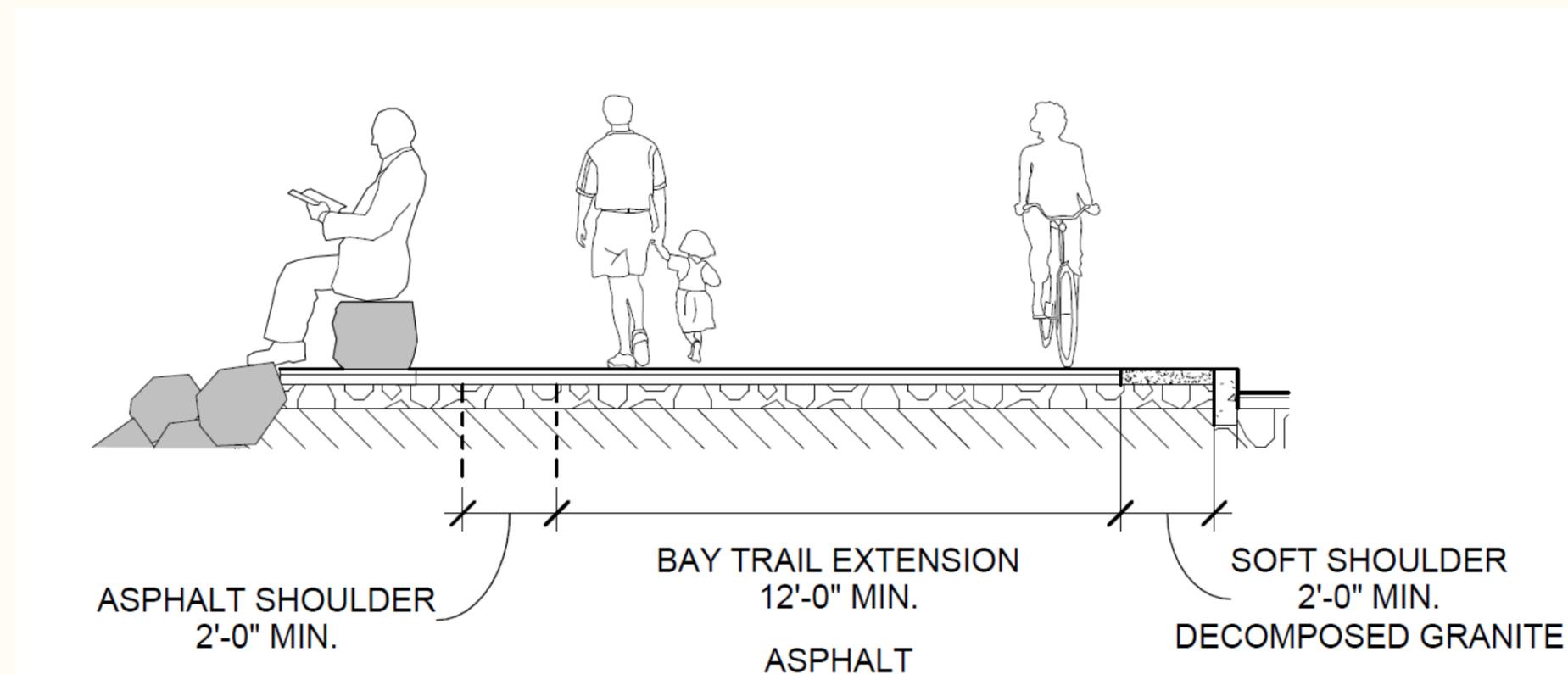
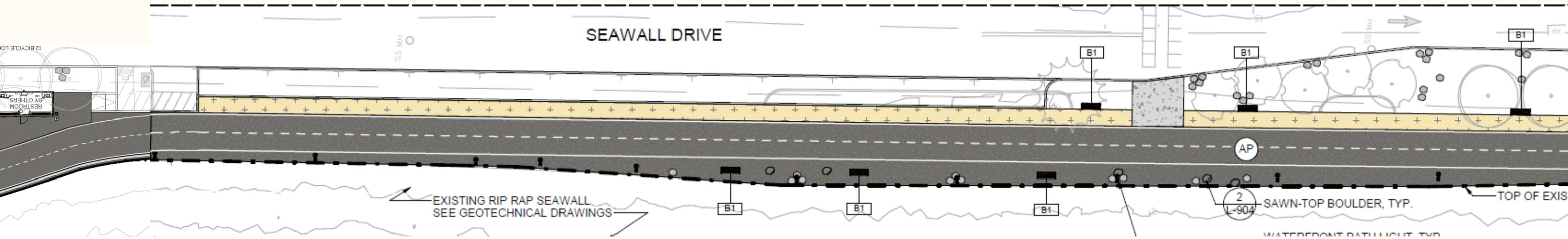
Public Gate to remain open except when closure is necessary for public safety, such as during tsunami warning or high wind advisory

# Sea Level Rise

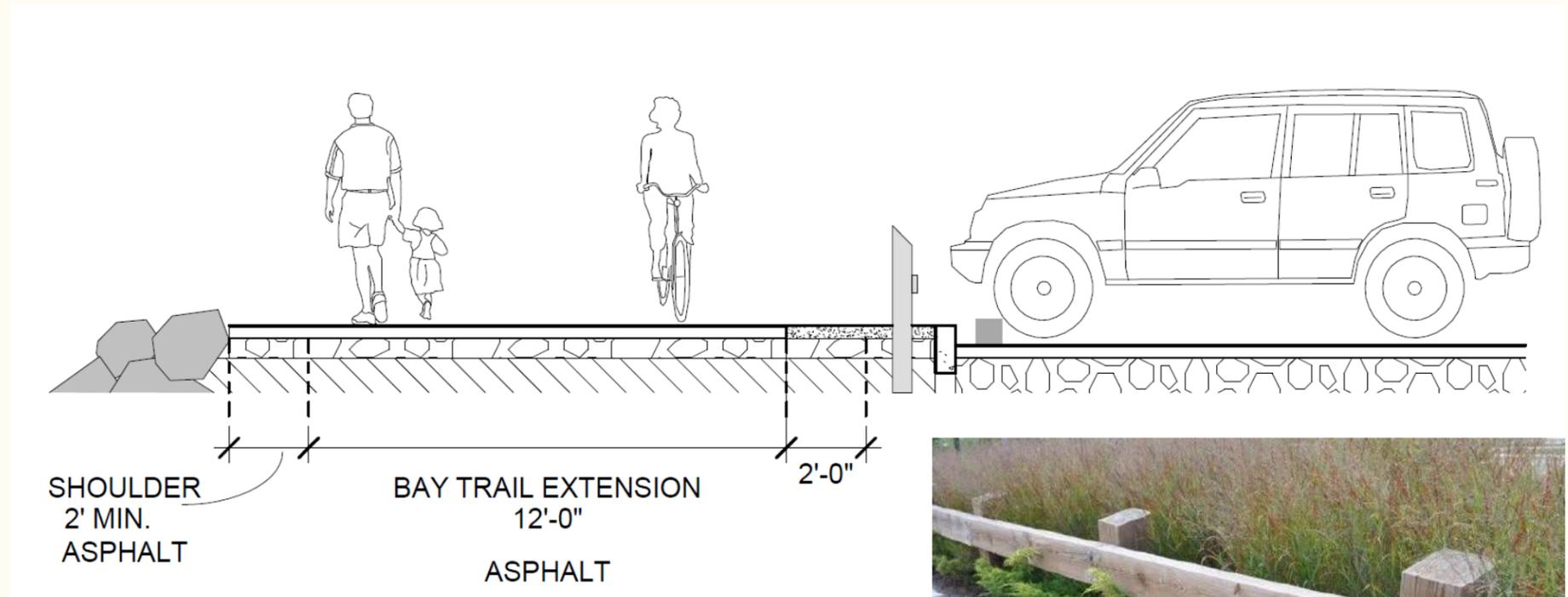
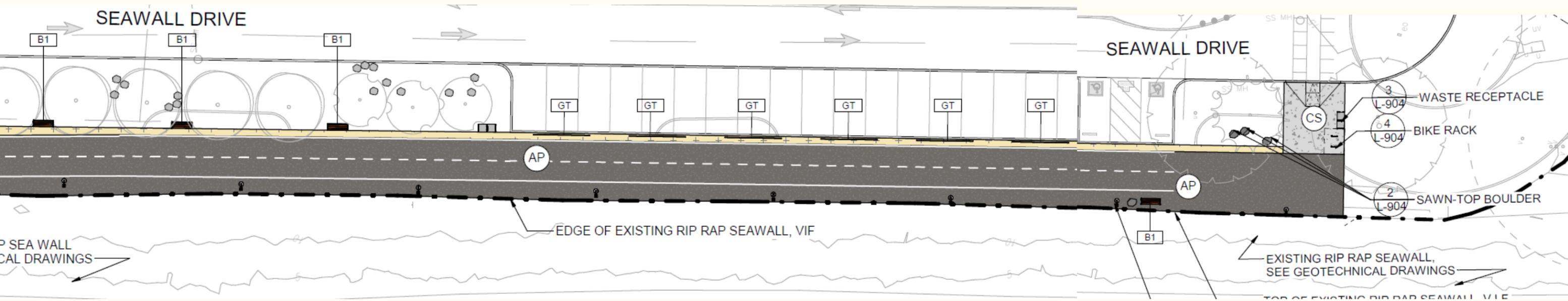


