

Berkeley Pier Ferry Project

Design Review Board Meeting

November 3, 2025



Robin Chiang &
Company
381 Tehama Street
San Francisco, CA 94103



1. Existing Berkeley Waterfront





- Existing Bay Trail
- Existing Connector Trail
- - - Future Bay Trail

Source: MTC Bay Trail Gap Closure Implementation Plan

- AC Transit (51B)
- Amtrak
- Bicycle Blvd
- - - Future Ferry Route

-  AC Transit 51B Stop (Existing)
-  Amtrak Stop (Existing)
-  Ferry Terminal (Proposed)

Berkeley Marina

- Boat Slips
- Charter Boats
- Sailing Lessons
- Dragon Boat Club

South Sailing Public Docks & Water Basin

- Sailing Clubs
- Windsurfing
- Kayaking
- Paddleboarding
- Swimming

Shorebird Park

- Playground
- Picnic Areas
- Nature Center
- Shorebird Beach
- Summer Camps
- School Fieldtrips

Informal Water Access

- Swimming
- Boardsailing

Seawall Drive

- Fishing
- In-Car Bay Viewing

City Buildings

- Marina Office & Maintenance Yard
- Traffic Enforcement
- Office Building (leases)



400 ft



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November 3, 2025

3. Existing Land & Water Based Uses



Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

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

F&G/H&I Lot
58 - 72 / 115

Marina Blvd
(Street Parking)
83 – 116 / 150

O Lot
12 – 34 / 72

Skates/N Lot
74 – 99 / 137

J / K Lot
9 – 38 / 92

M/L Lot
27 – 55 / 91

South Cove East & West Lot
49 – 67 / 182

Seawall Drive
41 – 56 / 90

Seawall Lot⁴
0 / 320

400 ft



X – Y / Z

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Available / Total Spaces

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- 4. “Average” based on June, 2021 – 2024 data points

F&G/H&I Lot
25 – 71 / 115

Marina Blvd
(Street Parking)
59 – 91 / 150

O Lot
0 – 26 / 72

Skates/N Lot
73 - 96 / 137

J / K Lot
0 – 19 / 92

M/L Lot
36 – 48 / 91

South Cove East & West Lot
0 – 74 / 182

Seawall Drive
13 - 55 / 90

Seawall Lot³
0 / 320

400 ft



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

Marina Blvd (Street Parking; 150 Spaces)



Proposed: Free Full Day Parking allowed

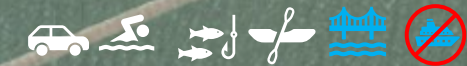
Skates/N Lot (137 Spaces)



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

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

Stalls removed for Bay Trail improvements & stormwater treatment



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



Proposed: Paid Full Day Parking in ~200 spaces.
Time Limited Parking in remaining ~230 spaces
Evenings free / no time limits
Shared recreation / ferry / restaurant use

0.3 Mile
5-6 min walk to Ferry plaza

0.1 Mile
2-3 min walk to Ferry plaza

0.5 Mile
10-12 min walk to Ferry plaza

NOTES

- Time limits & permit program will prohibit full-day parking by ferry riders
- Ferry Parking Demand of 267-351 spaces met as follows: 275 paid (Skates/N + Seawall Lot), up to 76 free (Marina Blvd)
- >850 spaces in southern Waterfront remain available for existing & new uses: recreation, slip holders, City staff, Pier & restaurant visitors

400 ft





7. Project Site Footprint



Electrification Equipment

PG&E Transformer
Switchboard
Service Cabinet
Distribution Panel Board (2)

Ferry Terminal

Gate / Platform
Gangway
Float

Public Gate

Plaza

Public Restroom
Bike Lockers & Parking
Benches / Seating

University Avenue Cycle Track

Relocated / Enlarged Bus Stop

Seawall Parking Lot Improvements

Accessible Parking
Permeable Paving at Stalls
Electric Vehicle Charging
Improved Lighting
Crosswalks / Connectivity

New Pier & Breakwater

Shade Canopy
Fish Cleaning Station
Benches / Seating

Bay Trail Extension

400 ft





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

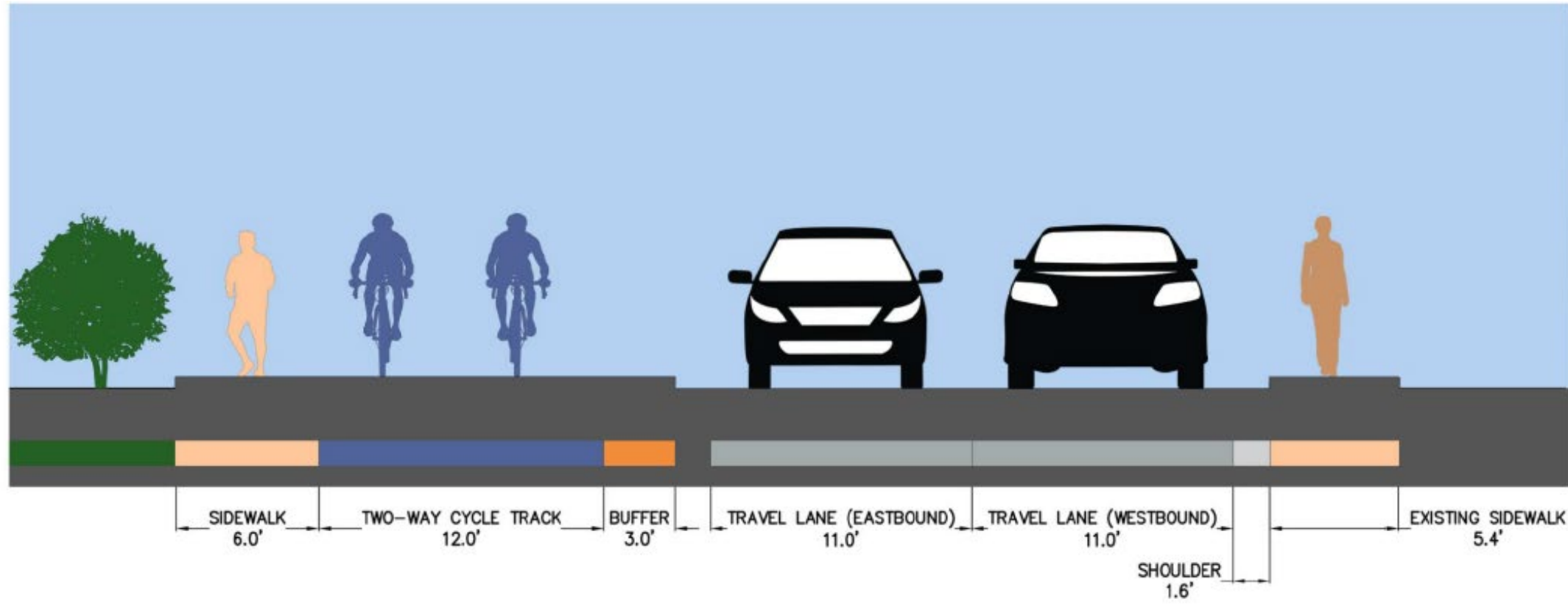
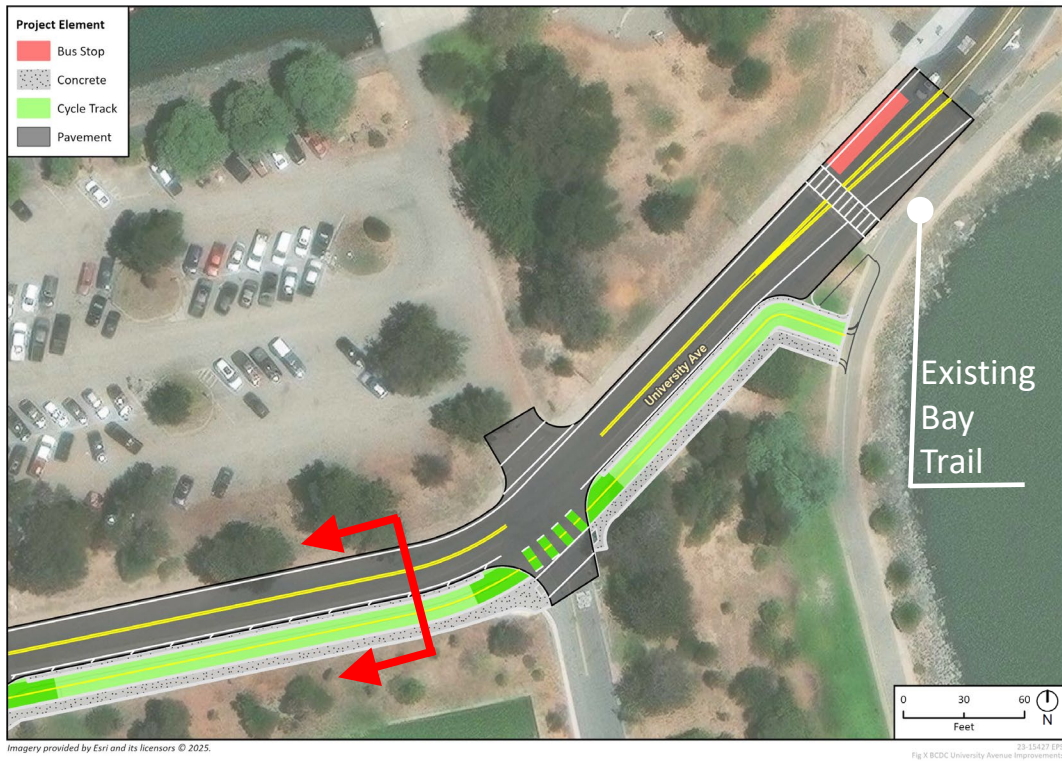
- Bay Trail Improvements
- Seawall Drive Re-Alignment / Repaving
- Seawall Parking Lot Improvements
- Electric Vehicles Charging Stations
- Solar Panels*

