

**From:** [Anne Bernstein](#)  
**To:** [Tomerlin, Ashley@BCDC](mailto:Tomerlin.Ashley@BCDC)  
**Subject:** Keep waterfront parking free  
**Date:** Monday, October 27, 2025 9:03:45 PM

---

[You don't often get email from [anneberns@gmail.com](mailto:anneberns@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

To the Bay Conservation and Development Commission:

I was one of the more than 500 letter writers opposing charging for parking at the south lot in the Berkeley marina and I want to register my continued opposition.

It is vital not to make ability to pay foreclose access to the waterfront for Berkeley residents at all socioeconomic levels. Parking fees will make coastal access a privilege of the privileged.

When enforcement expenses are added in, the resulting revenue will in no way be worth the social cost,

Please do not enact this discriminatory measure.

Thank you,

Anne Bernstein  
Long time Berkeley resident  
Member of Bay Area Sea Kayaking Club

**From:** [Keith Chong](#)  
**To:** [aishii@berkeleyca.gov](mailto:aishii@berkeleyca.gov); [mayor@berkeleyca.gov](mailto:mayor@berkeleyca.gov); [rkesarwani@berkeleyca.gov](mailto:rkesarwani@berkeleyca.gov); [bblackaby@berkeleyca.gov](mailto:bblackaby@berkeleyca.gov); [itregub@berkeleyca.gov](mailto:itregub@berkeleyca.gov); [ttaplin@berkeleyca.gov](mailto:ttaplin@berkeleyca.gov); [SFerris@cityofberkeley.info](mailto:SFerris@cityofberkeley.info); [BMASP@cityofberkeley.info](mailto:BMASP@cityofberkeley.info); [rmiller@berkeleyca.gov](mailto:rmiller@berkeleyca.gov); [Tomerlin, Ashley@BCDC](#)  
**Subject:** Please keep berkeley waterfront access free  
**Date:** Monday, October 27, 2025 2:37:08 PM

---

You don't often get email from [lucimous@yahoo.com](mailto:lucimous@yahoo.com). [Learn why this is important](#)

**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Hello,

Over 550 letters were sent to council opposing the marina parking fees in the south lots. People of all socioeconomic levels use the space for coastal access and recreation.

Please rethink the wasteful idea to charge for parking, especially when it will not affect the bottom line once enforcement is figured in. Don't do it. It only reduces everyone's access to "bluespace" recreation.

Keith Chong  
Berkeley Resident  
Frequent waterfront visitor and Cal Sailing Club Member

**From:** [Daniel C. Eckhard](#)  
**To:** [aishii@berkeleyca.gov](mailto:aishii@berkeleyca.gov); [mayor@berkeleyca.gov](mailto:mayor@berkeleyca.gov)  
**Cc:** [Daniel C. Eckhard](#); [rkesarwani@berkeleyca.gov](mailto:rkesarwani@berkeleyca.gov); [itregub@berkeleyca.gov](mailto:itregub@berkeleyca.gov); [bblackaby@berkeleyca.gov](mailto:bblackaby@berkeleyca.gov); [ttaplin@berkeleyca.gov](mailto:ttaplin@berkeleyca.gov); [SFerris@cityofberkeley.info](mailto:SFerris@cityofberkeley.info); [BMASP@cityofberkeley.info](mailto:BMASP@cityofberkeley.info); [rmiller@berkeleyca.gov](mailto:rmiller@berkeleyca.gov); [Tomerlin.Ashley@BCDC](mailto:Tomerlin.Ashley@BCDC)  
**Subject:** Marina recreational parking fees  
**Date:** Sunday, October 26, 2025 11:10:37 PM

---

[You don't often get email from teledan@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Hello to all considering charging for parking in the marina lots,

I am writing you in opposition to charging for parking in the Berkeley marina lots.

I was a Berkeley resident for almost 30 years before moving to San Anselmo 2 years ago, but still visit the Berkeley marina and Point Isabel frequently during spring and summer, mostly for windsurfing or just relaxing along the waterfront. From the information I have, this change would not be a significant money maker for Berkeley, but would change the tone of the marina and make it less user friendly and obviously more costly for visitors. San Anselmo recently tried charging for parking in the downtown area, and there were so many complaints from both visitors and merchants that they reversed their decision and made parking free again. This is in a town where everyone could afford parking fees.

Please don't make this bad choice and make life less enjoyable and less affordable for all who enjoy the Berkeley waterfront.

Thanks for your consideration,

Dan Eckhard

**From:** [BCDC Public Comment](#)  
**To:** [Tomerlin, Ashley@BCDC](#); [Plese, Alyssa@BCDC](#)  
**Subject:** Fw: Bay Conservation and Development Commission (BCDC) Design Review Board meeting  
**Date:** Thursday, October 30, 2025 2:37:42 PM

---

I think this is a public comment for the DRB meeting? Do these usually get posted on the website?

Kat

---

**From:** Steve Grue LEP <Stevepsy@comcast.net>  
**Sent:** Wednesday, October 29, 2025 6:48 PM  
**To:** BCDC Public Comment <publiccomment@bcdc.ca.gov>  
**Subject:** Bay Conservation and Development Commission (BCDC) Design Review Board meeting

You don't often get email from stevepsy@comcast.net. [Learn why this is important](#)

**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Dear Berkeley City Council and Members of the Parks, Recreation & Waterfront Commission, I am writing to express my strong opposition to the **ferry terminal component** of the Berkeley Pier and Ferry Access Project. While I fully support restoring safe public access to the historic pier and revitalizing our waterfront for recreation, the inclusion of a large-scale ferry terminal is incompatible with the character, environment, and needs of Berkeley's shoreline.