- Pier is 8-feet above Highest Observed Tide (9.3')
  - Pier is 5.7-feet above 100-year Storm Surge (10.3')
  - Pier is 2.4-feet above 100-year Storm Surge + 100-year wind-wave conditions (FEMA, 13.6')
- Design Sea Level Rise (SLR) is 1.6'
- 50-Year Design Life (2075) Intermediate Scenario
  - 2024 California SLR Guidance

# Bay Trail Improvements

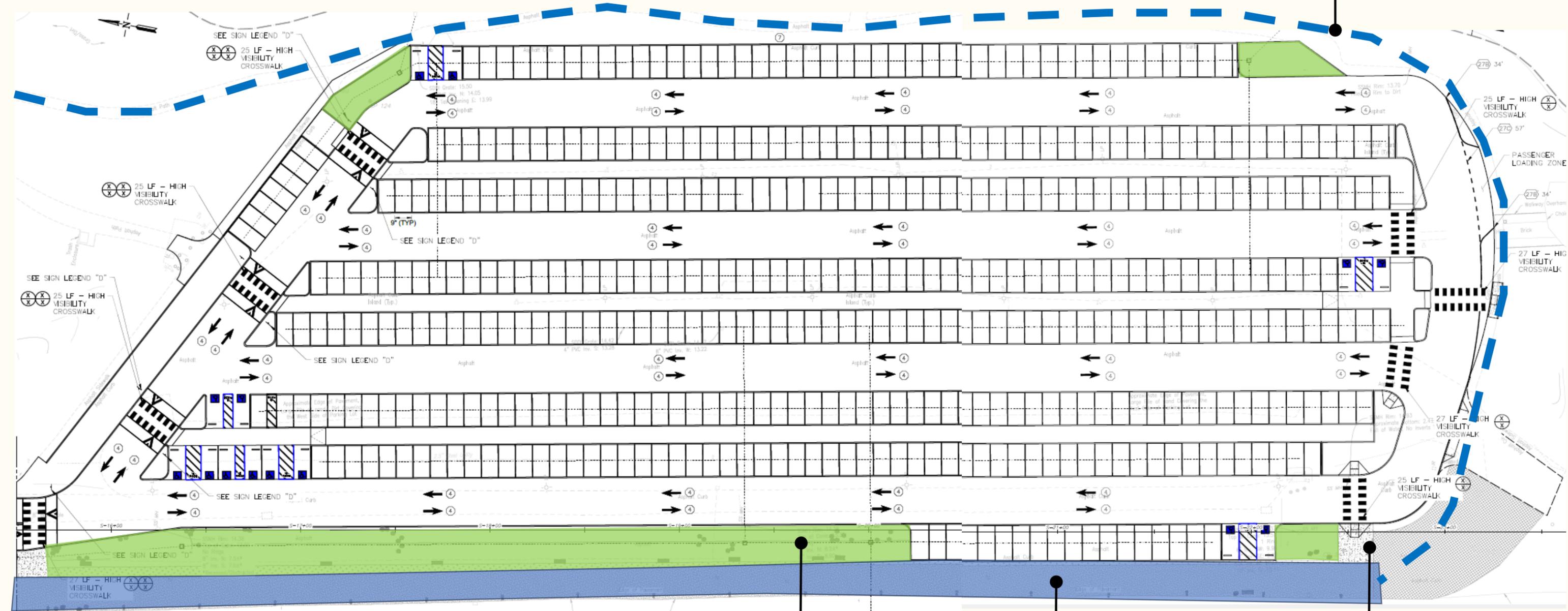


# Bay Trail Improvements



# Seawall Parking Lot Improvements

Future Bay Trail Improved Section



- ~430 – 450 Total Public Parking Stalls
- 200 will allow paid full-day parking
- 20 In-Car Bay Viewing

Planter / Landscape Areas

Project Bay Trail Improved Section

Bicycle Parking, Seating, Trash Receptacle

# Water Access Improvement

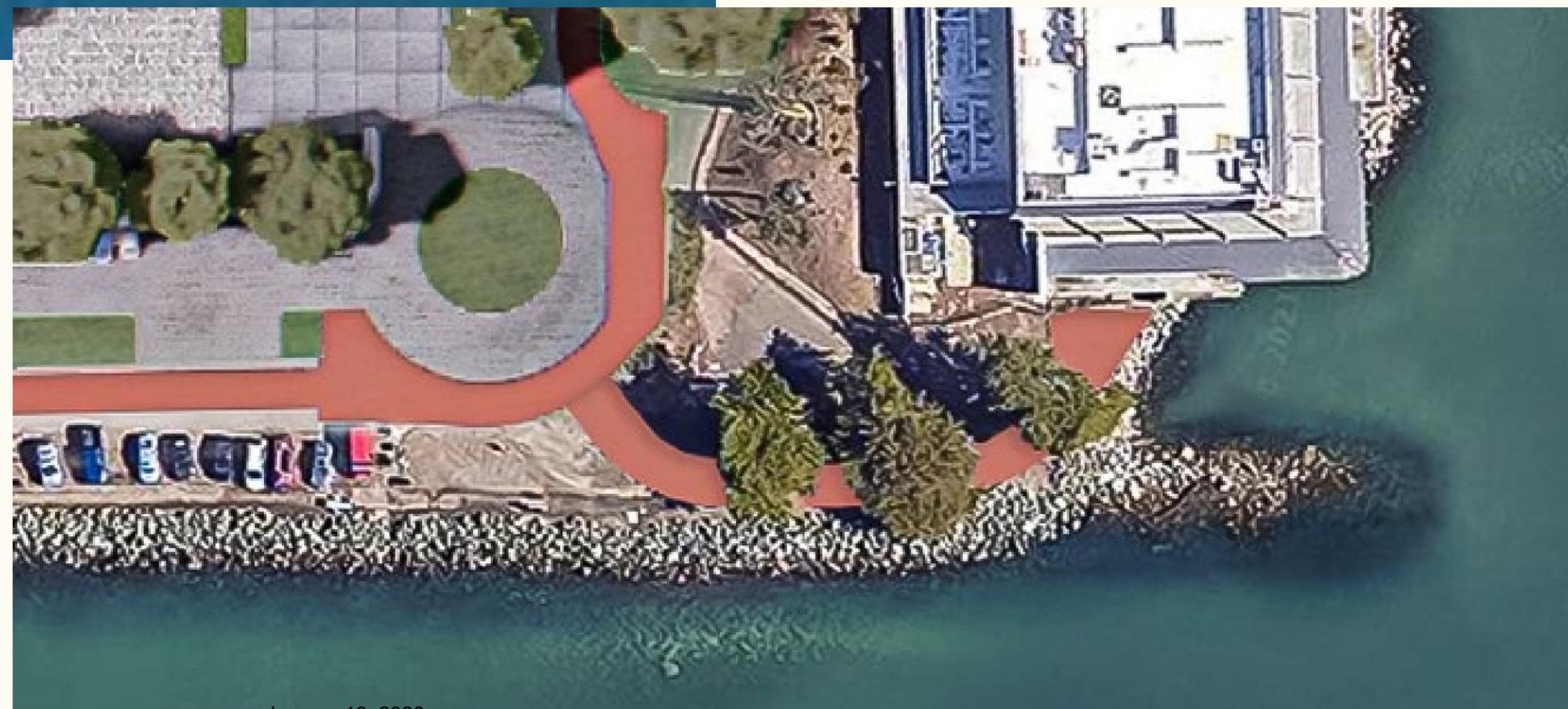


Feasibility Phase Project:  
“non-powered watercraft  
launch”

Design Phase Project:  
“non-powered water access”

Project Objective: Provide safe and accessible pathway that improves public access to Bay waters from the southern end of Seawall Peninsula.