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

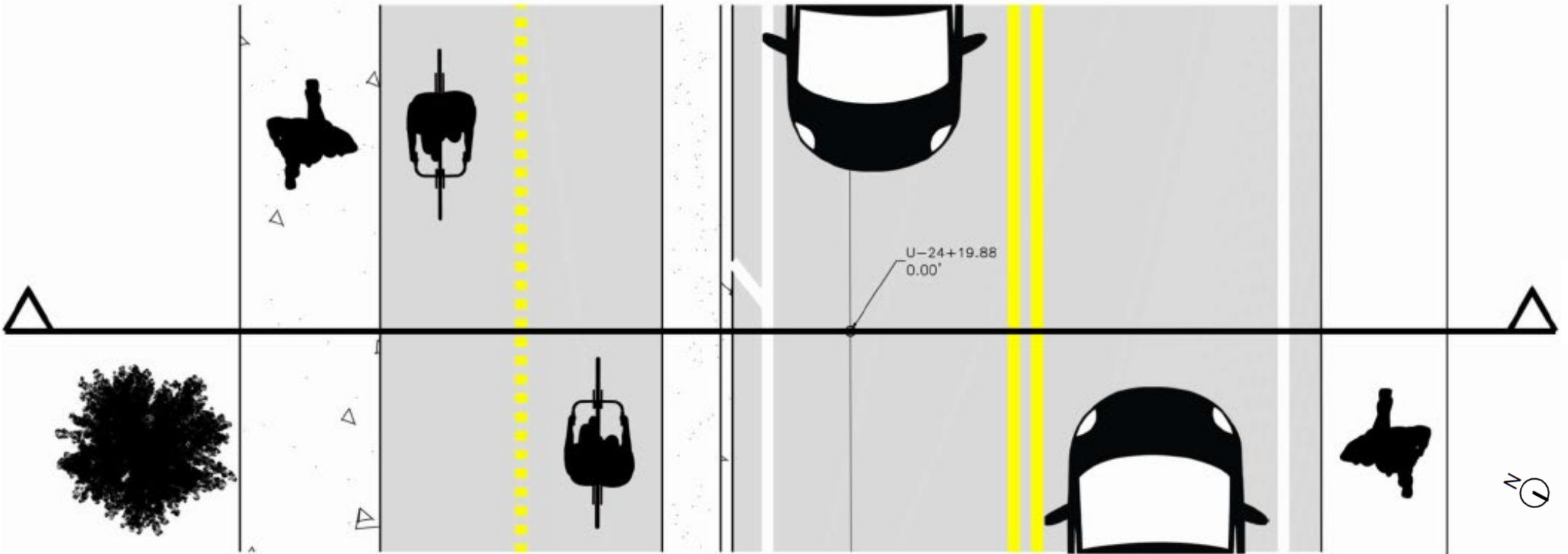


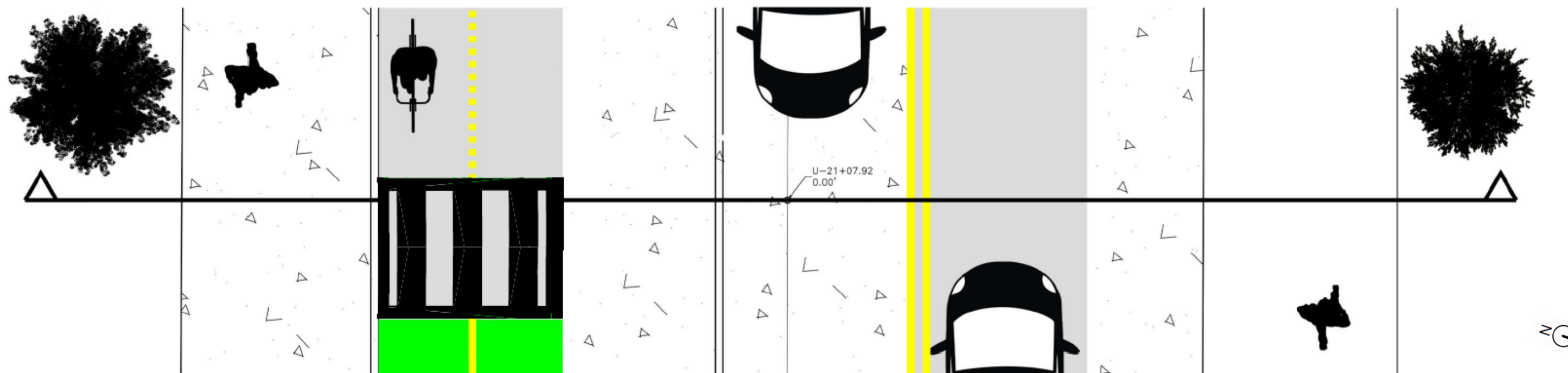
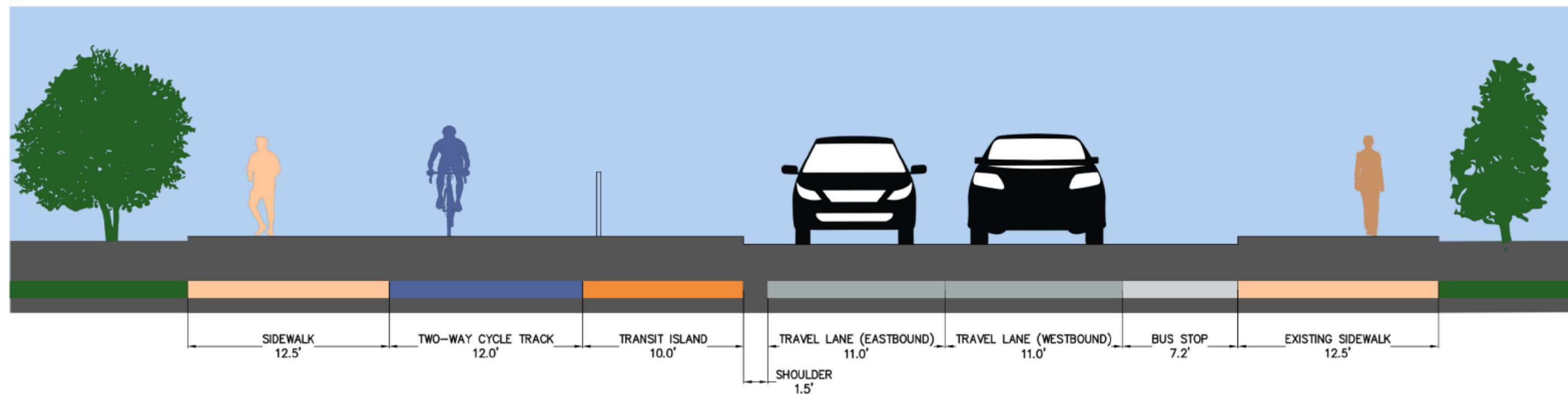
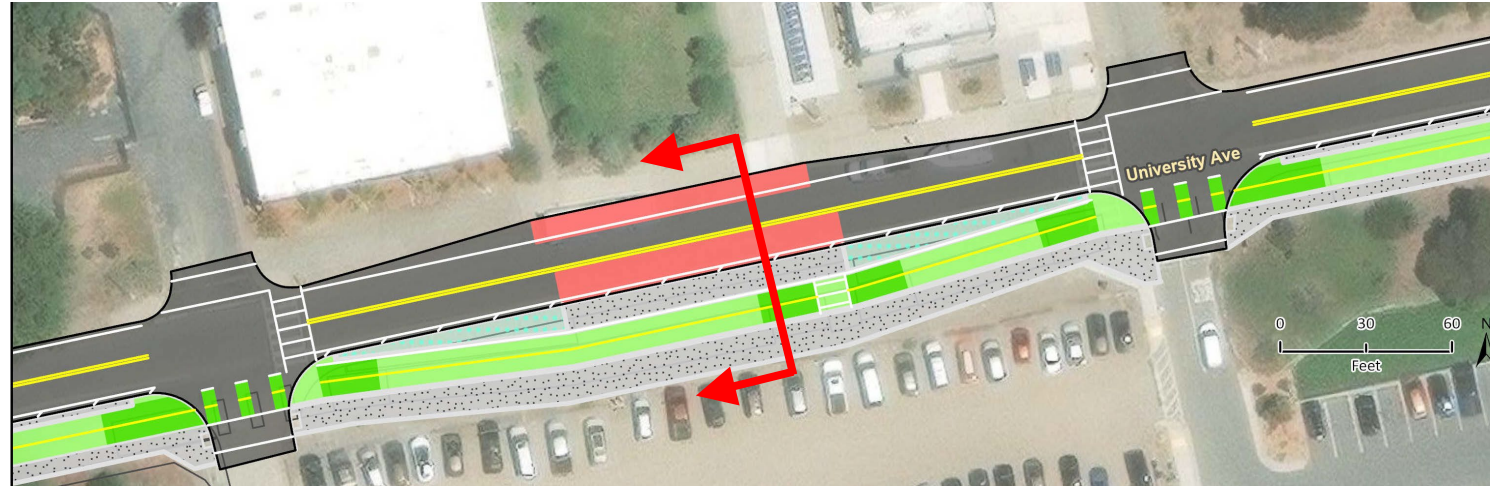
400 ft