The Berkeley waterfront has always served as a **natural refuge and recreation area**, valued for its views, access to the bay and water sports (sailing, windsurfing, swimming, etc.) quiet atmosphere, bird habitat, and a range of family-friendly public spaces. Introducing daily ferry operations, parking expansion, and commuter traffic would fundamentally alter that environment. The noise, lighting, and pollution associated with ferry operations—even “zero-emission” vessels—will intrude upon the delicate ecology of the Bay and disrupt the peaceful experience that local residents and visitors cherish.

Moreover, the **transportation justification for the ferry** is weak. Berkeley is already well-served by BART, AC Transit, and bicycle infrastructure that provide direct, lower-emission access to San Francisco. Adding a ferry terminal here would duplicate existing transit routes at enormous public cost, while offering minimal travel-time benefit. Funds devoted to ferry infrastructure would be better spent improving existing transit connections and maintaining our parks and open spaces.

The proposed **landside impacts** are also concerning. Expanding parking and access roads near the Marina will bring additional traffic congestion to University Avenue, especially during commute hours and weekends when the waterfront is already congested. Ferry ridership projections appear speculative, yet the infrastructure would be permanent—leaving Berkeley to absorb the environmental and financial costs long after the initial grant money is spent. Finally, this project conflicts with Berkeley's long-standing environmental goals. Rebuilding the pier as a community and recreation asset aligns with our city's sustainability vision; turning it into a regional ferry terminal does not. True climate action means **reducing total**

**traffic and emissions**, not merely shifting the mode of commuter travel at the expense of shoreline habitat and public serenity.

For these reasons, I urge the City to **decouple the ferry terminal from the pier restoration**, focus on restoring the structure for pedestrian, fishing, and recreation use, and preserve the Berkeley waterfront as a place of open access, wildlife protection, and quiet enjoyment for all. Thank you for considering the perspective of residents who value the Bay for its beauty and calm—not as another transportation corridor.

Sincerely,

--

Steve Grue  
Licensed Educational Psychologist  
Pronouns he/him/his

1090 Mariposa Av.  
Berkeley, CA 94707  
510-260-7792

**From:** [Pam Johnson](#)  
**To:** [Tomerlin, Ashley@BCDC](mailto:Tomerlin.Ashley@BCDC)  
**Subject:** Marina parking!  
**Date:** Monday, October 27, 2025 8:34:43 AM

---

[You don't often get email from zapajo@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

I oppose the fees-for parking!  
Ridiculous!  
My only park and Rex walk area!  
Stop!  
Pjohnson  
Lives at university and San Pablo  
Sent from my iPhone

Jim McGrath  
2301 Russell Street  
Berkeley, CA 94705  
October 30, 2025

Bay Conservation and Development Commission  
375 Beale St  
San Francisco, CA 94105  
Subject: November 3, 2025, Design Review Board meeting

Dear DRB Members:

In January of 1967, BCDC authorized a permit to allow the City of Berkeley to fill the area that is the subject of your November meeting to “permanently establish public access and recreational use...” The city obtained more than \$20 million in loans and grants to improve that access but has not provided the resources to maintain those facilities. Now the City is seeking to establish a commuter terminal in that area, with an access proposal that would dramatically decrease public access and recreation. I ask that you send them back to the drawing board and direct them to engage with the existing users to craft a plan that improves access and reflects the unique value of this shoreline park.

**THE PROPOSED PLAN CONFLICTS WITH BERKELEY’S ADOPTED PLAN, WHICH PROVIDES FOR INCREASED PUBLIC ACCESS AND DOES NOT ALLOW FOR A FERRY TERMINAL AT THE PIER**

The City of Berkeley adopted their existing plan for the area, the Waterfront Specific Plan, in June of 2003. While the city has initiated an effort to update that plan, they have not completed that effort. The city’s proposal before you conflicts with that plan. The 2003 Waterfront Specific Plan does not include a designation for a ferry terminal or for commuter parking. Instead, it includes provisions for improving access to the Bay adjacent to the H’s Lordships Restaurant. The plan provides:

- “The plan identifies permitted land/water uses ...” Page 1. No ferry terminal seaward of Seawall Drive is included.
- “Enhance windsurfing activities at the point immediately west of H’s Lordships Restaurant.” Page 37. Also shown on the adopted Marina Master Plan, Page 42 and Figures 9.0-12.0 (see attached scans of plan pages)

The heavily used access point adjacent to H’s Lordships has become more important since 2003. In addition to windsurfers, whose access is specifically protected; it is now used by swimmers, wingers, kayakers, paddleboarders crossing the bay, and anglers. It is the only location for access to the Bay for those users at low tides. This link provides the bathymetric map that shows that point: <https://berkeleyca.gov/your-government/our-work/capital-projects/south-cove-sailing-basin-dredging-study> . Policy support for

recreation at this site has increased even more since 2003 with the passage of the Water Trail Act. That act, which has led to grants for the City of Berkeley, held that “water-oriented uses of the San Francisco Bay are of great benefit to the public welfare ...and add to the quality of life.” I agree.

The City of Berkeley presentation posted with the agenda ignores this access point, and the adopted plan. Documents we have received through a Public Records Act request and a recent memorandum to the City Council indicate that the city is contemplating a lease that would require additional CEQA compliance and might involve exclusive use of some of the parking. Some wingers using this site have been told that the access point will be closed once the restaurant is leased. The city has also approved a project to charge for parking in this area, which may involve installation of parking infrastructure within BCDC jurisdiction. It seems that there are multiple different proposals for the area filled under BCDC’s 1967 permit, and that they all would affect your ability to find that the city is including “maximum feasible access.” These projects need to be evaluated concurrently rather than pursued separately.