*Must meet ADA design standards as outlined in California Building Code*

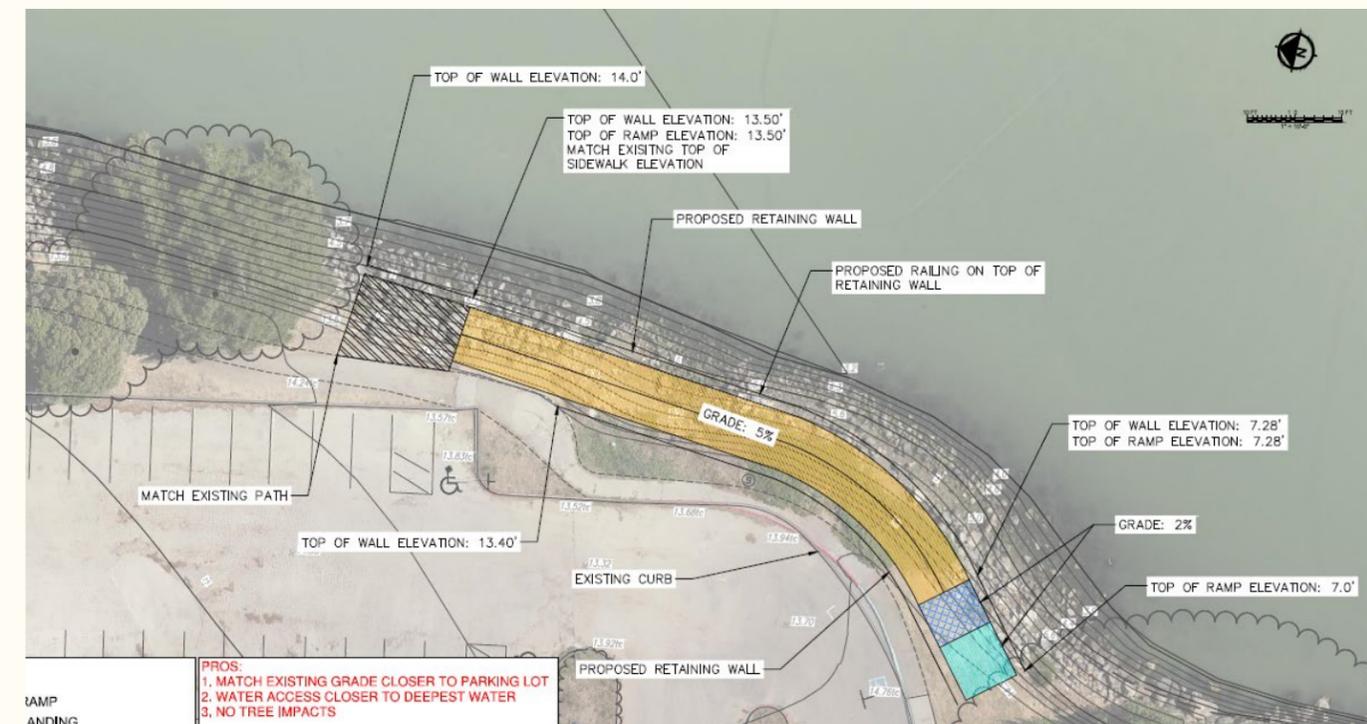


# Water Access Improvement

Project Objective: Provide **safe and accessible pathway** that improves public access to Bay waters from the southern end of Seawall Peninsula.

*Must meet ADA design standards as outlined in California Building Code*

Seven alternatives developed & reviewed with focus groups.



# Water Access Improvement

## Focus Group Feedback

- Original / Existing Location Strongly Preferred; no support for eastern alternative location as a substitute.
- Design solution must remove rock rip-rap scramble from access to be worthwhile.
- Concrete in water as part of design unacceptable due to algae creating slippery unsafe conditions
- Laydown Area for small watercraft users is a high priority; swimmers do not need staging area but would like freshwater (i.e. shower) access.
- Mixed feedback regarding need for improvement to be accessible

# Water Access Improvement

## City Convened Informal Technical Advisory Group

- Civil and Coastal Engineers, including Richmond / Point Isabel designers (Foth)
- Only technically feasible approach that meets all criteria is a gangway / floating dock approach

## December 2025 Focus Group: Conceptual Review of Gangway / Dock / Breakwater

- Placement of floating dock in water would physically constrain already constrained entrance channel.
- Breakwater may create sedimentation impacting the functionality of location.
- Consensus: No support for gangway/floating dock alternative; users would rather keep slope as-is than see this implemented.

## Next Steps

1. Explore feasibility of including modest amenities at top of slope: benches, open-air shower, wind-break landscaping, etc.
2. Continue to explore options to meet accessibility requirements while limiting footprint of improvements.

## Pier Alignment

- Option 1A selected as the preferred alternative based on public feedback related to visual / aesthetic preferences, fishing access, harmony with former pier, Bay views and experience and reduced conflicts with in-water recreation.

## University Avenue Cycle Track

- Feasibility Study did not include alternative bicycle route to Ferry / Plaza area.
- Public expressed concerns about conflicts on the Bay Trail between recreation users and commuters. Bicycle advocates suggested an alternative route for bicycle commuters to reach Ferry.
- Cycle Track added to design scope; design development in consultation with bicycle advocates.

## Seawall Drive Parking

- Feasibility Study proposed removing all Bay-front parking along Seawall Drive.
- Public feedback during design phase emphasized that this parking is a public amenity, particularly for low-income visitors.
- Project re-designed to restore some in-car Bay viewing parking stalls while also creating linear green / open space adjacent to Bay Trail for improved pedestrian / recreation experience.

## Plaza Design / Programming

- Most common feedback received during outreach to community groups was interest / feedback in bringing small mobile vendors to the Plaza to activate the space.
- Plaza design explicitly allows space for this future use while maintaining pedestrian and bicycle Bay Trail sections and emergency vehicle access requirements.

## Seawall Parking Lot Design

- Concerns about parking impacts is most common issue current waterfront users raise.
- Feasibility Study included open space and amphitheater on western third of Seawall Parking Lot.
- Feedback from public to maximize number of parking stalls at this lot informed parking lot design, including concentration and layout of landscaping areas to maximize parking stalls.

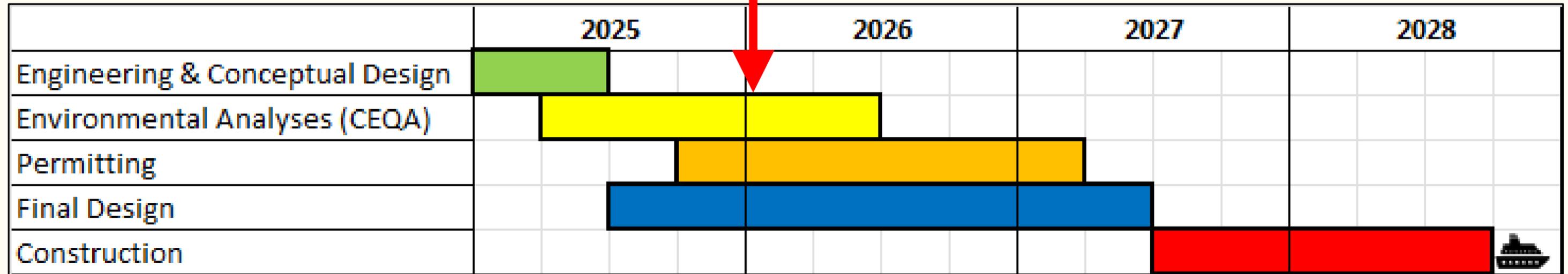
## AC Transit Bus Stop

- Original design including relocation but no expansion of AC Transit bus stop.
- Public feedback indicated a strong desire for robust public transit to serve the Ferry location.
- AC Transit expressed desire for infrastructure to be in place to allow for future increase service.
- Expanded AC transit bus island included in the final design.