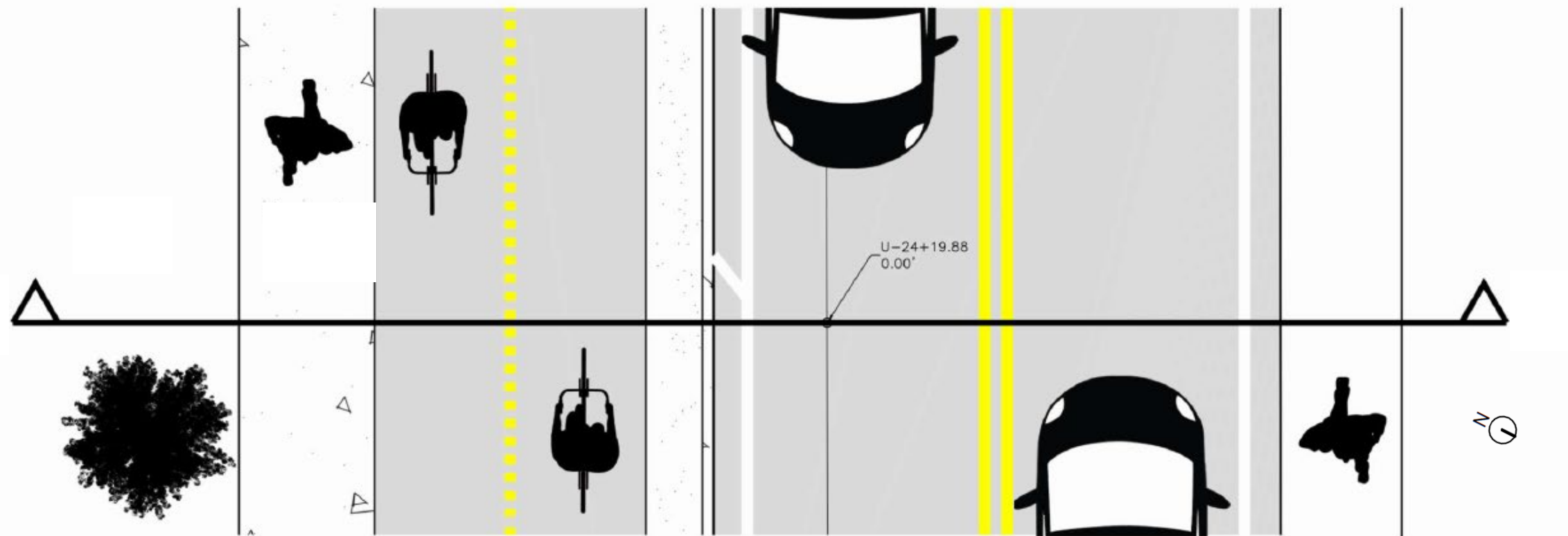
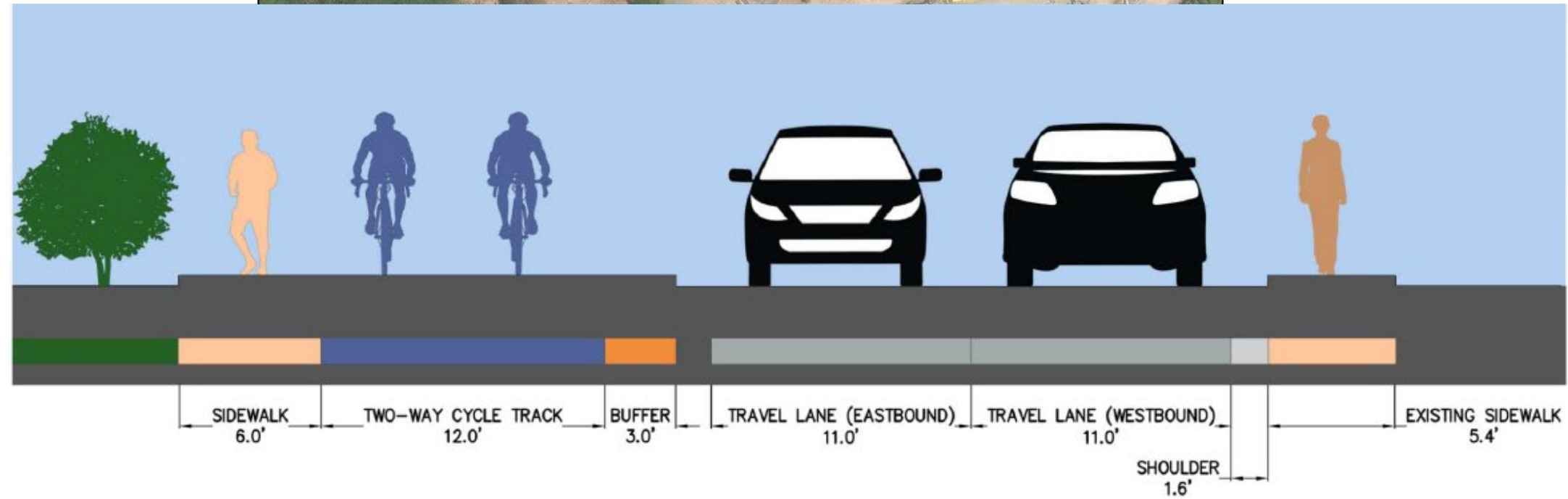
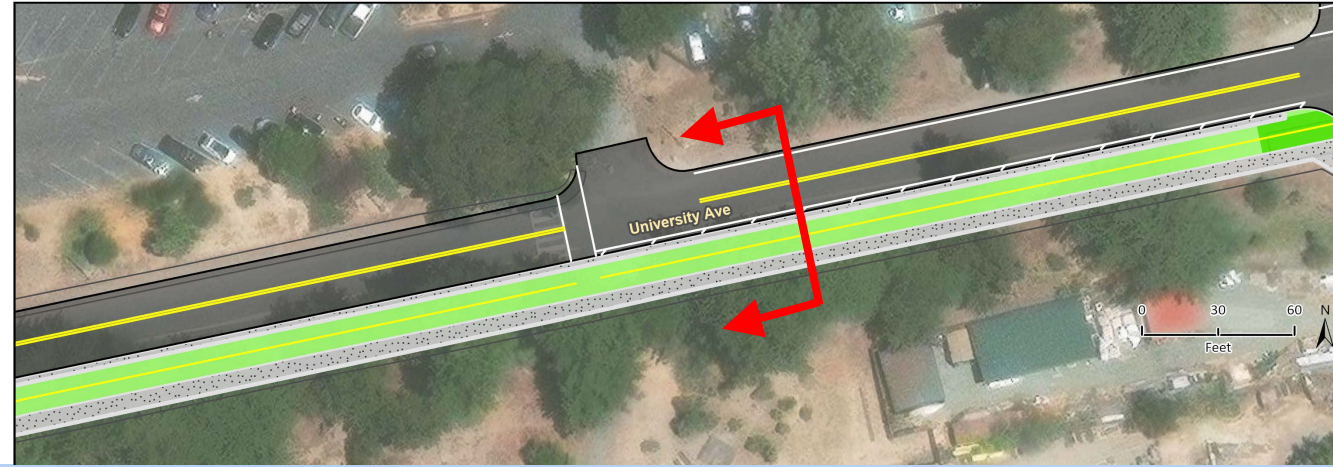


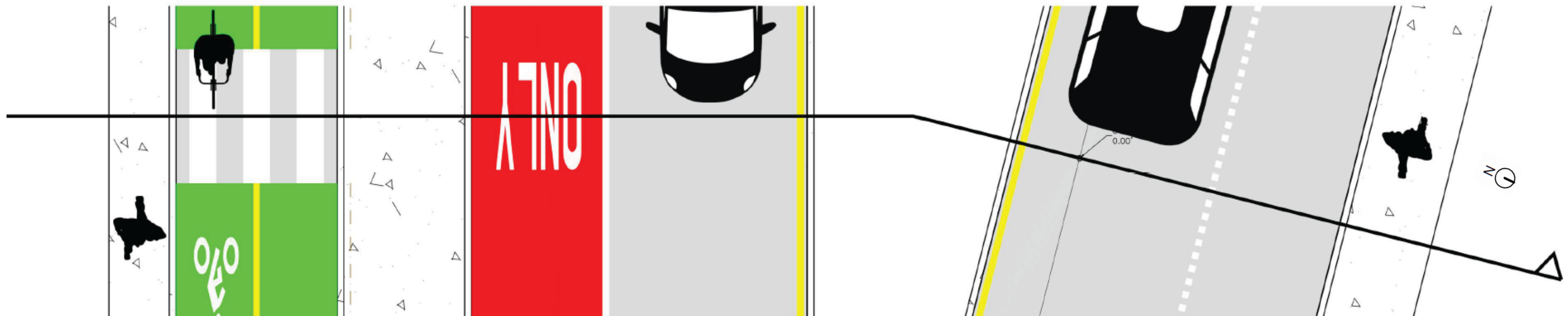
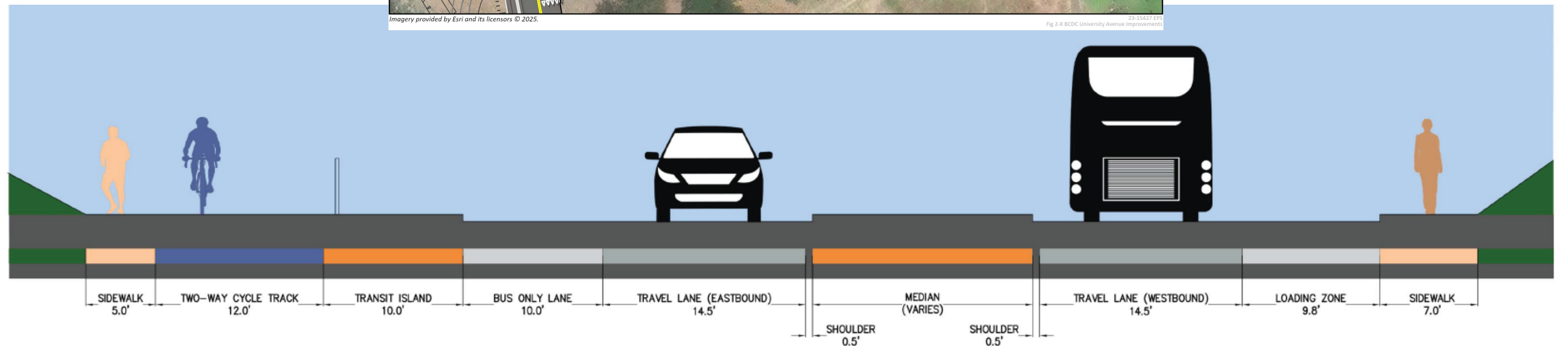
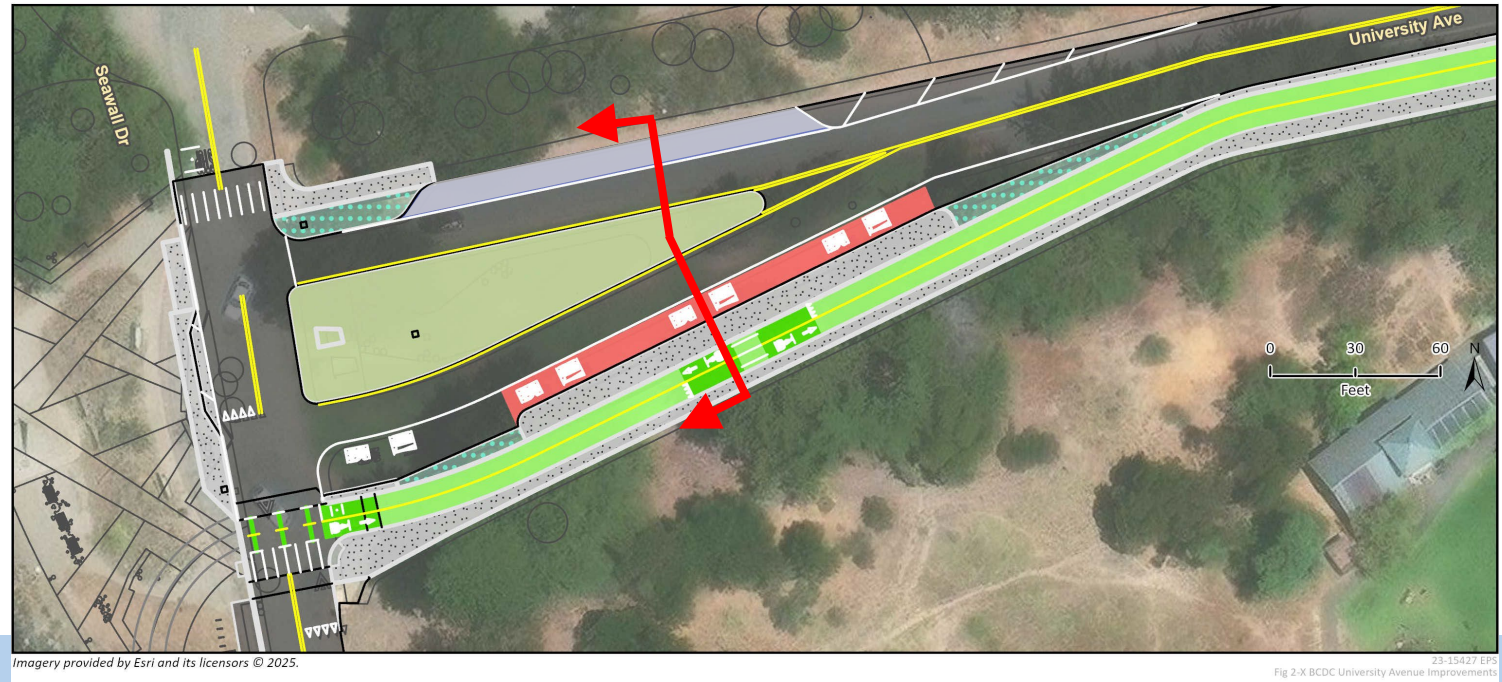