#### THERE IS A PARKING PROBLEM

The City of Berkeley continues to misrepresent the limited parking data that they have collected and continues to ignore information that has been provided to them. I incorporate by reference here my letter to the city dated March 18, 2025, which was previously provided to BCDC staff. That letter pointed out data not used by the City which showed the parking lots in the South Basin at 96% full on summer weekdays. It also makes the point that the vast majority of the 583 daily counts that the city claims were taken during non-recreational periods. Having examined the raw data that the city used, the only thing it tells anyone about recreational use is that there are swims on Sunday morning that bring cars to the South Basin at 10:00 am, and that dog walkers go to Cesar Chavez in the morning.

The city now states that there are 60 days of data taken at 2:00 and 4:00 pm—but that data is not provided. It is not clear that those counts were taken during the summer recreational programs when those lots are full.

Of greater importance is the city’s non-response to the information provided by Placer AI cell phone data. That data showed that 1.8 million people visited the Berkeley Waterfront during the year that ended this July. That is comparable to the 4 million visitors to Yosemite Park, which is over 1100 square miles in area! That is an average of over 4900 visitors a day coming to the waterfront, and nearly four times the number of visitors to the North Basin Strip in the Sylvia McLaughlin State Park, which is the second most popular East Bay Regional Park. We obtained this information from Placer AI in response to discussion at the first DRB meeting that the city needed to do more to understand their users.

The city also seems to have averaged the parking data in some manner that was not explained. Of course, people visit during peak recreational periods, when the wind is blowing, the weather is hot, there is a clinic on kayak skills, and so forth. Such averaging is not an appropriate use of data when the objective is to understand the patterns of use and prevent usurpation of recreational parking spaces. The city also throws parking lots on the other side of University Avenue into the mix. That ignores the permit history of this fill, which was intended to provide for permanent recreational access. Some of those lots are closed, require a permit to park, or are otherwise unavailable. The city continues to manipulate what little parking information they have—they spent only \$22,000 on incomplete parking data collection for the most challenging issue the ferry proposal raises.

In my letter of March 18, 2025, I pointed out that the Kittelson Addendum, which the city asserted showed ample parking during weekdays, did not collect parking information during peak weekday periods. Nor did the Kittelson Addendum include the 11 days of data collected between July 23, 2024, and August 23, 2024. While only collected at 4:00 pm, that data showed lots very full on weekdays—something we have also documented in multiple photographs and letters. Now the city claims that they have some more data, collected at 2:00 pm and 4:00 pm—but only the conclusions are presented. I’m certainly willing to consider any data the city might have—if it is actually presented—but I would remind the DRB that previous data collection by the city stopped before summer vacation for school kids that fill the marina during the summer.

The city is now planning to begin charging for parking, but only on the lots that provide recreational parking; lots that were improved with grant funds. The city has made no effort to evaluate the Placer AI data that we have provided and does not intend to monitor the impacts of such parking fees on recreational use or equity. The Placer AI data confirms what we have argued before this Board—the grant-funded improvements to the South Basin and the Bay Trail have increased recreational use of all kinds and have increased the income and equity diversity of those users. How many of those new users will disappear if this Board finds the city’s proposal to be “maximum feasible public access?”

While not perfect, the type of cellphone based data provided by Placer AI offers the most comprehensive and granular understanding of the behavioral patterns and cost roughly the same amount the city has spent on misleading and incomplete parking studies. It also addresses directly the recommendation of Chair McCann about the need to identify and map user groups and tie them back to the required—and protected—parking. The city is not only aware of this data, but they have access to it through organizations funded by the city that have a current license. This technology not only allows the city to understand use patterns by location, hour, day, week, month and year, but allows analysis to occur on a parking lot by parking lot basis. It would allow interested parties to discern the impact of introducing parking fees on use. We ask why the city is not taking advantage of this data when it has access to the data, when it can answer the question of both the public and members of the DRB about current use patterns, and where analysis by third parties show it is over 93% accurate.

The city, in Exhibit 5, claims that the weekday demand for ferry parking would only be for 318 to 351 spaces. Yet data from the 2025 Onboard Ferry Survey show an overall system average of 64% of riders arriving by car. This average is brought down by the low car use for access in San Francisco. If there are 900 departing passengers, that would be 576 arrivals by car, not 318 or 351. With 250 parking spaces proposed. Some commuter terminals have more than 80% of their passengers arriving by car. The city has developed this claim by assumption, not by substantial evidence such as analyzing the existing and recent small ferry operations, which operated at about 60-70% car arrivals.

## FEASIBILITY

BCDC is responsible for providing a critical review of developer proposals on the shoreline, and in this case, on bay fill intended for recreation. As I have stated, the city proposes to diminish public access. No improvements to the existing launch are proposed, parking fees will reduce use, and the proposal includes only 550 feet of recreational pier suitable for fishing, to replace the 3,000-foot-long fishing pier. Neither the City nor WETA have funds to build a Berkeley terminal, or for operation of a terminal if built. The city has not updated the cost estimates for many years, and the original cost estimated that Berkeley would pay for all the recreational facilities at a cost then estimated to be \$29 million. WETA has acknowledged in their regular meeting packets that they don't have enough money to build a new capital facility estimated to cost over \$120 million or continue to cover the operational subsidies required to run the existing system after 2030. WETA adopted a budget for \$81 million in operational costs and expects to carry 3,032,823 passengers. That works out to be a cost per passenger—each direction—of \$26.70, and a subsidy of \$22 per passenger in each direction. A roundtrip on the existing system thus requires a \$44 subsidy. Such an approach does not remotely achieve the established goal of collecting 40% of operational costs from the farebox, and is not sustainable for the existing system, much less an expanded system. It is premature to evaluate whether the access measures proposed by Berkeley are the maximum feasible consistent with the project.