## Water Access Improvements

- Original scope (Feasibility Study) identified improvements for non-motorized watercraft.
- Based on public feedback regarding actual users, scope modified to reflect water access more generally to include swimmers.
- Scope in feasibility study limited to only on-land work; ramp to platform elevated above Mean High-High Water.
- Focus Groups convened to review technically feasible options to meet users needs.
- Project scope revised to reflect user feedback; focus on shore-side amenities given technical constraints for improvements to access slope.

# Project Schedule & Updated Cost Estimate



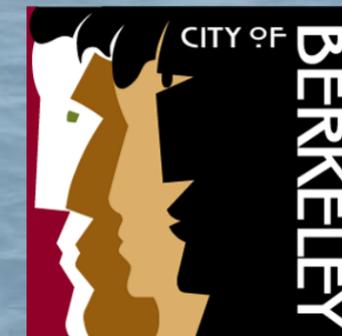
## Upcoming Meetings and Milestones

- February 2026 - Publish Draft EIR
- Winter 2026 – Presentations to Transportation and Infrastructure Commission, Planning Commission, Zoning Adjustments Board and BCDC Engineering Criteria Review Board
- Spring 2026 - BCDC DRB Second Review
- July 2026 - Submit Permit Applications for Project to BCDC, RWQCB, USACE, etc.

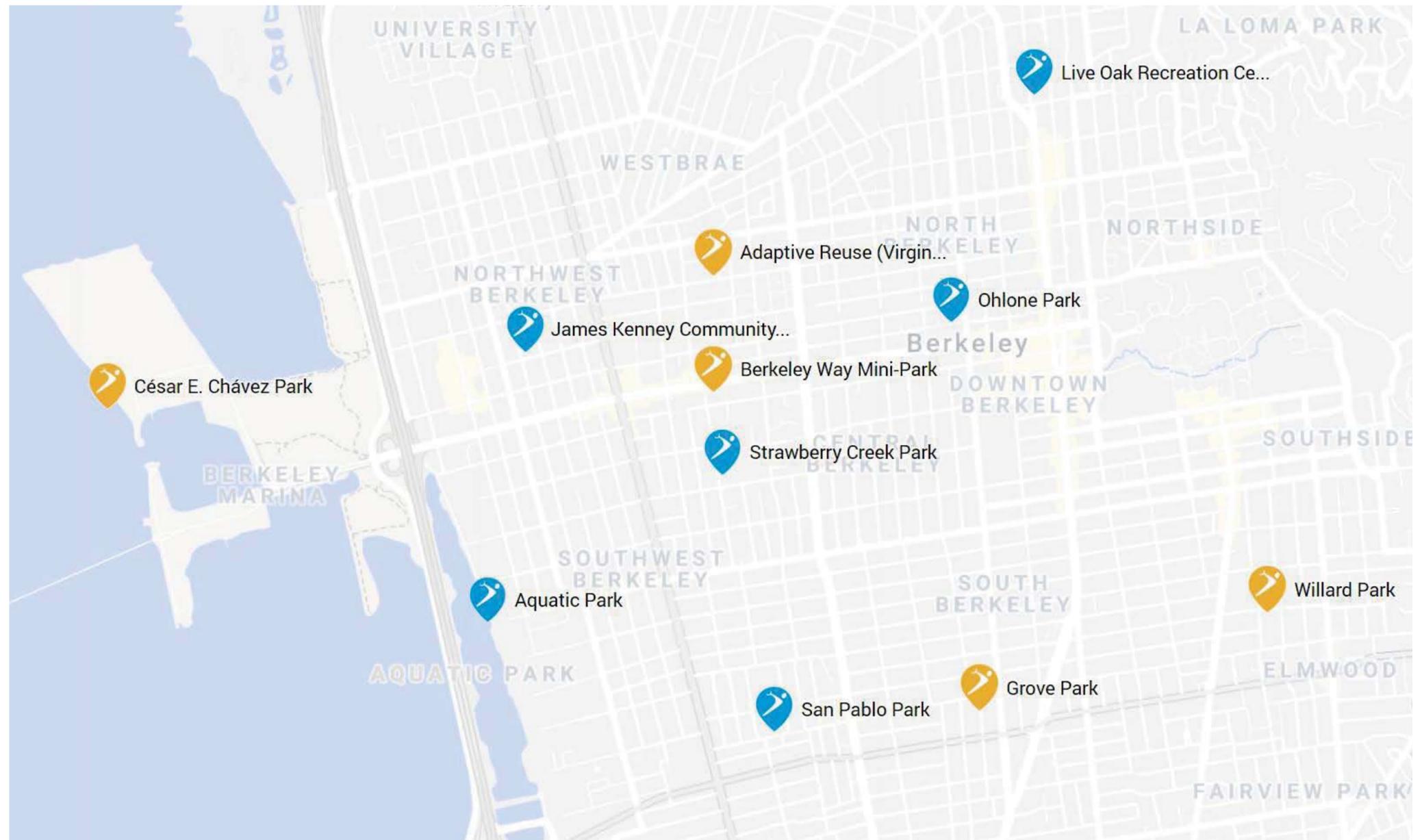
## Construction Cost

- Pier / Ferry: \$79M
- Landside / Plaza: \$25M
- Total: \$104M

# Questions?



- Click **HERE** to watch the **Fitness Court** video



**Activity Mapping**

**Phase 1 Recommendations:**

- James Kenney Community C...
- Live Oak Recreation Center
- Ohlone Park
- San Pablo Park
- Strawberry Creek Park
- Aquatic Park



**Activity Mapping**

**Phase 2 Recommendation:**

- César E. Chávez Park
- Willard Park
- Adaptive Reuse (Virginia Gar...
- Berkeley Way Mini-Park
- Grove Park

**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:

**November 10, (regular – 6pm)**

5.-Grant Application: The 2025 Surrendered and Abandoned Vessel Exchange (SAVE) grant program of the California Division of Boating & Waterways

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-11-10%20Item%2005%20Grant%20Application%20%20The%202025%20Surrendered%20and%20Abandoned%20Vessel%20Exchange.pdf>

**November 18, 2-025 (regular – 6pm)**

2.-Amendment to Ground Lease with East Bay Regional Park District at 400 Gilman Street (Tom Bates Regional Sports Complex)

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-11-18%20Item%2002%20Amendment%20to%20Ground%20Lease%20with%20East%20Bay%20Regional%20Park%20District.pdf>

17.-Contract: Paymun Building & Development, Inc. for the K-Dock Restroom Renovation Project

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-11-18%20Item%2017%20Contract%20Paymun%20Building%20Development%20C%20Inc.%20for%20the%20K-Dock.pdf>

18.-License Agreement for Temporary Parking for Tom Bates Regional Sports Complex

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-11-18%20Item%2018%20License%20Agreement%20for%20Temporary%20Parking%20for%20Tom.pdf>

**December 2, 2025, (regular – 6pm)**

20.-Donation for the Thousand Oaks School Park Improvement Project in Memory of Michael Seltzer

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2020%20Donation%20for%20the%20Thousand%20Oaks.pdf>

21.-Contract: Bauman Landscape and Construction, Inc. for The Tom Bates Regional Sports Complex Community Facility, Pickleball Courts and U8 Soccer Field Project