Precedent Image (Seattle, WA)

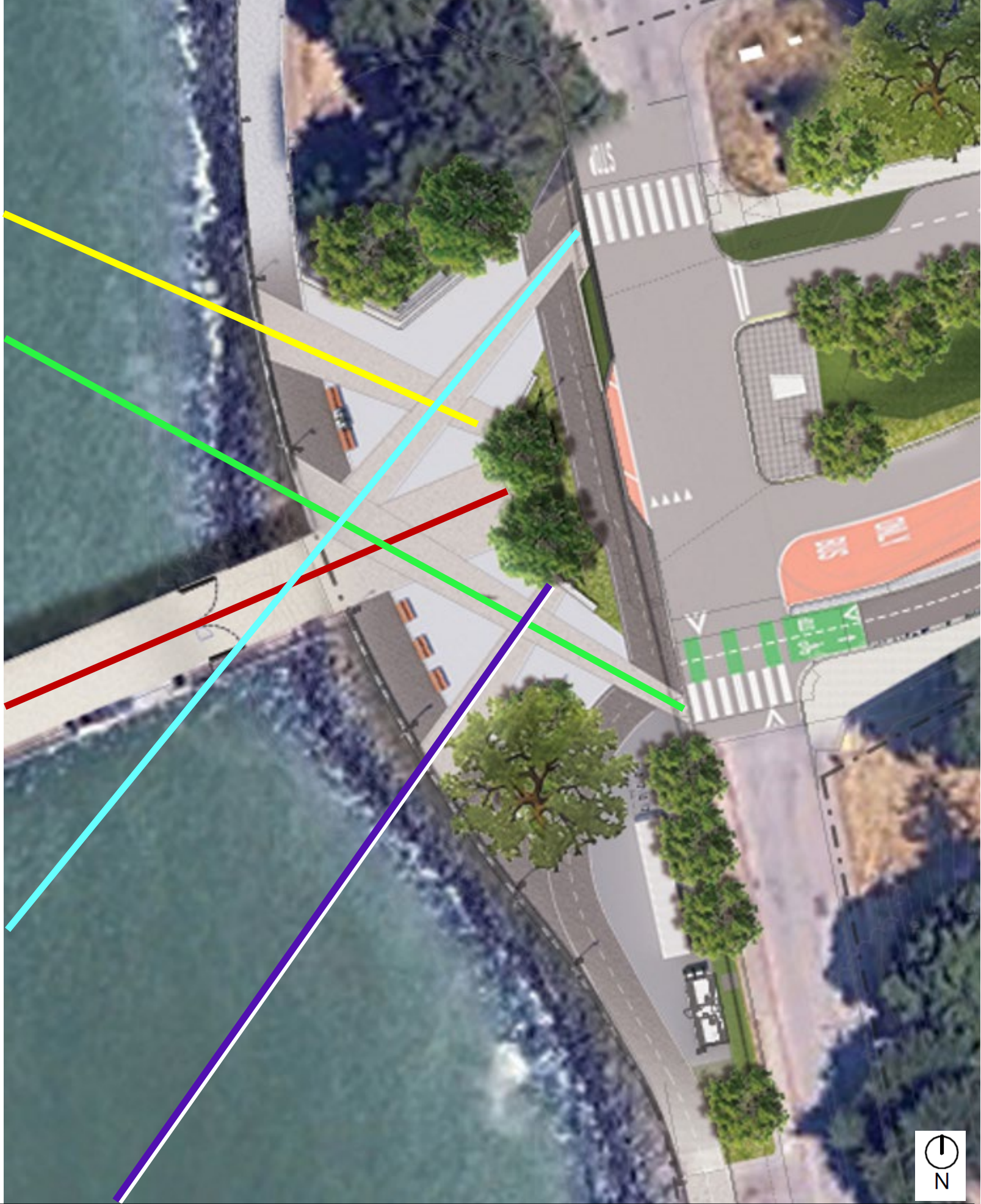














1 Seatwall



2 Backed Benches



3 Pole-Lighting



4 Bike Rack



5 Bike Lockers



6 Restroom



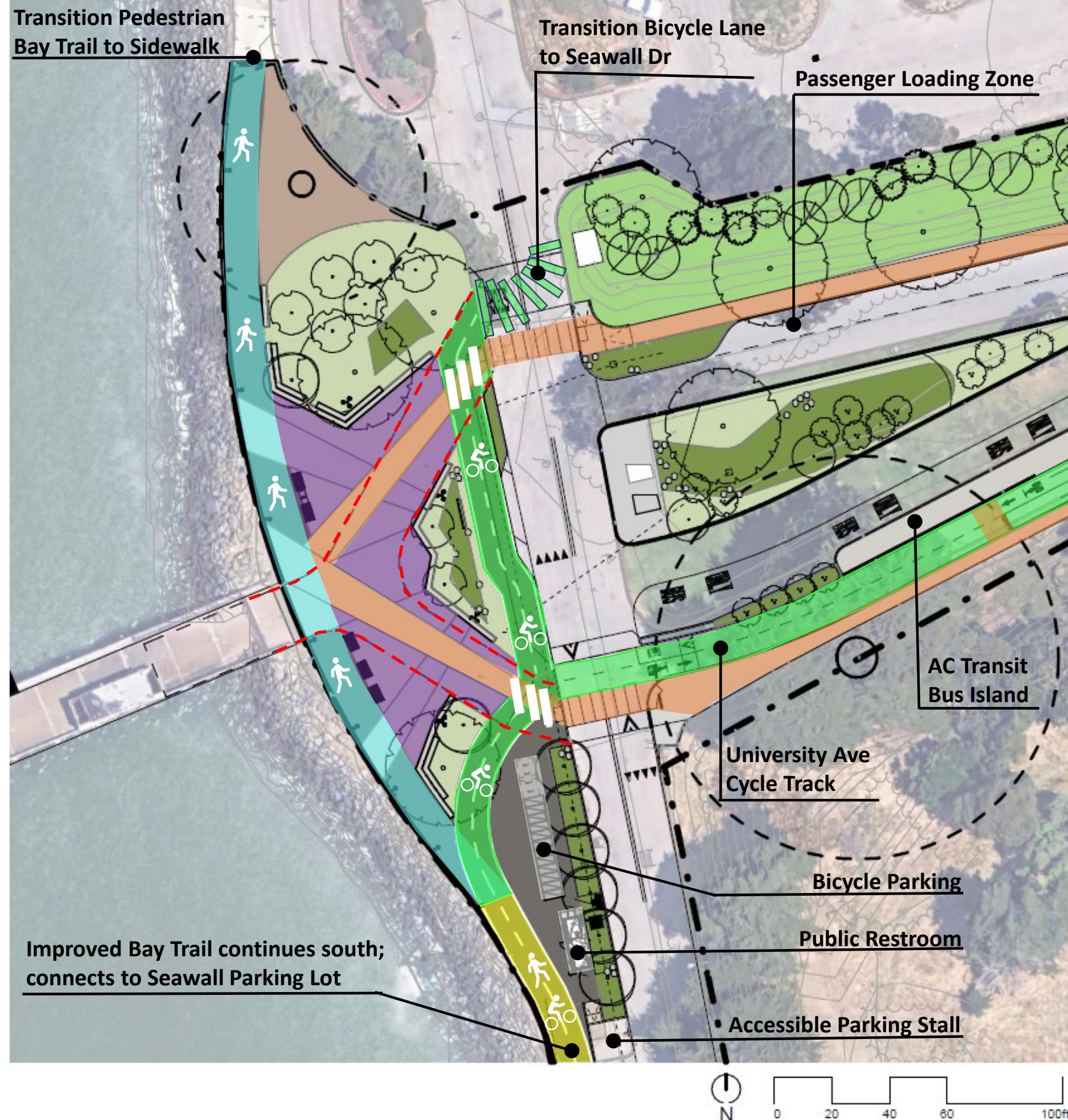
7 Interpretive Paving Inlays



8 Existing Statue

LANDSCAPE MATERIALS LEGEND

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

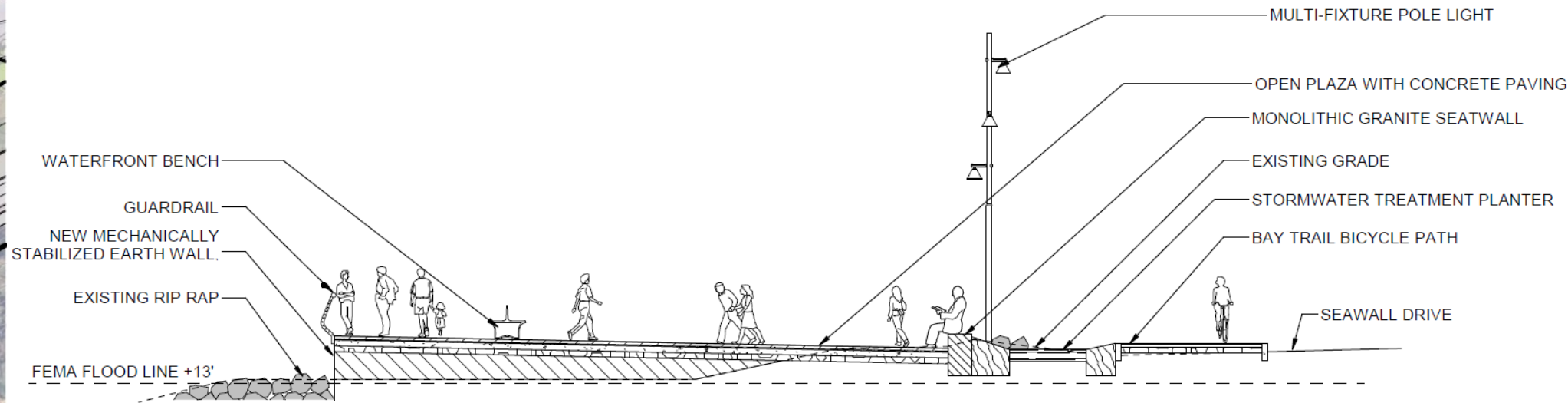
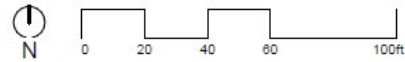
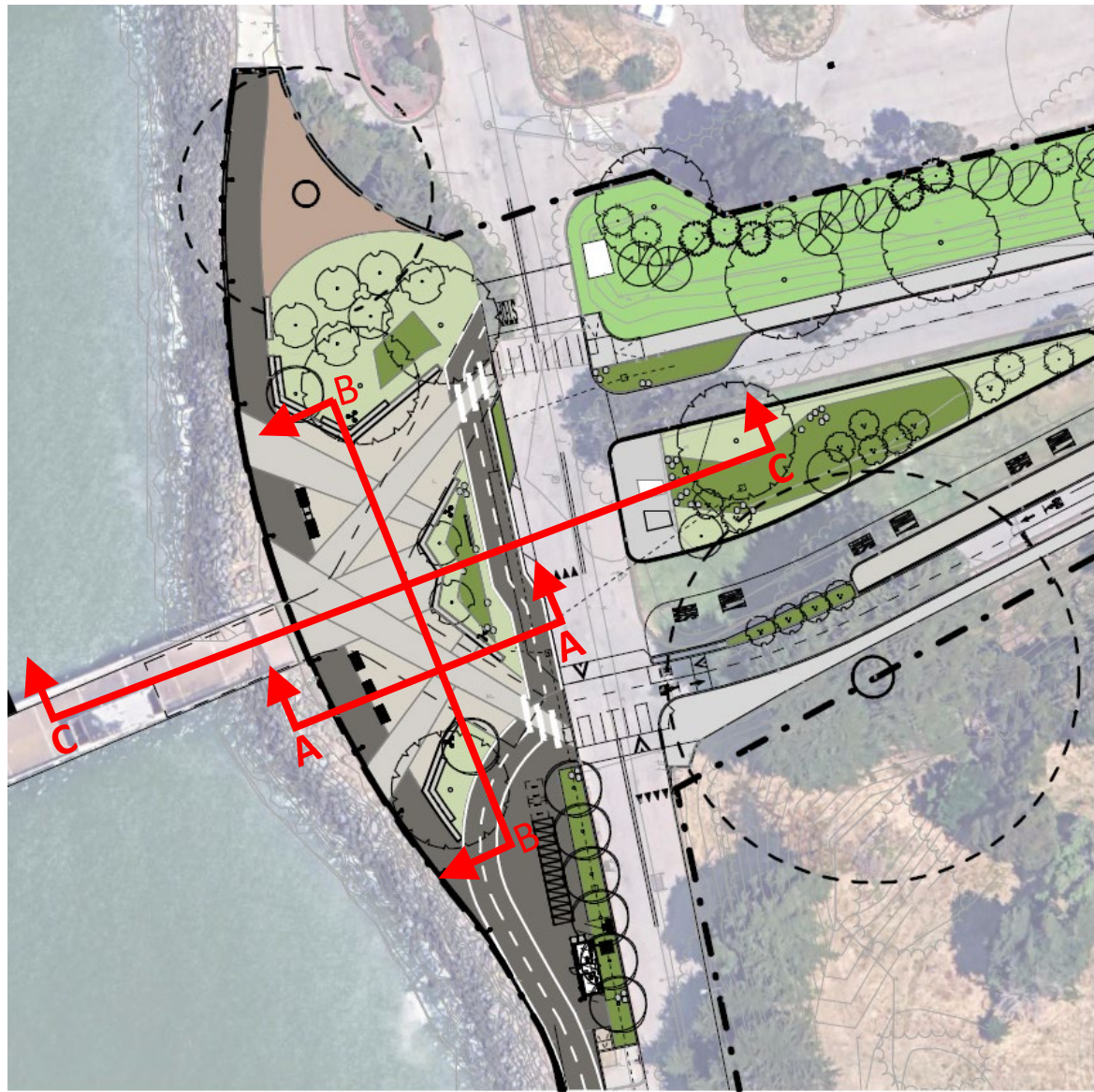


LEGEND

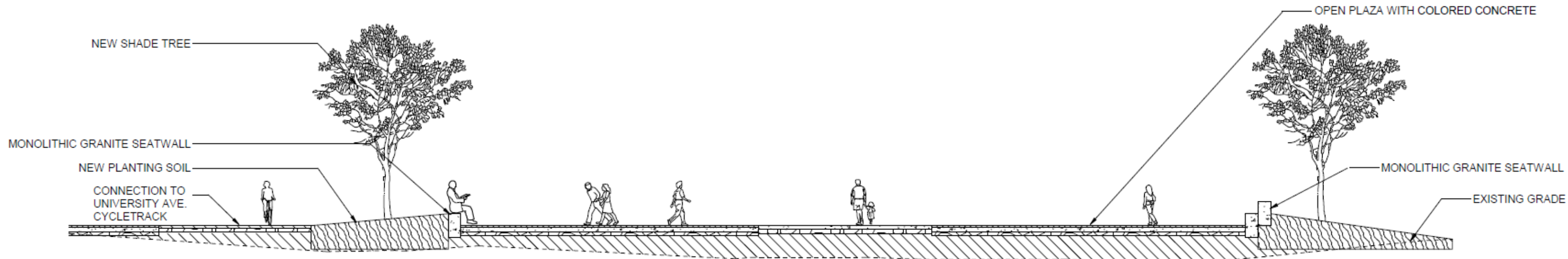
- Bay Trail – Pedestrian Only (11 ft wide)
- Bay Trail – Bicycle Only + University Ave CycleTrack (12-ft wide)