## ZERO EMISSIONS?

WETA has begun to acquire electric ferries; two 400 passenger ferries for the Oakland/Alameda to San Francisco operation are on order as part of WETA's Rapid Electric Emission-Free (REEF) Program. It is not clear that funds will be available to continue that effort. The WETA Board meeting of October 9, 2025, included a Memorandum on the Long-Term RM3 Capital funding Outlook. On page 3, under Scenario A, "Focus on REEF" it stated that if there was full implementation of the REEF program, "Project capital budgets for the Berkeley and Redwood City expansion projects would not be fully funded."

Ferry transport, even with electric ferries, is not a zero-emission program. Charging electric batteries involves some level of carbon-based energy generation. Most passengers arrive by car. According to the 2025 Onboard Ferry Survey, which asked how riders got to

the terminal, 64% got there by car for the whole system. Some terminals have even higher percentages of passengers arriving by car, Vallejo at 89%, Alameda Main Street at 74%, Richmond at 86%, and Alameda Seaplane Lagoon at 82% access by car. I have commented in the scoping sessions for the preparation of an EIR for the ferry proposal that the EIR must reveal the true energy footprint of a new terminal. That EIR has not yet been issued in draft.

## RECREATIONAL PIER

The exhibits for this DRB meeting include beautiful renderings of a new segment of recreational pier, a plaza at the end of University Avenue that is derivative of the San Francisco Ferry Plaza, and a new cycle track that parallels the Bay Trail. These facilities, and the parking management proposal that the city presented to the DRB earlier, seem to be much more expensive than prior design ideas—but no revised cost estimates are provided.

It seems inconsistent with the permit history of this site and the adopted plan to devote substantial resources to a new separated bicycle path less than 400 feet from the existing, separated Bay Trail and yet not carry out access improvements included in the existing specific plan. While the design for the new recreational portion of the pier is attractive, there is nothing that we have seen that compares its utility to that of the existing 3,000-foot pier for fishing and for strolling out onto the Bay. As pointed out earlier, WETA does not appear to be willing to fund any of the recreational elements of their proposed commuter terminal, and the City of Berkeley has no funds either.

## LATENT DEMAND

We have repeatedly raised the concern that the city is dramatically underestimating the latent demand for access to the shoreline. The closure of the pier and the lack of general maintenance of the Marina has clearly resulted in dramatically lower visitation to the Waterfront Park. If these facilities had been maintained, we would see an even greater demand for parking and access to our shoreline. We have a clear case study of latent local demand for shoreline access in the Albany Beach Bay Trail project, where improvements to shoreline access drew new users. The city, however, has ignored this case study and its implications for Berkeley.

## CONCLUSION

At the last meeting with the DRB, the Board members specifically asked the city to engage existing users—who provide about 2/3 of the revenue for the Marina Fund to understand use patterns and incorporate those findings into its plans. We are disappointed that the city has not followed this direction. The city essentially presents the DRB with the same narrative, ignoring the information about visitors that we have provided to BCDC staff. The city fails to recognize the value that the marina offers to its residents, and those of the

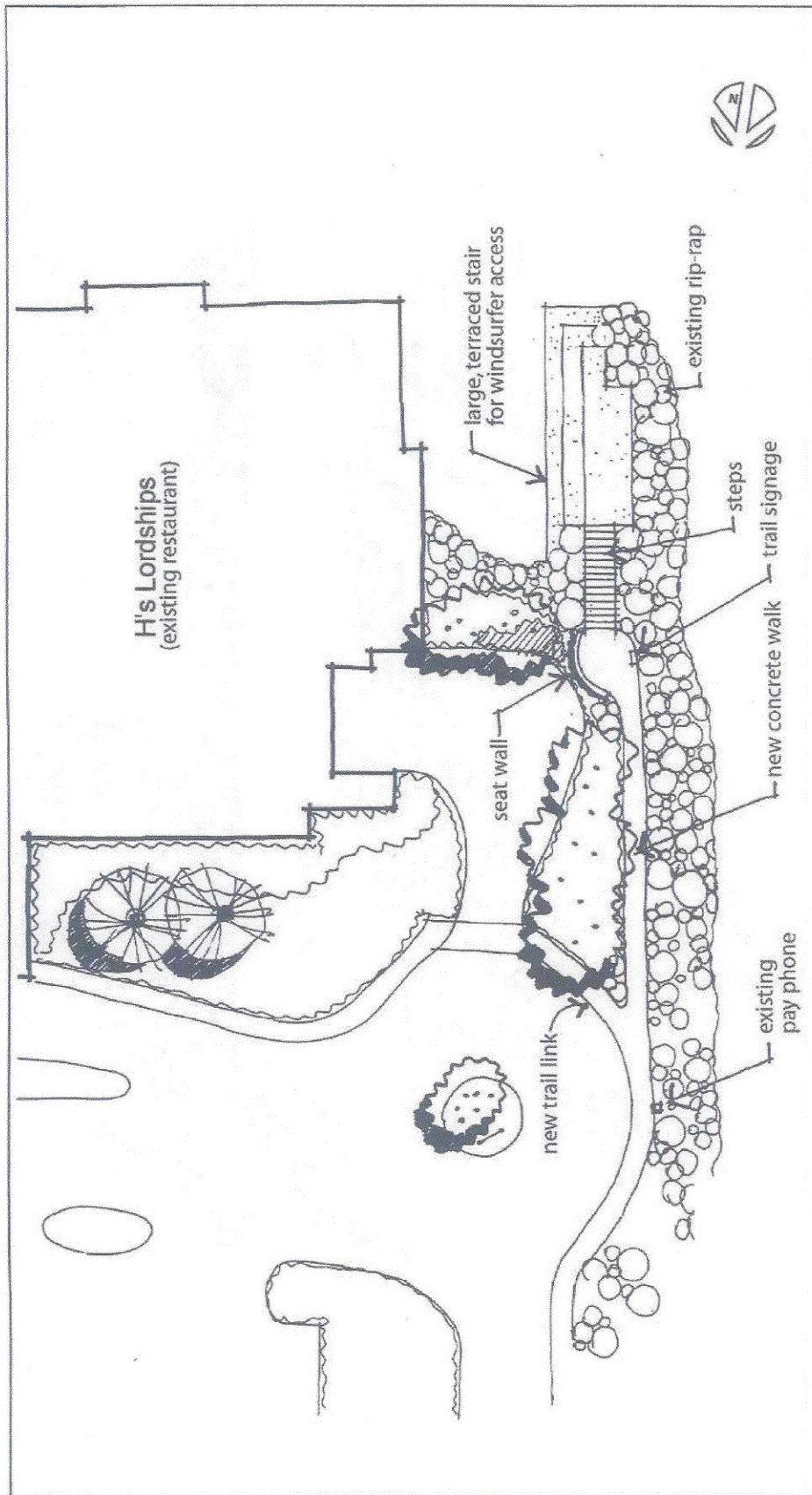
region—unique and easy access to our shoreline and Bay. A way to get close to the Bay, get out on the Bay on recreational equipment or a recreational pier, or simply enjoy the wildlife that can be found. It is important to note that recreational users are not opposed to either a ferry or more commercial development in the marina. We are, however, opposed to designs that profoundly compromise existing access, and economic assumptions that are largely untested and hidden. Again, we ask the city to engage in a constructive and open conversation with existing users to craft solutions that are sustainable and are consistent with the purposes for which BCDC allowed this part of the Bay to be filled.