URL: <https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2021%20Contract%20Bauman%20Landscape.pdf>

22.-Grant Application: Environmental Enhancement and Mitigation (EEM) Tree Planting Proposal

URL: [https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2022%20Grant%20Application%20Environmental%20Enhancement\\_0.pdf](https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2022%20Grant%20Application%20Environmental%20Enhancement_0.pdf)

23.-Grant Application: Ocean Protection Council SB1 funds for the University Ave Sea-Level Rise Adaptation Plan

URL: [https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2023%20Grant%20Application%20Ocean%20Protection\\_0.pdf](https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2023%20Grant%20Application%20Ocean%20Protection_0.pdf)

24.-Grant Application: the CA Economic Development Department's Employment Training and Pathways Program Funding for Additional YouthWorks Participants

URL: [https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2024%20Grant%20Application%20the%20CA%20Economic\\_0.pdf](https://berkeleyca.gov/sites/default/files/documents/2025-12-02%20Item%2024%20Grant%20Application%20the%20CA%20Economic_0.pdf)

**January 20, 2026, (regular – 6pm)**

5.-Contract No. 32500142 Amendment: Azul Works, Inc. for the Ohlone Park Restroom and Lighting Project

URL: <https://berkeleyca.gov/sites/default/files/2026-01/2026-01-20%20Item%2005%20Contract%20No.%2032500142%20Amendment%20Azul.pdf>

6.-Contract No. 32600020 Amendment: Throne Lab Portable Toilet Pilot Program

URL: <https://berkeleyca.gov/sites/default/files/2026-01/2026-01-20%20Item%2006%20Contract%20No.%2032600020%20Amendment%20Throne.pdf>

7.-Contract: Bauman Landscape and Construction, Inc. for Adeline Street Landscaping Improvements Project

URL: <https://berkeleyca.gov/sites/default/files/2026-01/2026-01-20%20Item%2007%20Contract%20Bauman%20Landscape.pdf>

23.-Changes to Selected Recreation and Camps Facilities and Program Fees

URL: <https://berkeleyca.gov/sites/default/files/2026-01/2026-01-20%20Item%2023%20Changes%20to%20Selected%20Recreation.pdf>

**Miller, Roger**

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**From:** Gina Rieger <ginarie@gmail.com>  
**Sent:** Friday, December 12, 2025 12:56 PM  
**To:** Miller, Roger  
**Cc:** Steve Tracy  
**Subject:** Regarding recent tree work at Codornices Park

**WARNING:** This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To the members of the PRW Commission:

I would ask the Commission to inquire on our behalf how we might get some resolution to the issue we have raised in the email, below. It is a follow up inquiry made regarding restoration of the park to its condition prior to tree removal operations by a third party.

Extensive eucalyptus tree removal was done at Codornices recently resulting in the grounds where work was done having been sufficiently altered for the worse. The subcontractor should have restored these areas to their prior state. We each filed separate 311 reports upon discovering the state of the park and received responses from Alec Pattison about the remediation which we believe to be inadequate. Please see the letter from Steve Tracy to Alec Pattison, below.

We have not received a response to the email and the listed problems remain. Time is of the essence regarding the lack of absorbent mulch on the southern grounds and trails of the park as rains are anticipated and those areas will become an impassable swamp. The playing field is currently fenced off, already diminishing available areas to access.

We hope the Commission shares our concerns for the condition of the park.

Best,

Gina Rieger and Steve Tracy

**From:** steve tracy <tracy.steve@att.net>  
**Date:** December 5, 2025 at 8:34:16 AM PST  
**To:** Alec Pattison <APattison@berkeleyca.gov>, Gina Rieger <ginarie@gmail.com>  
**Cc:** Melissa Parker <mparker@berkeleyca.gov>, Thomas Dodge <tdodge@berkeleyca.gov>  
**Subject: Re: Regarding recent tree work at Codornices Park**

Alec,

Gina and I walked the area yesterday and it has NOT been restored. More clean up is needed to make it safe and sightly:

1. large chunks of tree parts are scattered east of picnic #2. They are a trip hazard. Access to Picnic #2 (tables, refuse, bbq) was never a concern, my 311 said AROUND #2.

2. 4x4 former step in the creek
3. 6 steps on terrace below steep southern hill impassible; covered with mud and tree debris
4. ivy and blackberry pulled onto trail south of 3rd creek bridge. There was a large stump above that area that was merely turned over and rolled downhill, not removed.
5. MORE mulch. Both the access road and area item 1) above. Mud hazard with rain.
6. Ivy is a scourge, a huge planning mistake made decades ago. What natives are going to be planted? I have coast live oaks and my time available for the hill where the garbage Eucs grew.

Gina agrees with the above. Previously she did not see the upper area, was surprised to get your direct response, and offered premature kudos on clean up.

Dec 4 We walked a loop on both sides of the creek over the 2nd and 3rd (highest) bridges to make this list. We are in Codornices every day and I am one of the last living Amigos de Codornices members. You signed off on removal of my splitting CL Oak in January.

Rather than email pics, more verbal jousting, and reopening a new 311, let's meet there please. I live down the block on Euclid, pick your day & time  
Call if easier 510-881-6042  
Steve Tracy

On Monday, December 1, 2025 at 10:48:38 AM PST, Gina Rieger <ginarie@gmail.com> wrote:

Hello Alec,

Thank you for taking the time to respond to and explain about my concerns. I appreciate it. I am glad the tree work was completed successfully and that the park is restored. I'm glad to hear that the contractor was aware of and made the effort to minimize the effect of its work on the trails and surrounding grounds.

Codornices gets so much use and is subject to human-made as well as nature-made erosion and disturbance that it needs our vigilance and protection! Good to know you were on it.

Best,

Gina Rieger

On Dec 1, 2025, at 9:36 AM, Pattison, Alec <APattison@berkeleyca.gov> wrote:

Hello,

The work that was recently done in Codornices Park by the city contractor was performed to improve public access for park users by removing several fallen trees and to eliminate potential fire fuel. This type of work is dangerous and complicated and sometimes impacts the surrounding area. The contractor made efforts to minimize this impact. On my several walk-through inspections during and after work was completed I did observe some vehicles belonging to members of the work crew on the premises. These were used to haul gear related to the work performed. The crew did use a small loader to level out muddy areas on the main service road but could not make it perfect due to conditions. While some parts in the middle of the road were saturated by rain, the sides of the road were still usable. They also repaired the trails and steps affected by the removal of the large eucalyptus trees near the top of the hillside. It is unfortunate that we had several days of rain that caused muddy conditions during the work, but I found no trails impassable and no obstruction to the use of picnic areas after the work was completed. Thank you for your concerns and commitment to helping retain the beauty of our parks and urban forest.

Alec

Respectfully,

**Alec Pattison**

Tree Inspector

City of Berkeley, Urban Forestry Unit

ISA Certified Arborist WE-15436A

ISA TRAQ (Tree Risk Assessment Qualified)

(510) 981-6687 [apattison@berkeleyca.gov](mailto:apattison@berkeleyca.gov)

Jim McGrath  
2301 Russell Street  
Berkeley, CA 94705  
November 19, 2025

Ashley Tomerlin  
San Francisco Bay Conservation & Development Commission  
375 Beale St  
San Francisco, CA 94105

SUBJECT: November 3, 2025, Design Review Board meeting, Parking

Dear Ashley:

In my previous letter I established that Berkeley has not developed an adequate baseline of the existing recreational activities that are protected by the Bay Plan. Berkeley has also not developed an adequate baseline of the parking that currently occurs on the waterfront. Nor has the city provided an adequate discussion of the parking required to serve the proposed ferry terminal. Because this is a complicated issue, I have provided a separate letter here limited to a discussion of the parking issues.