- Bay Trail – Mixed Use (Pedestrian & Bicycle) (12 ft wide, constrained at south plaza entrance)
- Sidewalks / Pedestrian Ways
- Plaza Open Space
Walking Bikes Only / No Riding
Seating, Signage,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

NOTES

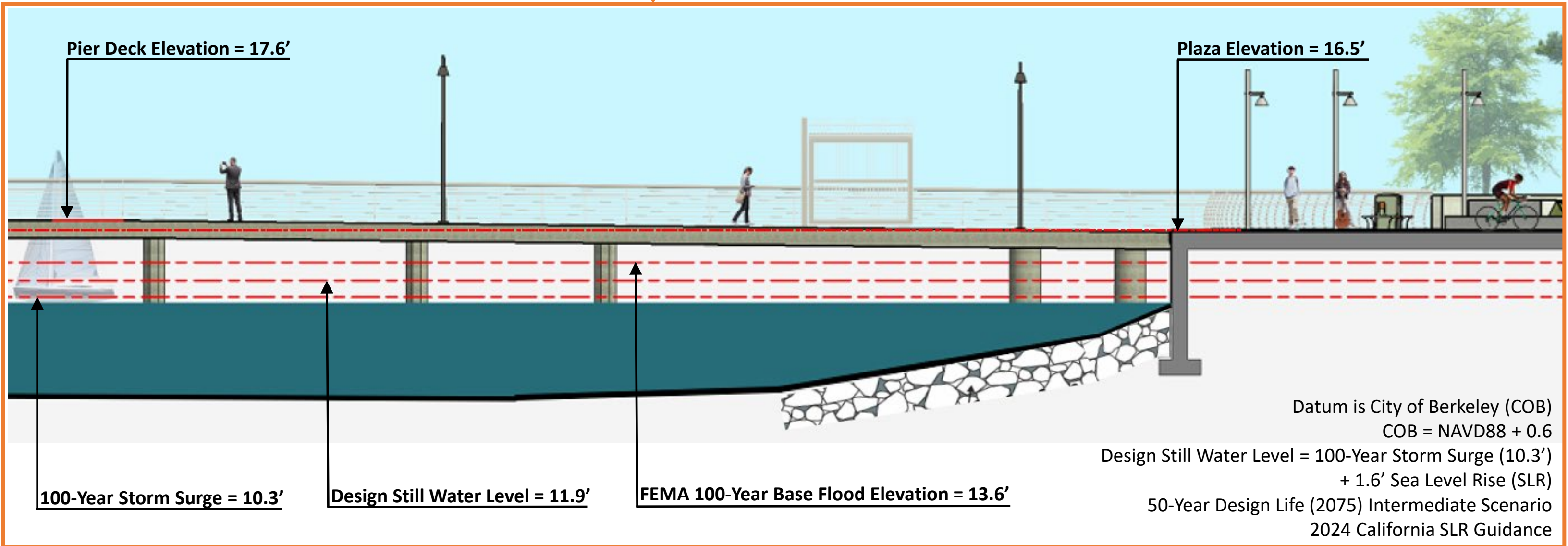
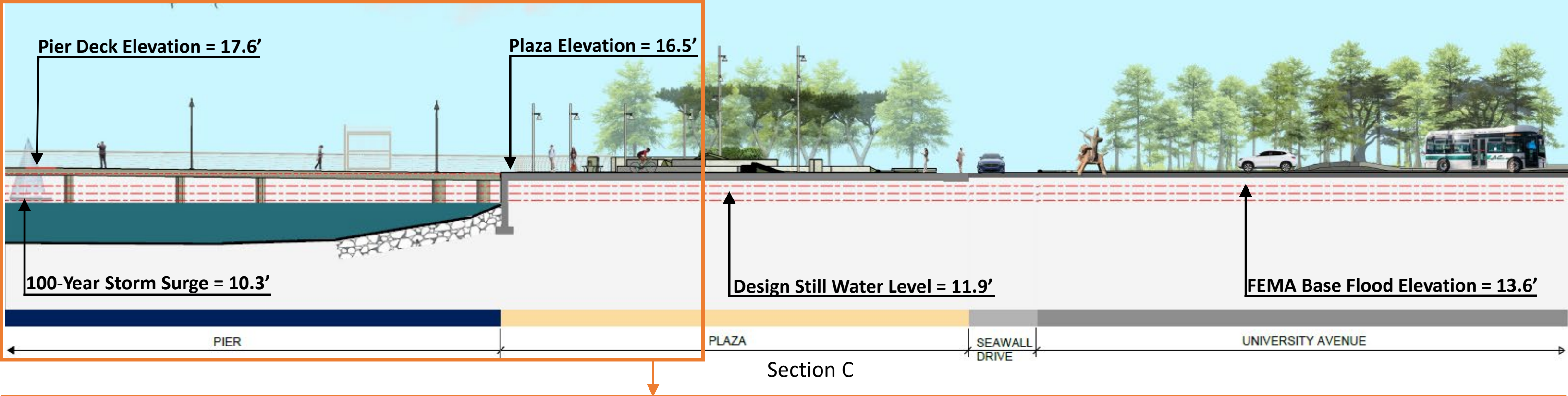
1. Bay Trail Design Guidelines recommend separation of wheeled-users from pedestrians in high use, urban parkland areas.
2. Project does not include implementation of Bay Trail improvements north of Project limit. Pier-Ferry Project transitions separated Bay Trail to existing sidewalk (pedestrians) and 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).