Very truly yours,

Jim McGrath

Enclosures:

Plan maps, hydrographic survey page

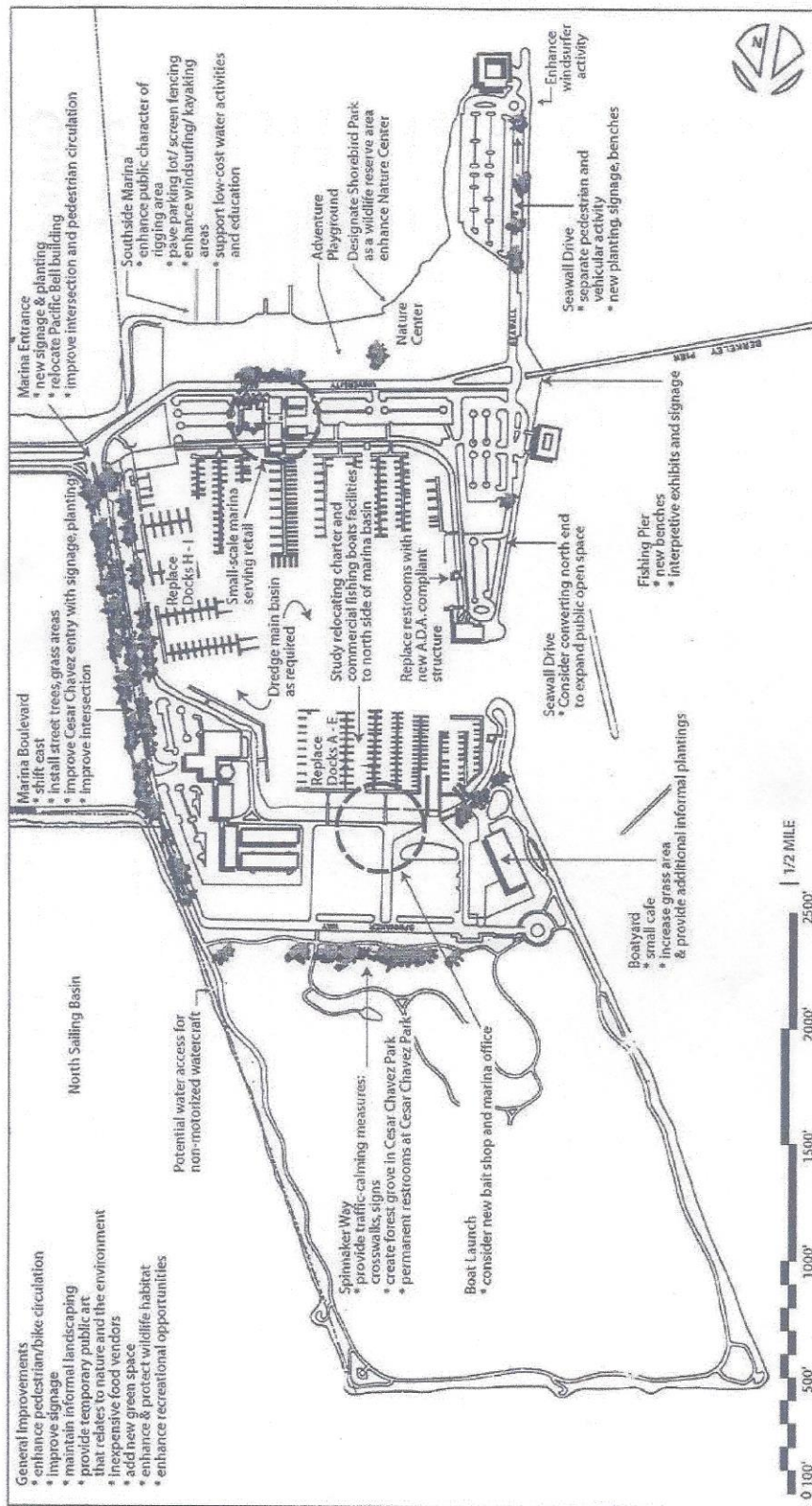


**Figure 9.0**  
**H's Lordships Improved**  
**Water Access**  
**Design Concept Plan**

**BERKELEY MARINA PLAN**  
**JUNE 2003**



**Wolfe Mason Associates, Inc.**  
 Landscape Architects / Environmental Scientists



**Figure 2.0**  
**Berkeley Marina Master Plan**

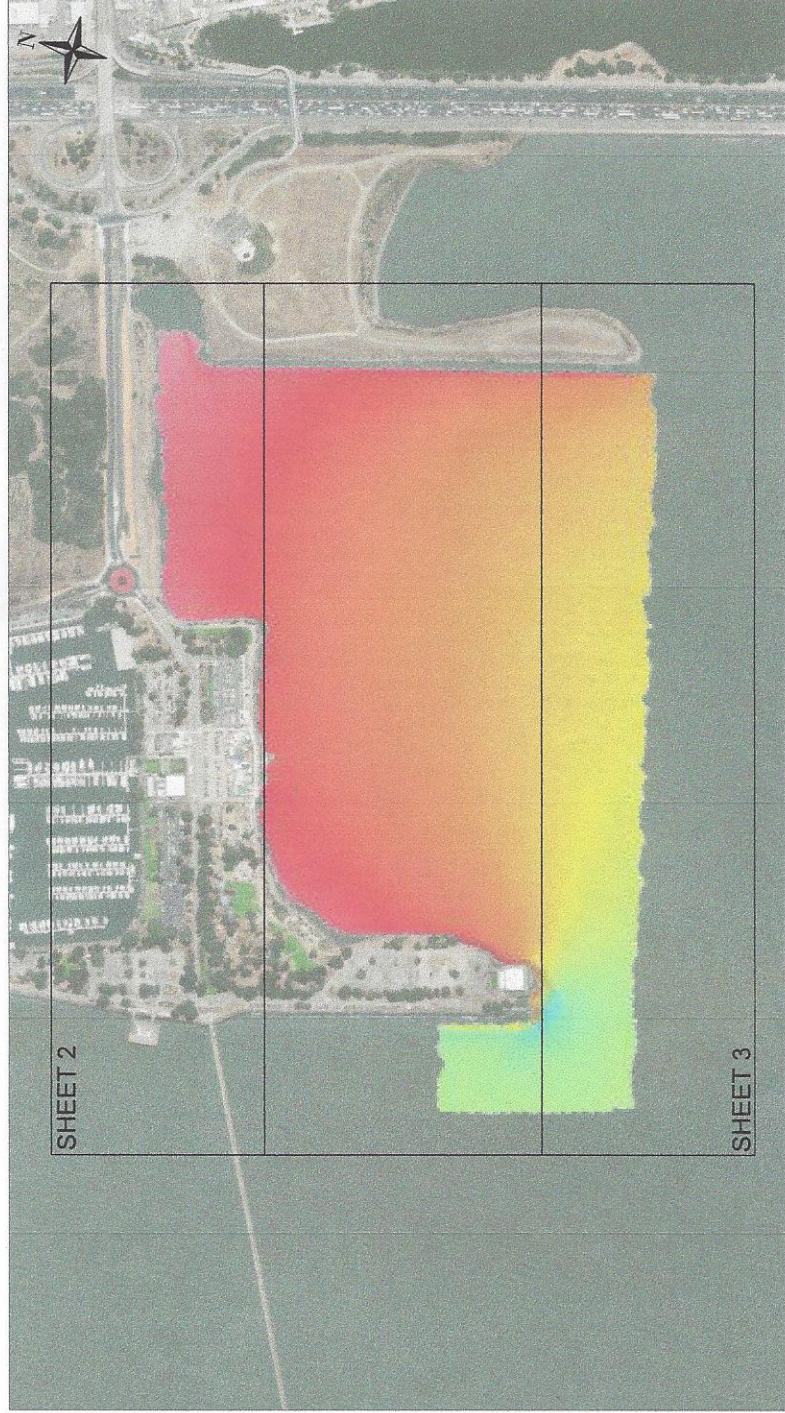
**BERKELEY MARINA PLAN**  
**JUNE 2003**

**WOLFE MASON**  
Wolfe Mason Associates, Inc.  
Landscape Architects / Environmental Scientists

# BERKELEY SOUTH COVE SAILING BASIN

## COWI

### CONDITION HYDROGRAPHIC SURVEY



not to scale

#### SHEET INDEX:

- SHEET 1 - PROJECT INFORMATION
- SHEET 2 - INTERPOLATED SOUNDINGS BINNED AT 50 FT.
- SHEET 3 - INTERPOLATED SOUNDINGS BINNED AT 50 FT.
- SHEET 4 - CONTOURS & COLORED DEM

#### GENERAL NOTES:

1. SURVEY DATA COLLECTED ON MARCH 7 & 8, 2024
2. HORIZONTAL DATUM/PROJECTION: NAD83 (2011), SPCS CALIFORNIA ZONE 03 - U.S. SURVEY FEET
3. HORIZONTAL CONTROL: ETRAC REFERENCE STATION: RICHMOND, 37°55'22.1285"N, 122°22'04.64356"W
4. VERTICAL DATUM: MLLW, U.S. SURVEY FEET
5. VERTICAL CONTROL: NOAA TIDE STATION 8414616; BENCHMARK: YACHT 1847; ELEVATION 10.98'
6. THIS SURVEY REPRESENTS GENERAL CONDITIONS AT THE TIME OF THE SURVEY.
7. POSITIONING AND MOTION DATA WAS COLLECTED USING AN TRIMBLE MP5 POSITIONING SYSTEM
8. SOUNDINGS WERE COLLECTED USING AN R2SONIC 2020 OPERATING AT 400 KHZ.