#### PURPOSE

At the November 3<sup>rd</sup> meeting, one of the Board members said that paying for parking is a way of assuring that there is parking available. I would agree with that comment if applied to commercial areas. In those cases, free or low-cost parking allows long-term parking, for example by employees, and prevents the turnover in parking necessary to support businesses. Expensive parking can have the opposite effect. It can damage commercial opportunities and perversely increase emissions by causing people to avoid areas and drive to areas where parking is free or nearly so. A clear example of this is the large commercial area in Emeryville supporting businesses with free parking. As a result, Emeryville generates about four times the sales tax revenue per capita as Berkeley—more than enough to pay for the cost of developing and maintaining parking. Meanwhile, downtown Berkeley, where parking fees are high, now generates significantly less sales tax than Fourth Street, which has a large lot that provides 3 hours of free parking. Parking fees must be applied thoughtfully, not wholesale or to implement an ideological conviction that cars are bad.

The purpose of the parking areas that BCDC permitted by allowing Bay fill was to *increase* recreational access to the Bay. Any proposal to establish parking fees must be weighed against that objective. The influx of grant funds, which have paid for the improvements in the South Basin in Berkeley Marina, has resulted in a significant increase in recreational access. As intercept studies undertaken by Kittelson, Berkeley's transportation consultants have shown, the most common recreational activity is simply walking. With visitors to Berkeley's tiny waterfront last year nearly half the number that visit Yosemite, and nearly four times the number that visit the North Basin strip in the State Park, we can see those efforts have been successful. We can

also see that there are currently enough parking places to support the existing recreational activities except on the very busiest days.

Many of the documents prepared by the city and its consultants show that their purpose for charging for parking is management of demand and reservation of spaces for ferry parking, regardless of impact on recreation. The city's current effort to begin charging for parking is in fact an effort to implement a tool identified in the Waterfront Specific Plan and the pier-ferry effort before they have completed environmental analysis of those projects. Several key documents make that clear. These phrases are included in the MOU between Berkeley and WETA that make a new ferry terminal in Berkeley contingent on Berkeley providing and maintaining parking:

...the number of required spaces will be determined and mutually agreed upon after feasibility and other necessary studies have been conducted. The parking facilities will be owned, maintained, and operated by City or its designated representative. City will evaluate the possible implementation of public/private transit connections and potential parking fees, the proceeds of which, if any, would be committed to support maintenance and operation of the landside facilities, including the parking facilities.

Of course, Berkeley just changed the number of parking spaces in their presentation to the DRB, and there is no evidence that agreement between Berkeley and WETA on the amount, location, or cost of such parking has been reached. Berkeley's transportation consultants for the ferry and the WSP have identified charging for parking as an implementation strategy for intensification of use, not as a need for current recreational uses. Nelson\Nygaard recommended parking fees for implementation, arguing that "...**paid parking is an effective tool for managing demand...**" Similar comments were included by Kittelson in their 9/26/2024 draft "Berkeley Waterfront parking and Transportation Demand Management Toolkit" stating "**Paid parking is an essential tool for managing occupancy** in high-demand parking lots." They acknowledge that the challenge is to avoid causing negative effects to recreational use. It is then essential to ask what impact charging for parking will have on recreational use, and whether the purpose of charging for parking is simply to create room for a commuter terminal.

#### BERKELEY HAS GATHERED ALMOST NO INFORMATION ABOUT RECREATIONAL PARKING

In their exhibit titled "4. Weekday Parking Availability" Berkeley claims to have 583 daily car counts, including 60 days of counts at 2 pm and 4 pm. This is simply not true. I obtained all the raw counts of parking by submitting Public Records Act Requests. Almost none of the claimed 583 car counts are during recreational periods, which occur during the summer months after school is out and recreational programs for youths begin in the marina. According to the May 7, 2025, report by Kittelson & Associates, "The South Cove West Lot reaches peak occupancy between 1 and 3 pm on both weekdays and weekends." That report provided further that Seawall Drive reaches peak occupancy at 3 pm. Contrary to the claim in the exhibit, Berkeley has not collected parking counts at 2 pm for either of the three recreational lots that we are concerned about. Nearly all of the claimed 583 car counts occurred during non-recreational

times, and most of them were intended to detect overnight parking and recreational vehicle parking. Those counts were taken at 8 pm and 10 am.

The amount of data collected is sparse, not robust. There are only 11 counts taken during the recreational season in the two South Basin lots, and they found that up to 96% of the spaces were occupied at 4:00 pm. For the Seawall Drive spaces, there are only 5 counts taken during recreational periods and all were taken at 4 pm—past the time of peak use identified by Kittelson.

The limited data collected by the city and their consultants stands in sharp contrast to the cell phone data collected by Placer AI, which we previously provided to BCDC. That data showed 1.8 million visitors to the marina during the year ending July 1, 2025. That is nearly 5000 visitors a day on average. More than half of those visitors occurred in the area south of University Avenue, where there are only the 182 South Cove and 90 Seawall Drive spaces. It can readily be seen that there is a rapid overturn of users in those lots. That detail is in sharp contrast to ferry parking of up to 9 hours, a detail not captured in the city’s limited data collection.

Berkeley sometimes exaggerates the number of parking spaces at the marina. Claims of over 2,000 spaces have been provided in public presentations. But in “Pier Replacement & Transportation Demand Management Presentation and Public Feedback” (undated), the city reports a total capacity of only 1,221 spaces, based on a report by Kittelson & Associates.

#### BERKELEY CLAIMS, WITHOUT SUPPORTING DETAILS, IT CAN PROTECT RECREATIONAL PARKING

At the DRB meeting, Liza McNulty showed a picture of the South Basin and claimed that the city will protect recreational parking at those lots. But she failed to identify all the recreational parking that supports existing activities. The city has not presented a clear program with a budget and funding source to protect recreational parking, and it is unlikely that parking fees will provide those funds. The dilapidated condition of the recreational facilities, roads and paths at the waterfront, and the closure of the 199 Seawall Lot are evidence that the city fails to budget for preservation of its recreational assets. If the city allocates 275 spaces for ferry parking, and each space is occupied at a fee of \$6 a day for every day of the year, that would only generate \$602,250. Berkeley has not presented a budget that shows that parking fees will be sufficient to provide management costs and will be reserved for that purpose rather than be subject to discretionary decisions. Of course, if ferry riders buy an annual pass, much less revenue would be generated. The city’s claim to be able to protect recreational spaces is speculative, and the city’s failure to use the Marina Enterprise Fund to implement the public access improvements promised in the 2003 Marina Master Plan shows the tenuous nature of marina funding. The city’s current parking programs are in a hole, and Berkeley ceased enforcing parking restrictions against ferry parkers after promising BCDC and the public that they would do so in a letter to Brad McCrea in 2019. The conclusion in the September 27, 2024, Kittelson report is on point: “Ferry customers have not heeded recent (2018) City signage (placed on South Cove, J&K and M Lots) to park on Marina Boulevard instead.” Again, without a firm and protected enforcement budget, the city’s claim is mere speculation that is at odds with the evidence.

## WHAT PASSENGER LOAD SHOULD BE USED FOR ANALYSIS?

In a prior letter, I provided the changing estimates of ridership that Berkeley and WETA use, ranging from 915, 955, 1,160 to as many as 2000 departing passengers. Once a terminal is in operation, it would be rider demand and WETA that would determine service, and Berkeley could not restrict such operations. Therefore, each of these potential volumes of departing passengers, and the capacity of the terminal must be analyzed.

The passenger load question is complicated by assumptions made, or not discussed, about the price of a ferry ticket and parking. WETA reduced the cost of a ferry ticket by 30% in 2021. According to Board agendas at the time, the objective was to recover passengers and compete with BART. On Board surveys taken at the time indicated that many passengers would return to BART if ticket prices rose. The Alameda Post reported that “42% of current SF Bay Ferry riders did not use the service prior to the pandemic.” One-way fares for regular passengers on the Oakland/Alameda service were reduced from \$5.40 in 2020 to \$4.50 and currently stand at \$4.90. For the current budget, this involves a subsidy of about \$20 per passenger each way, but that subsidy is not tenable in the long term. The significant increase in ridership due to the 30% cut in fares provides ample data to calculate price elasticity.

Parking fees and fare increases will affect passenger loads but have not been analyzed or discussed in material projecting passenger load by the City of Berkeley.