Section A



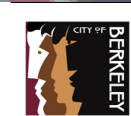
Section B











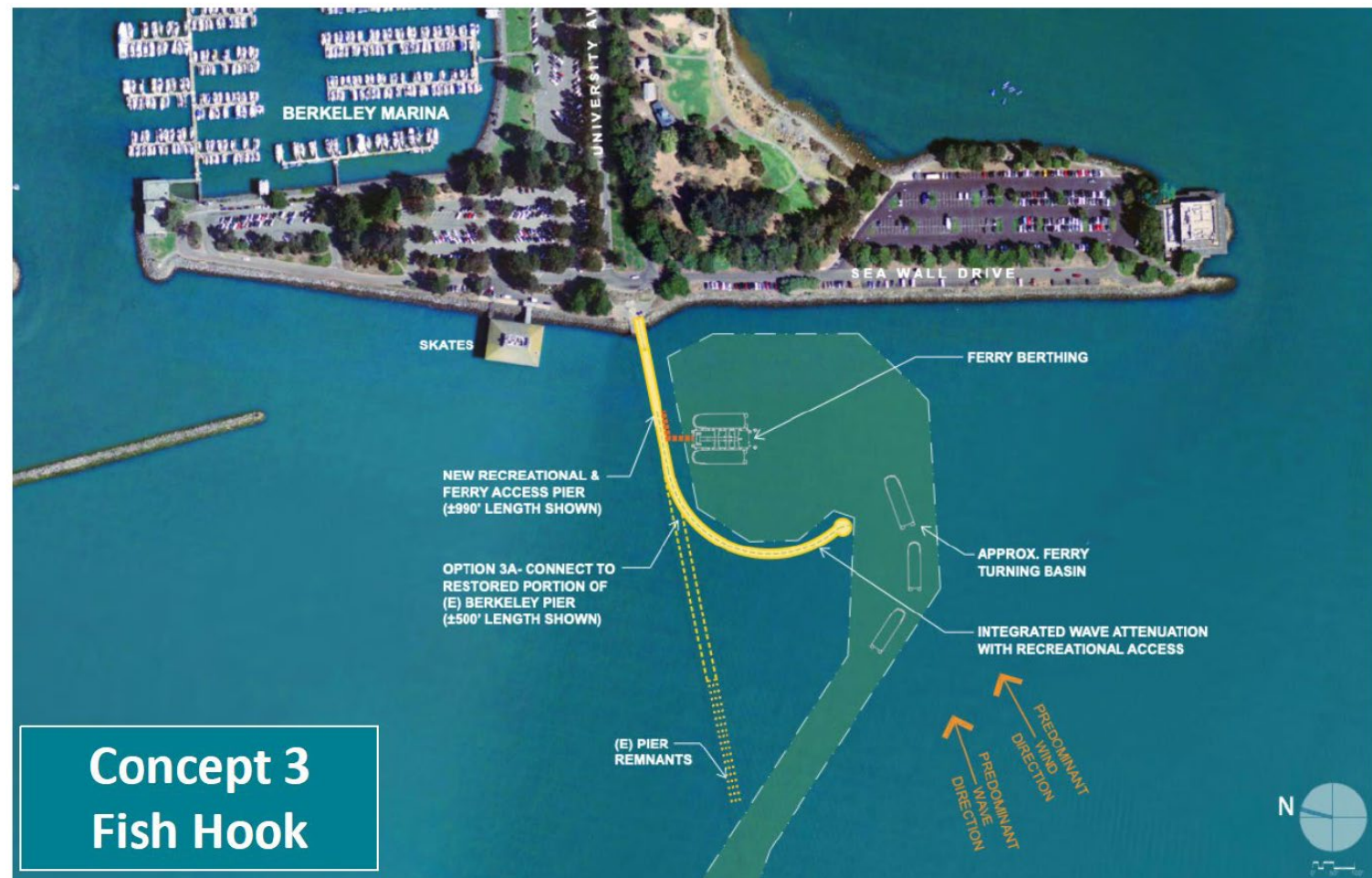
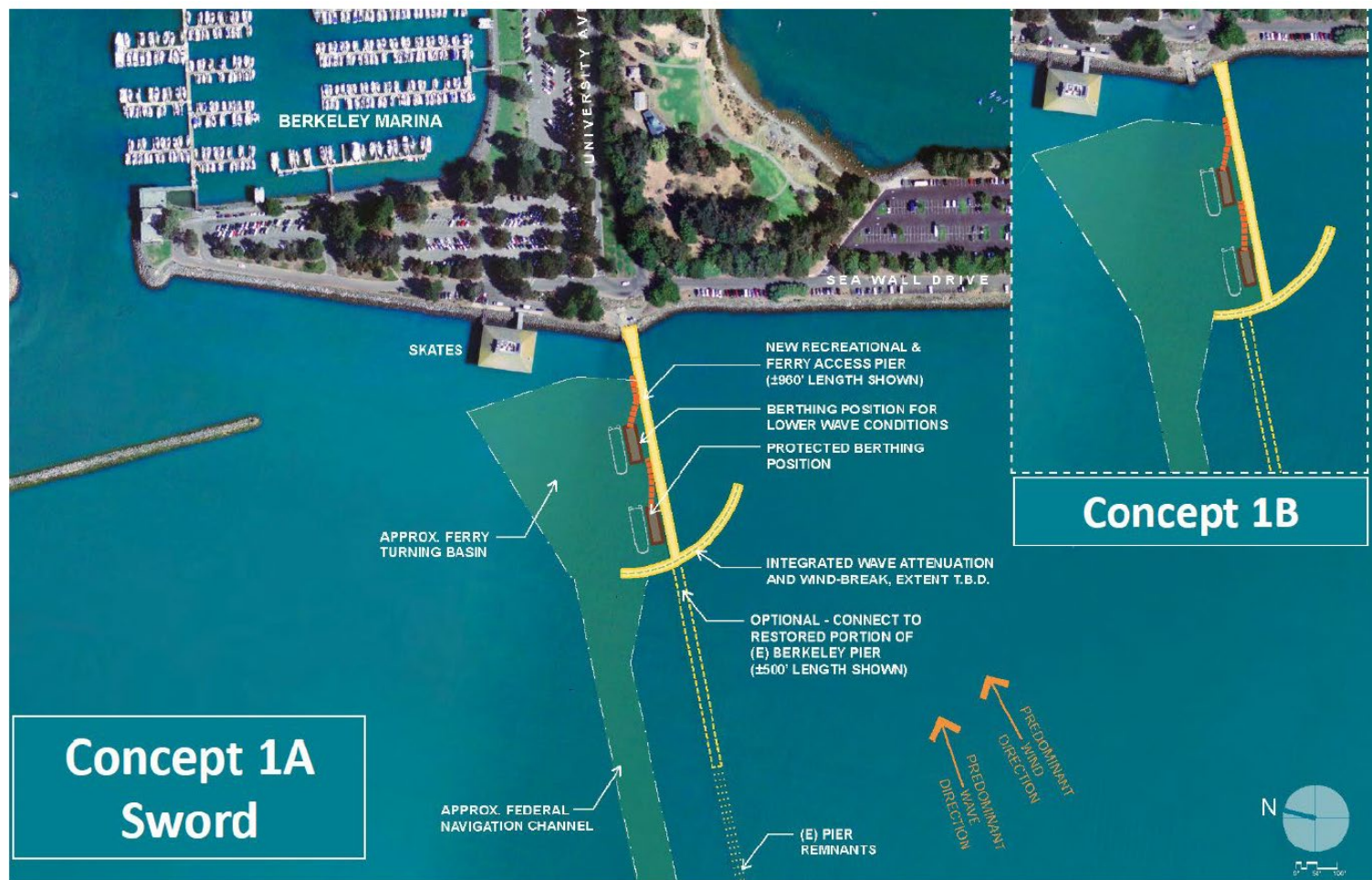