**DRAFT**

Reference Number:

**S1**

BERKELEY SOUTH COVE  
SAILING BASIN  
HYDROGRAPHIC SURVEY  
PROJECT INFORMATION

|                                        |                |
|----------------------------------------|----------------|
| SURVEY DATE:                           | PLOT DATE:     |
| MARCH 7, 2024                          | MARCH 12, 2024 |
| DESIGNED BY: JAK                       | CHECKED BY:    |
| REVISION #                             |                |
| FILE NAME:                             |                |
| COWI_20240307_BerkeleySailingBasin.dwg |                |

eTrac Inc.  
637 LINDARO STREET  
SUITE 100  
SAN RAFAEL, CA 94901  
415.462.0421  
eTracInc.com

**eTrac**

COWI  
555 12TH STREET  
STE 1700  
OAKLAND, CA 94607  
510-839-8912  
cowimailbox@cowi.com

**COWI**

**From:** [David Schneider](#)  
**To:** [Tomerlin, Ashley@BCDC](#); [mayor@cityofberkeley.info](#); [SFerris@berkeley.ca.gov](#); [bblackaby@berkeley.ca.gov](#)  
**Subject:** Fwd: OPPOSING Berkeley Marina Parking Fees  
**Date:** Monday, October 27, 2025 8:25:38 AM

---

You don't often get email from dls6956@gmail.com. [Learn why this is important](#)

**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

----- Forwarded message -----

**From:** **David Schneider** <[dls6956@gmail.com](mailto:dls6956@gmail.com)>  
**Date:** Mon, Oct 27, 2025 at 8:21 AM  
**Subject:** OPPOSING Berkeley Marina Parking Fees  
**To:** <[aishi@berkeleyca.gov](mailto:aishi@berkeleyca.gov)>, <[rkesarwani@berkeleyca.gov](mailto:rkesarwani@berkeleyca.gov)>, <[bblackaby@berkeleyca.gov](mailto:bblackaby@berkeleyca.gov)>, <[itregub@berkeleyca.gov](mailto:itregub@berkeleyca.gov)>, <[ttaplin@berkeleyca.gov](mailto:ttaplin@berkeleyca.gov)>, <[SFerris@berkeleyca.gov](mailto:SFerris@berkeleyca.gov)>, <[council@cityofberkeley.info](mailto:council@cityofberkeley.info)>, <[BMASP@cityofberkeley.info](mailto:BMASP@cityofberkeley.info)>, <[RMiller@cityofberkeley.info](mailto:RMiller@cityofberkeley.info)>, <[ashley.tomerlin@bcdca.gov](mailto:ashley.tomerlin@bcdca.gov)>

Please note Over 550 letters were sent to council opposing marina parking fees in the south lots. People of all socioeconomic levels use the space for coastal access and recreation. BAD. IDEA

Sincerely,  
Dr David Schneider  
Optometrist

**From:** [meryl siegal](#)  
**To:** [Tomerlin\\_Ashley@BCDC](#)  
**Cc:** [Camille Antinori](#)  
**Subject:** Regarding parking fees at public waterfront in berkeley  
**Date:** Tuesday, October 28, 2025 1:40:29 PM

---

You don't often get email from merylsiegal@gmail.com. [Learn why this is important](#)

**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

FYI - Opposition letter sent to council yesterday.



**meryl siegal** <[merylsiegal@gmail.com](mailto:merylsiegal@gmail.com)>

Mon, Oct 27, 9:44 PM (15 hours ago)

to mayor, Igor, Adena, Rashi, bblackaby, Terry, Scott, C, BMASP, Berkeley, Roger, bcc: Camille



Dear Mayor, CM Tregub and CM Kesarwani,

Please do not charge for the public use of the waterfront. The waterfront is a place where D1 and D2 people can easily access, otherwise, there is little place to recreate.

Importantly, the waterfront allows everyone, and especially families to have a low cost way to get out and enjoy open public space. The waterfront is and needs to remain a truly equitable place of enjoyment in Berkeley.

Over 550 letters were sent to council opposing the marina parking fees in the south lots. I remain opposed to parking fees and hope you, too, remain opposed. I urge you to please rethink the wasteful idea to charge for parking at a PUBLIC AMENITY.

Thank you for considering the important issue of low cost recreation in Berkeley.

Sincerely,

Meryl Siegal

D1 resident

**From:** [Gordon Stout](#)  
**To:** [Adena](#); [mayor@berkeleyca.gov](mailto:mayor@berkeleyca.gov); [Kesarwani, Rashi](#); [Brent](#); [Igor](#); [Terry](#); [Ferris, Scott](#); [BMASP](#); [Miller, Roger](#); [Tomerlin, Ashley@BCDC](#); [Allan Abshez](#); [All Council](#)  
**Subject:** Berkeley Marina Paid parking  
**Date:** Monday, October 27, 2025 10:00:40 PM  
**Attachments:** [Berkeley Marina Paid parking.pdf](#)

---

You don't often get email from gords11@gmail.com. [Learn why this is important](#)

**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Please don't implement paid parking at the Berkeley Marina! It will keep away people who should be there, and degrade the experience of all who come there.