## BERKELEY PROPOSES UNREASONABLE MODE SPLITS

According to the March 7, 2025, report by Kittelson & Associates,

The feasibility Study and WETA Business Service Plan estimated the travel mode [and] The Feasibility Study estimated that 54% of the ferry riders would drive alone and 9% would carpool to the [Berkeley] terminal.

This estimate generally agrees with information about ridership and mode split provided WETA’s “2025 Onboard Ferry Survey” which shows an average of 64% of passengers arriving by car. A similar estimate is included in the draft EIR for Plan Bay Area 2050+.

Despite the higher estimate of driving in the Feasibility Study, Kittelson & Associates has used a series of poorly supported assumptions to estimate a much lower number of passengers who would arrive by car. In doing so, Berkeley made no effort to analyze the several small ferry operations that have been staged from the marina to determine how passengers get to the ferry. Kittelson goes on to support this dramatic decrease in car traffic by estimating that 16% of passengers would arrive by bicycle even without a TDM! Kittelson made no effort to support this estimate by looking at utilization of the bike lockers adjacent to the bait shop or by examining cell phone data that might support such an estimate. In sharp contrast, MTC estimates the current utilization of bicycles for

commuting at 1%, and notes that it has not increased since 1990, despite significant investment in bicycle infrastructure. Berkeley and its consultants make no attempt to rationalize their forecasts with the results of the intercept studies by Kittelson. Those studies show that the current mode of access to Berkeley Marina is over 90% by car, and that 63% of those who visit come from outside Berkeley, well beyond the 2-mile average for bicycle commuting. Berkeley has had three different small ferry operations by charter operations over the past 8 years and has not supported their claims of mode split by analysis of those operations. Again, Berkeley's claims are entirely speculation.

If the Feasibility Study estimate is applied, and the average carpool capacity is 2, 58% of the passengers arriving in Berkeley to ride the ferry would arrive by car. At the eventual capacity of at least 1160 passengers used in Berkeley presentations, that is more than 670 drivers looking for a place to park. Even Berkeley's lower forecasts assuming a mode split where only 40% of the passengers arrive driving alone and 12% carpool, would result in 439 of the 955 passengers arriving by car. Berkeley is proposing to designate only 275 spaces for ferry parking. None of these mode splits are supported by the "Onboard Ferry Survey", and the bicycle mode share differs from the Plan Bay Area EIR dramatically.

If these suspect mode share assumptions are applied to the 1,160 that Berkeley admits, that results in a parking demand for 533 spaces. Under WETA's plan for 2000 departing passengers, that is 920 passengers seeking a parking space, even if the mode share is only 40%. If the Seawall lot were opened, there would only be 1566 public and slip holder spaces in the entire waterfront. It can readily be seen that ferry parking would dominate space and almost certainly displace recreational activities.

#### BERKELEY PROPOSES TO BEGIN CHARGING FOR PARKING WITHOUT ANALYSIS OF IMPACT ON EQUITY

You have received detailed communications from Camille Antinori and Gordon Stout establishing that parking fees would disproportionately burden people of modest income who are a significant group of recreational users on the three lots we are concerned about. Berkeley has made no effort to weigh those impacts against the Bay Plan equity policies.

It appears clear that Berkeley has prematurely moved to implement paid parking, which arose as a transportation demand management element in the city's efforts to develop separate plan for a ferry terminal and a new master plan for the waterfront. Neither of those planning efforts have advanced to the point of environmental review, yet the city now proposes to charge for parking outside of those planning frameworks. The purpose of such a proposal seems clear, as long ago as September 11, 2018, Nelson\Nygaard proposed a parking fee of \$10 a day, but only for those that parked in high demand lots for longer than four hours. Of course, this would exempt most recreational activities and focus on those activities where parking did not turn over. The stated goal was "The primary goal of pricing parking should *not* be a source of revenue [but] to reduce overcrowding in centrally-located facilities..." Nelson\Nygaard indicated that parking fees may not be sufficient to cover costs but instead should be a management tool for

intensification of uses as the city is considering in the pier-ferry project and the now tabled Waterfront Specific Plan. It is almost as if the city and their consultants reverse engineered each of the factors that might tell us how many passengers would drive to the marina so they could assure BCDC and the public that such a commuter terminal would not usurp needed recreational parking.

Nelson\Nygaard noted crowding in the South Basin from such uses as recreational fishing (a recreational use) and the various small ferry operations (commuting, not recreational) that parked all day. But with the termination of those small ferry operations, there is ample parking for existing recreational uses as long as the Seawall Drive lot is open to provide parking for those visiting Shorebird Park. Parking fees for managing the location of long-term parkers is thus an element of intensification of use and is improperly considered as a separate project before those uses are approved.

Very truly yours,

Jim McGrath

Jim McGrath  
2301 Russell Street  
Berkeley, CA 94705  
November 12, 2025

Ashley Tomerlin  
Senior Bay Development Design Analyst  
San Francisco Bay Conservation & Development Commission  
375 Beale St  
San Francisco, CA 94105

SUBJECT: November 3, 2025, Design Review Board meeting

Dear Ashley:

#### BAY PLAN POLICIES PROTECT RECREATION

I speak for the nearly 5,000 people who visit Berkeley's waterfront each day and rely on the Bay Conservation and Development Commission (BCDC) and the Bay Plan policies to protect their rights of access to this wonderful place. The 1.8 million people who visit the waterfront is four times the number visiting the nearby East Shore State park, according to the same source—and nearly half the annual visitation of Yosemite. The narrow focus of questioning and discussion between the City of Berkeley and the Design Review Board (DRB) at the November 3, 2025, DRB meeting raises concerns that we have lost sight of the forest for the trees. While the DRB's questions remain within the traditional purview of the DRB's mandate to ensure functional and well-designed accessways along the Bay, the limited scope of questioning suggests the DRB may not fully appreciate the unique aspects of this project. In this case, the DRB and BCDC exercise additional authority and responsibility over the application of Bay Plan policies that are central to the review of the design. I appreciate the efforts of the DRB which have made the new accessways along the Bay exceptionally functional. In this case, the project site under review is filled Bay, and therefore subject to BCDC's Bay jurisdiction as well as Bay Plan policies important to design. Those policies need to be spotlighted in the questions the staff poses to the Board going forward. We ask that you broaden the scope of discussion to include the Bay Plan policies that apply to this project and affect design and insist that Berkeley come back with a complete plan for the bay fill that addresses these issues.

I am speaking of Recreation Policy 9, which provides:

Ferry terminals may be allowed in waterfront park priority use areas and marinas and near fishing piers and launching lanes, provided the development and operations of the ferry facilities do not interfere with current or future park and recreational uses, and navigational safety can be assured. Terminal configuration and operation should not disrupt continuous shoreline access. Facilities provided for park and marina patrons, such as parking, should not be usurped by ferry patrons. Shared parking arrangements should be provided to minimize the amount of shoreline area needed for parking.

There are two tests here, and they both pertain to the design issues posed by the City of Berkeley's proposal for a ferry terminal. The tests are very clear: 1) **“ferry facilities [must]..not interfere with current or future park and recreational uses..”** 2) **“facilities for park patrons, such as parking, should not be usurped by ferry patrons.**

While this is the primary Bay Plan policy that should govern design review, this policy is also relevant for the site proposed for parking:

Policy 3(a)(6)... **features ...within designated waterfront parks that provide optimal conditions for specific water-oriented recreational uses should be preserved,** and where appropriate, enhanced...

Under these policies, **both parking for existing recreational use and existing water-oriented uses are protected.** Full stop.

While there are many kinds of recreation that exist along the Berkeley waterfront, and many different parking areas that support those activities, only some of them are threatened by usurpation if this proposal goes forward. Design review must focus on the limited number of recreational parking spaces that support a wide variety of protected recreational activities. I am particularly concerned about a subset of parking spaces, all on fill, located south of University Avenue. Two South Basin parking lots with a total of 182 spaces support Cal Adventures, Cal Sailing Club, recreational fishing customers, kayaks, windsurfing with several disciplines, a growing number of swimmers, and casual and occasional visitors. Contrary to the claims of the city, these two lots are frequently full during peak weekday recreational periods. Improvements to the South Basin, funded largely by grants intended to encourage *increased* access, have drawn new visitors who watch the water activities, use the area to stage bicycle rides and picnics, and include musicians and a weekly drum circle. Berkeley has not made a good faith effort to provide a baseline of these users or their needs. Berkeley has ignored entirely in their presentation to the DRB critiques of their parking studies and information acquired through Placer AI that nearly 5,000 people visit the waterfront each day. Before it can be determined whether Berkeley's proposal for a ferry terminal interferes with current uses, those uses must be accurately described.