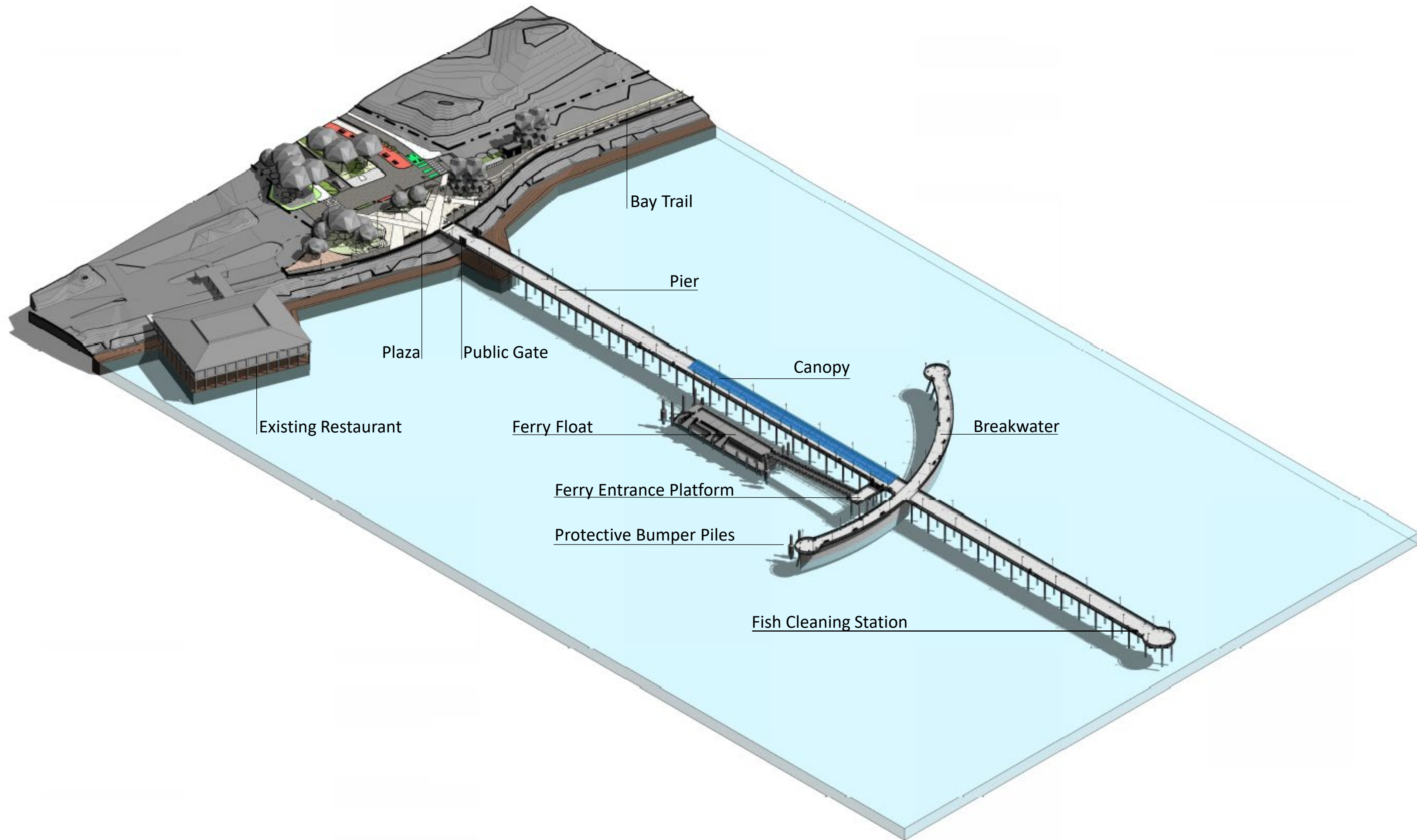


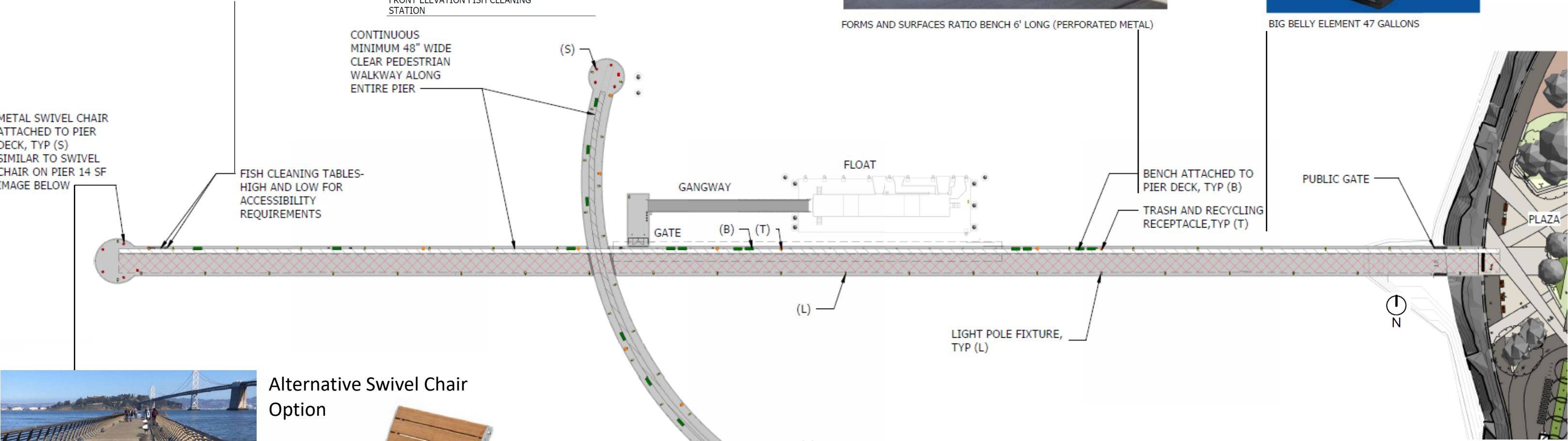








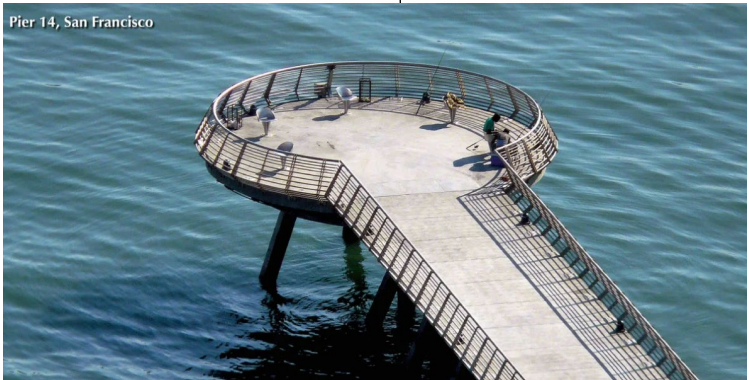




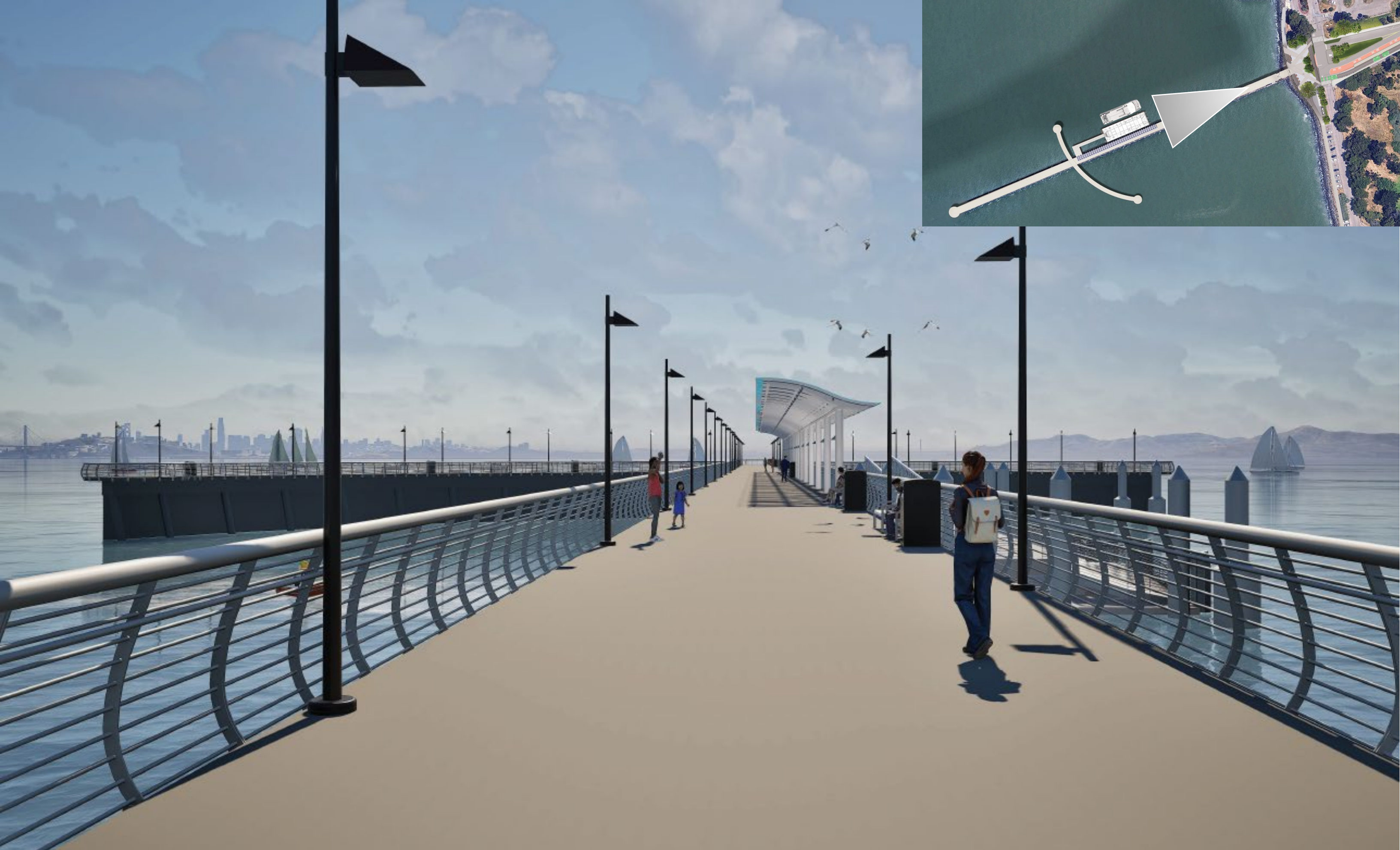
Alternative Swivel Chair Option



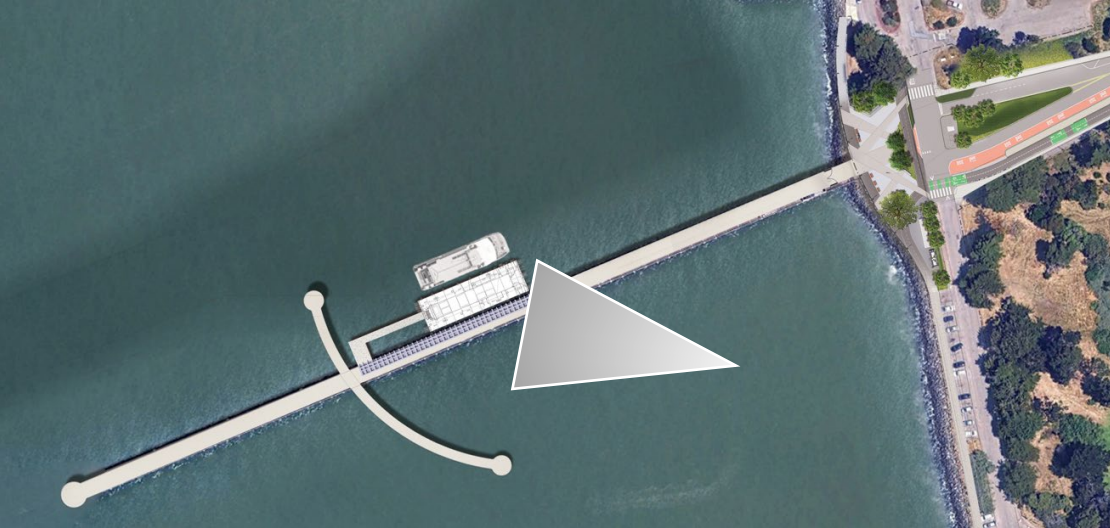
Parco; Jacoba Wood & Powder Coated Steel