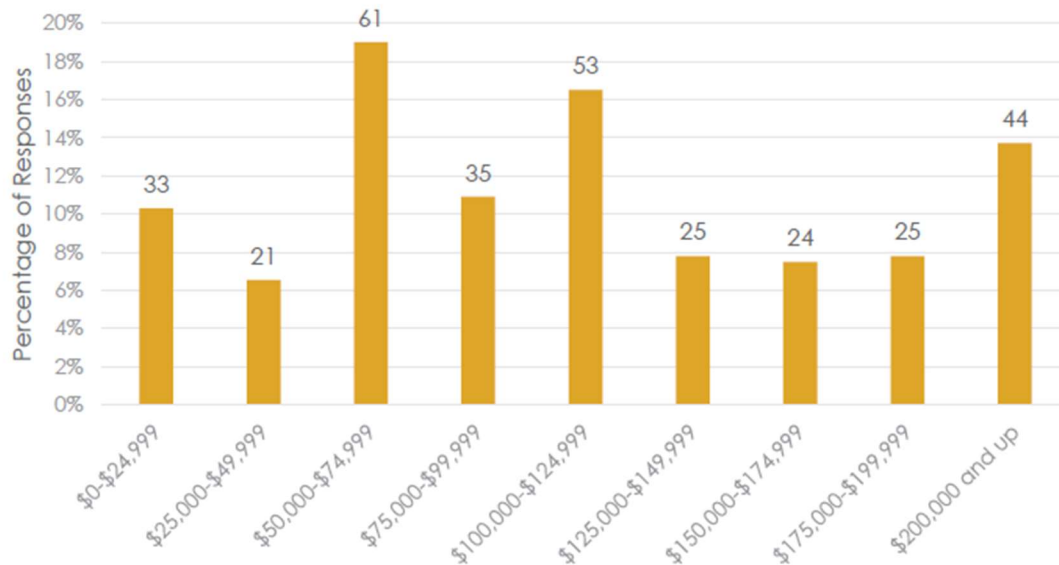
Gordon Stout

## Paid Parking at the Berkeley Marina

Gordon Stout 10/27/2025

As part of their parking study, Kittelson conducted an Intercept Survey that asked about household income and frequency of trips to the Marina.

Figure 34: What is your approximate average household income?



Number of responses: 321

Source: Kittelson and Associates, Inc. 2024

**Arithmetic:** 33 respondents ( $33 / 321 = 10.3\%$ ) reported a household income of \$25,000.

From Figure 31, 130 respondents ( $130 / 447 = 29\%$ ) visit “a few times a week”, let’s say 3 visits per week. For eight good weather months ( $\times 4 = 32$  weeks) of the year,  $3 \text{ visits/week} \times 32 \text{ weeks} = 96$  visits per year. If parking were set at \$10 per visit, the parking for the 96 visits would be \$960, a crazy expense on a \$25K annual income. People would visit a lot less often, if at all.

**What is Fair?** When I windsurf in the South Cove, I see young families bringing kids to Adventure Playground or picnics to Shorebird Cove. I think about my mother, many decades ago, taking us kids to the Golden Gate Park Panhandle and the other nearby free city parks. I also think about my sister, who lived in Berkeley as a single mom, working as a waitress, vet tech and art teacher, raising two sons on a shoestring. Please don't ask people like my mom or sister to pay for parking at the Berkeley Marina or any other city park. People need parks to stay happy and healthy—don't raise up financial barriers to keep them away.

For the last ten years I have had a boat on J-Dock, and at ~\$320 per month I have cheerfully paid the Marina about \$38,400 for those ten years of slip fees. That actually makes financial sense for both the Marina and for me.

## How much would it cost to collect the parking fees?

The original proposal for \$6.00 per day in the South Cove lots was expected to generate \$182,500 annually for the Marina Fund. Wow! That's an amazing amount of money!

Too good to be true, let's look at some other estimates:

From January 2022 Nelson/Nygaard study:

**Table 1** Preliminary Nelson/Nygaard and City of Berkeley cost/revenue estimates

|                       | NN Estimate | City Estimate |
|-----------------------|-------------|---------------|
| Annual revenue        | \$780,000   | \$550,000     |
| Annual operating cost | \$340,000   | \$550,000     |
| Net annual revenue    | \$440,000   | \$0           |

The 2022 Nelson Nygaard table above shows two interesting sets of estimates:

Nelson Nygaard: Revenue \$780,000, Operating cost \$340,000, net, \$440,000  
Takes \$780,000 from marina patrons, only delivers \$440,000 to Marina Fund. Ooh—more plausible cost estimation, but very inefficient tax collection!

City of Berkeley: Revenue \$550,000, Operating cost \$550,000, net revenue, zero!  
Completely inefficient tax collection—Sold your soul, got nothing in return!

From April 2, 2019 proposal for \$10 parking fee:

“The cumulative impact of the new South Cove Parking Fee is estimated to add \$26,000 in annual revenue to the Marina Fund (Fund 608). This revenue will offset the City's cost to collect the fee and maintain the parking lot. This fee is not expected to make a significant impact on the Marina Fund's \$1M structural deficit and projected insolvency within the next two years.”

Regardless of economics, paid parking will dramatically degrade the quality of time spent at the marina. Instead of sailing, walking, relaxing, and enjoying a magnificent place, there will be a constant push to figure out how to make do with expensive parking that just does not work. You see it in the suggestion, made recently by marina management, that people headed for the South Cove lots should drop off their gear (or their kids?), then go park up on Marina Boulevard, and walk back down. We need much better planning than this.