Two other parking areas south of University support more, and somewhat different recreational uses. There are 90 spaces along Seawall Drive supporting recreational access to the cove adjacent to the old H's Lordships Restaurant, fishing from the shoreline, and people simply parking to enjoy their view of the Bay. There are an additional 320 parking spaces in what the city now calls Seawall Lot, approved by BCDC to support visitors to Shorebird Park, the old restaurant, and the fishing pier. That lot has been closed for years, despite complaints to BCDC, and that closure has limited access to the beach at Shorebird Park and to water access adjacent to the old restaurant. While there may be more parking spaces in Seawall Lot than are required to support “current

park and recreational uses”, that conclusion cannot be reached without an adequate baseline that delineates existing use.

The lack of maintenance of the South Basin recreational resources makes the access point adjacent to the old restaurant essential. The 2003 Berkeley Marina Master Plan (Approved by the City Council of Berkeley, Resolutions No. 62,142-N.S & No. 62,143-N.S., July 8, 2003) identified the need to dredge the South Basin and targeted the period FY2006 to FY2015 to do the project (see p. 67). The dredging was to be funded by the Marina Enterprise Fund’s (marina fund). At that time, funds from the city’s Parks Tax were used to maintain the parks in the waterfront. The actual and projected Parks Taxes are shown in the table on page 69 of the Berkeley Marina Master Plan. At some point after the Berkeley Marina Master Plan was adopted in 2003, the city began charging park maintenance (and other costs) to the marina fund. This drained the ability of that fund to provide the revenue for needed dredging and park maintenance. While I have submitted a PRA to try to identify the amount of money that was diverted from the Marina Enterprise Fund, the city has yet to respond. A self-inflicted wound to the waterfront that leaves the cove adjacent to the old restaurant the only low-tide entry to the Bay for swimmers and non-motorized boaters.

There may be some parking areas that are not needed to provide for current and anticipated recreational use. But the city has not established a baseline of existing use.. Instead, the city argues that the waterfront is a single parking ecosystem—a concept which does not reflect Bay Plan policies. This idea does not allow the city to avoid developing a baseline. We are expected to believe that the growing number of swimmers will arrive on a bus, or by bicycle and leave their clothes and other goods on the shore. Or walk a half mile in their bathing suits. People with kayaks and windsurfers, who have used the area for decades, are now supposed to drop their gear off, drive a half mile to a parking lot, and then walk back in their wet suits? The requirements in the Bay plan are rigorous and substantive and cannot be met by assumptions but instead require an accurate baseline of use and analysis of impact.

Fishing is an example of latent demand. At one time, the Berkeley Pier was used by 100,000 anglers and strollers a year. Even half of that is 140 anglers a day, nearly all arriving by car. Where would they park if even a shorter pier was re-opened? That use, and the parking required to support it, are protected under the Bay Plan.

Swimming is an existing and growing recreational demand that would be affected by this project and was not covered in the city presentation or in the city’s efforts to develop a new Waterfront Specific Plan. I have repeatedly called the city’s attention to the “rapidly growing community of swimmers”, and the need to account for that use in their planning. Members of the DRB, at the initial meeting on May 12, 2025, identified the need to identify and map recreational uses. But the city’s presentation in November provided no such information. Testimony from users has established that group swims of more than 100 swimmers are regularly staged out of the cove next to the old restaurant. This use, and the parking that it requires, are protected under the Bay Plan.

The parking lot at 199 Seawall Drive was permitted by your commission to provide parking for the new parks that were part of the project, and as parking for the restaurant and the pier. The city closed that lot without permission from BCDC and turned much of it into a corporation yard for construction of roads and storage of equipment. This forced visitors to Shorebird Park and Adventure Playground into the South Basin lots. Stakeholders filed violation complaints but only part of the lot was reopened. I'll attach a photo taken on November 5, 2025, that shows the gate closed, which limits access for swimmers and others who use the cove for water access.

#### A STABLE PROJECT DESCRIPTION IS REQUIRED

Berkeley has presented different footprints for the project and different estimates for ridership. An earlier drawing of the Seawall lot, presented in the slide deck "Pier Replacement & Transportation Demand Management Presentation and Public Feedback" (undated), showed the lot restriped to add about 100 stalls and eliminate public parking along Seawall Drive. The diagrams provided to the DRB on November 3, 2025, showed public parking along Seawall Drive reduced to 20 spaces, without explanation.

The estimates of ridership are in constant flux. The slide deck cited above predicted an average of 915 weekday riders for the first year of service, eventually increasing to 1,160 riders with expanded service. The projection of ridership is now 955 departing passengers according to the October 24, 2025, report to the Berkeley City Council titled "Berkeley Pier-Ferry Project Update." The WETA business plan contemplates ridership with as many as 2000 departing passengers.

A concept which has not been discussed with the public but was discussed with BCDC staff a year ago would reserve 150 public spaces for the private use of a new tenant in the old restaurant. That concept was not discussed with the DRB Berkeley now proposes to reserve only 200 of the public spaces in the Seawall Lot, perhaps to accommodate such dedicated use, as well as 75 spaces in the Skate's lot for ferry parking. As I pointed out in my scoping comments, the courts have consistently held that an accurate and stable project description is a bedrock requirement of CEQA.

#### WHO PAYS? HOW MUCH?

At least one DRB member seemed to think that WETA will pay for recreational benefits that would not otherwise be feasible. Indeed, that is what I was told in 2018 while I was chair of the Berkeley Parks, Recreation and Waterfront Commission. However, the MOU between WETA and Berkeley requires Berkeley to pay for all recreational features, both for construction and maintenance. In 2019, that was estimated to cost Berkeley \$29 million. The cost estimates that show breakdown of WETA costs and Berkeley costs have not been updated, but some limited information in a recent city status report suggests city costs may be near \$40 million. Under that MOU, WETA would not pay to compensate the city for those costs, or the costs of operating the landside features.

## PARKING AND EQUITY

BCDC has adopted Bay Plan policies that provide guidance on equity. Those policies call for outreach, and evidence of how the equity concerns of the community were addressed. Testimony to the DRB established that anglers and other visitors to the area of the marina affected by this project are disproportionately the equity community that these policies are intended to protect. Yet no discussion of the equity outreach, or analysis of the disproportionate impact of the project was provided by Berkeley.

WETA has prepared various estimates of the operational cost for a new ferry terminal at Berkeley. The annual subsidy needed to run such a new route is estimated at between \$9 and \$12 million. To make the math easy, let's use the lower number and estimate the subsidy per rider for 900 departing passengers. It works out to \$10,000 each. Assuming 250 commute days, that's \$40 per day each. Maybe free BART tickets are a better idea?

Most of that subsidy is provided by bridge toll revenue. I can make it simple. At least five people must cross the bay and pay an \$8.00 toll in order to provide the necessary subsidy for one person to ride the ferry. Now I love being on the bay—but nobody pays me \$40 a day to cover my costs.

Let's be sure that any new development on Berkeley's waterfront protects the rights of the 5,000 people who use it each day.

Very truly yours,

Jim McGrath  
Founder, Save the Berkeley Pier

Enclosures



*Grand Opening and Celebration*

# OHLONE PARK

## RESTROOM AND LIGHTING IMPROVEMENTS

**Thursday, January 8, 2026**

**11:00 AM - 12:30 PM**

Join the Parks, Recreation & Waterfront Department in celebrating the new restroom and lighting at Ohlone Park. Light refreshments will be served.

**Meet at the new restroom between  
California St. & McGee Ave.**



*Scan for more info*