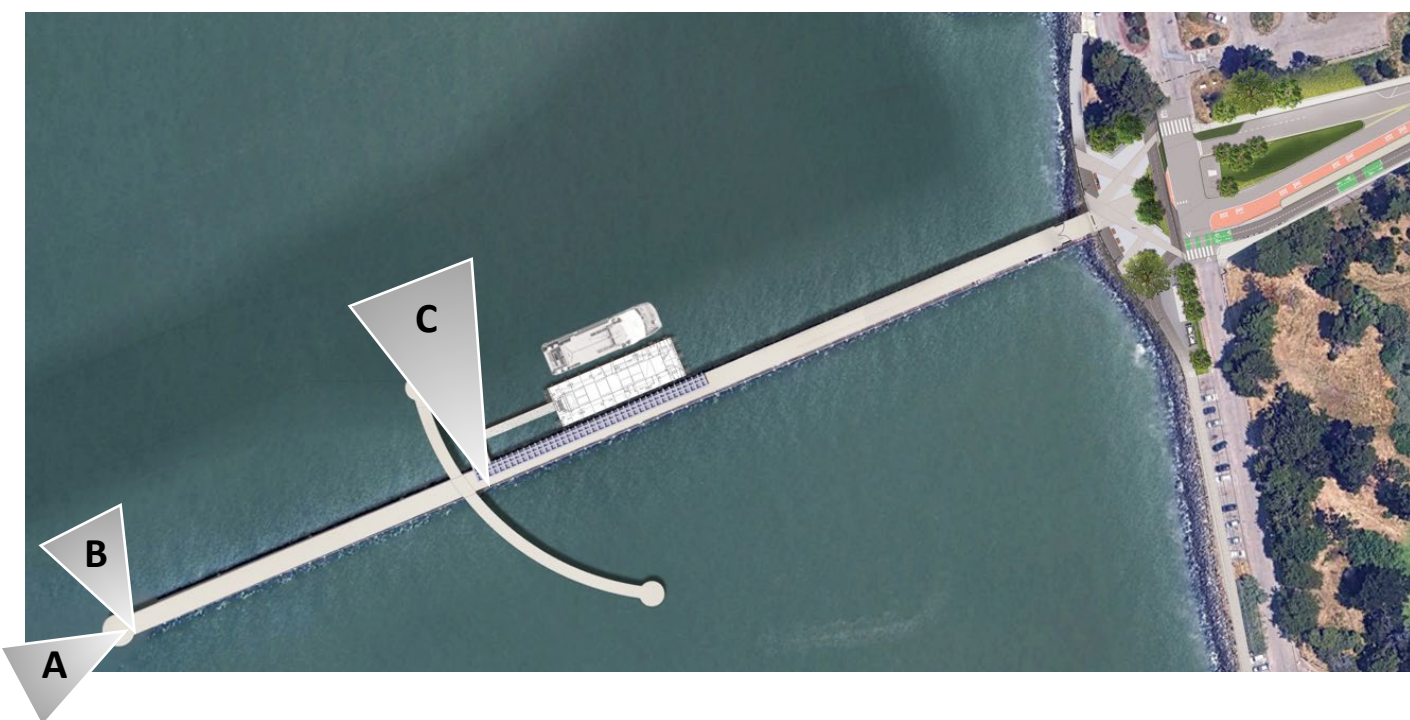


TAL
9 TOTAL) TBD









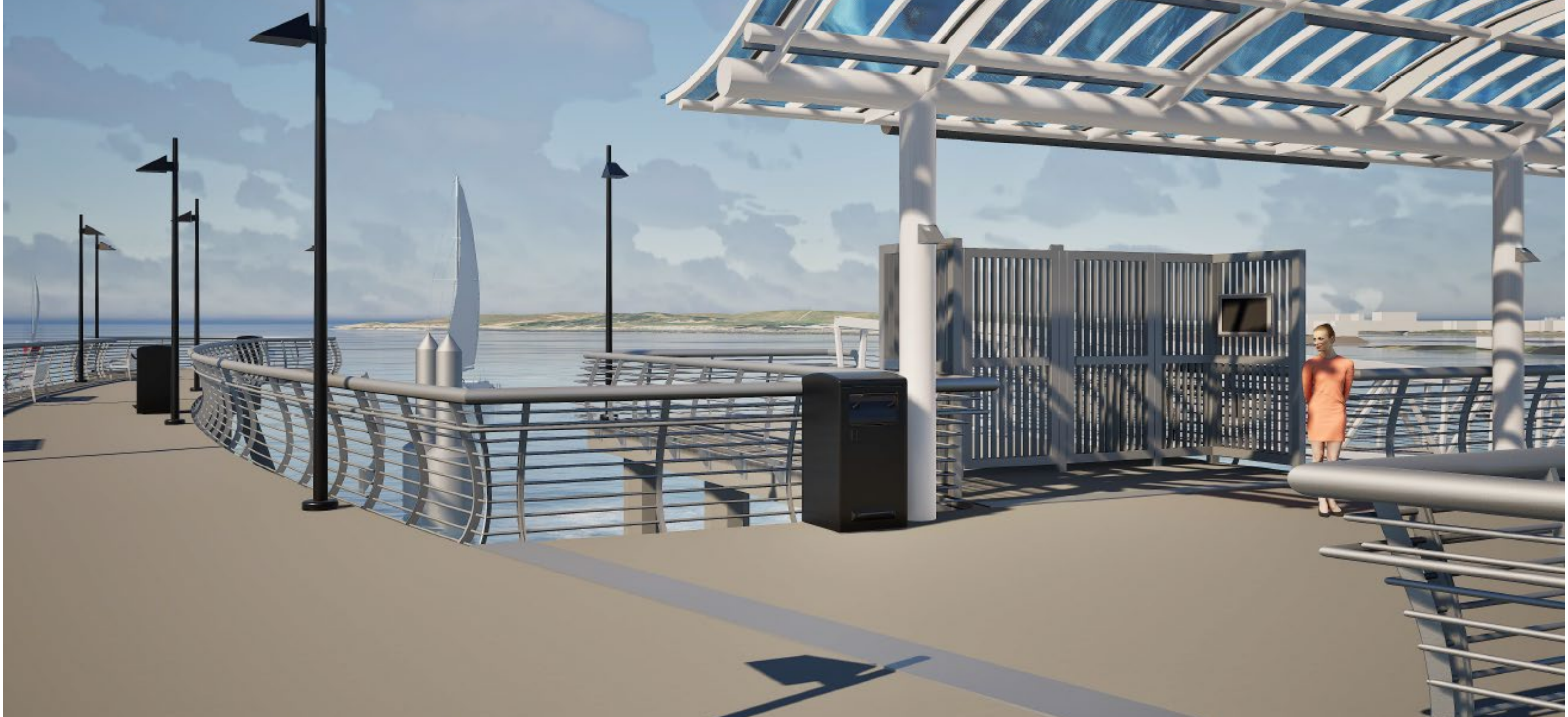
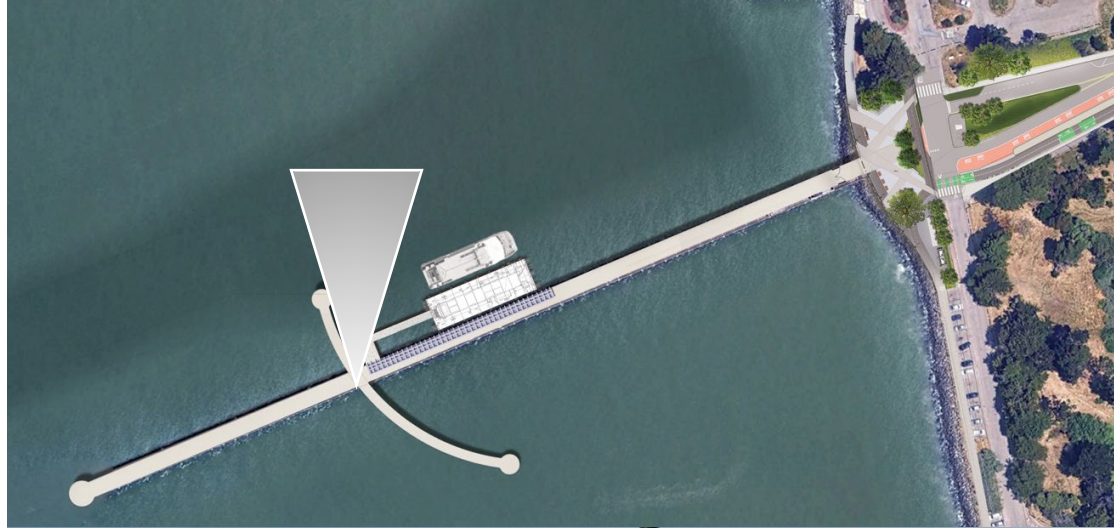
C. Ferry Terminal Gate

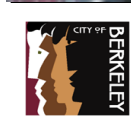


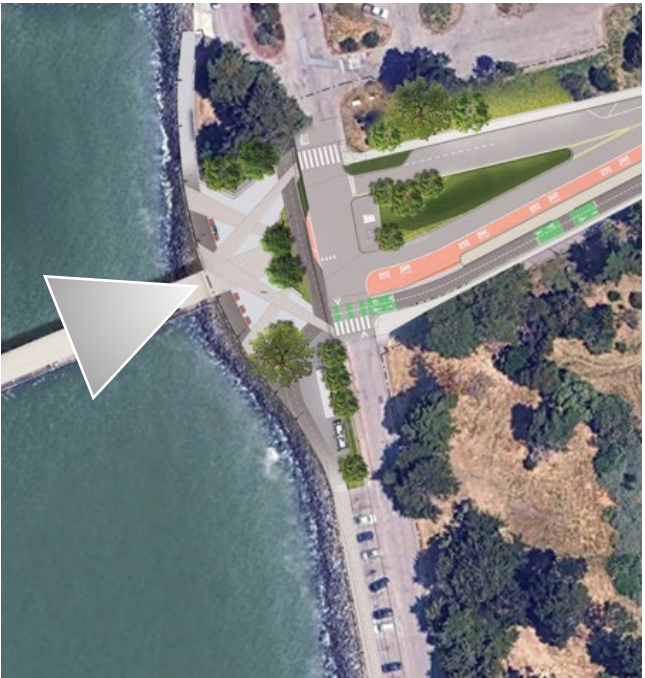
A. Western end of Pier



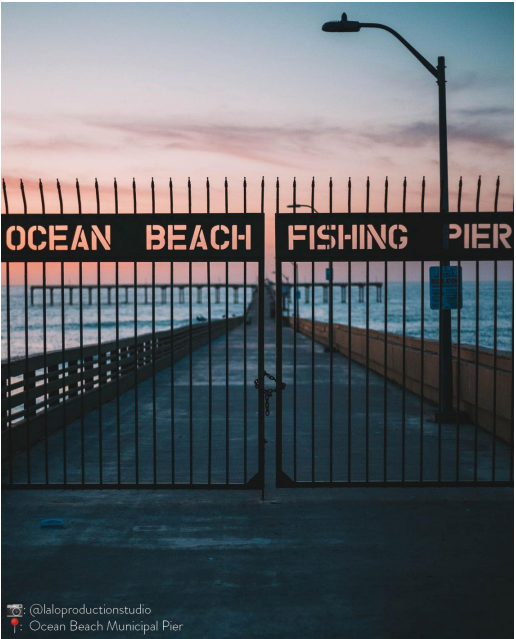
B. Fish Cleaning Station







Public Gate as opportunity for Public Art



Source: SheWelds



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

Representative Ferry Electrification Equipment



Ferry Electrification Equipment

- PG&E Transformer (8-ft x 8-ft)
- Switchboard (11-ft x 4-ft)
- Service Cabinet (8-ft x 8-ft)
- Distribution Panel Board (2x, 1-ft x 3-ft)

Electric Ferry
Charging Float

Underground / Under
Pier Conduit between
Electrification Equipment
& Charging Float

University Ave
Underground Conduit (PGE)

Seawall Parking Lot
~40 Electric Vehicle Chargers



400 ft



-  Vehicle Wayfinding
-  Pedestrian / Bicycle Wayfinding

Does not include parking lot signage related to parking management, shoreline access, paid stalls, time limited, permit parking, etc.)

Wayfinding Signage to be coordinated with Berkeley Waterfront Signage Plan, in work.

