

# San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600  
State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

February 13, 2026

**TO:** Engineering Criteria Review Board Members

**FROM:** Harriet Lai Ross, Regulatory Director (415-352-3615; harriet.ross@bcdc.ca.gov)  
Lesley Ewing, Sr. Coastal Engineer; (Lesley.ewing@bcdc.ca.gov)  
Lindsay Martien, Shoreline Development Analyst (415-352-3635; Lindsay.martien@bcdc.ca.gov)

**SUBJECT: Berkeley Pier and Ferry Terminal Project; Pre-Application Review**  
(For Engineering Criteria Review Board consideration on February 25, 2026)

## Project Summary

### Project Proponent

City of Berkeley and San Francisco Bay Water Emergency Transportation Authority (WETA)

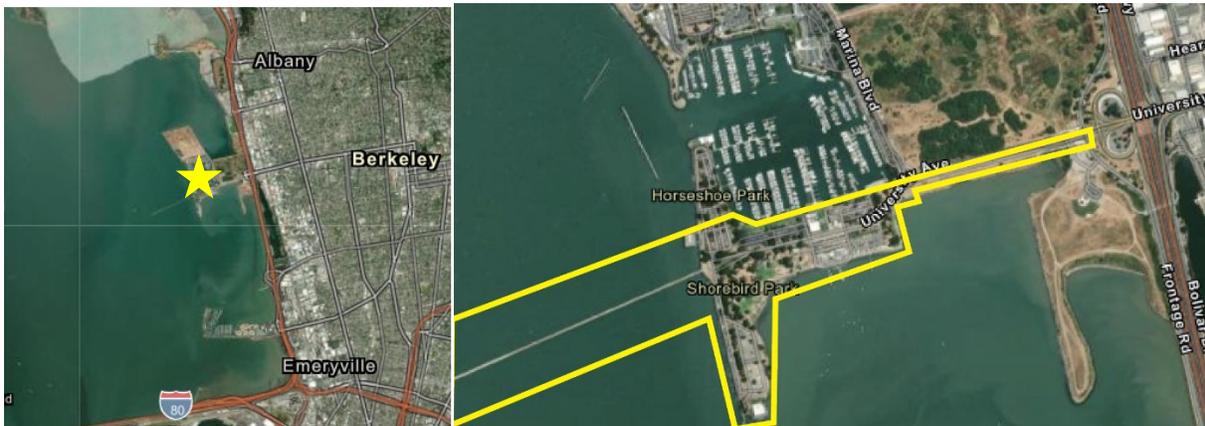
### Project Representatives

Liza McNulty, City of Berkeley Capital Improvement Programs Manager  
James Connolly, COWI, Design Project Manager

### Project Site

The project is located at the Berkeley Waterfront along the San Francisco Bay in the City of Berkeley, Alameda County. As shown in Figure 1, the project site encompasses the closed Berkeley Pier, including the entry plaza for the Berkeley Pier and abutments adjacent to the Berkeley Pier, and the San Francisco Bay waters around the existing Pier.

**Figure 1. Project Location and Boundary**



## Project Overview

The Berkeley Water Transportation Pier Ferry Project (Project) includes construction of a new Pier, Breakwater, and Ferry Terminal in San Francisco Bay. Land-side improvements include elevation of the Plaza, pier abutments and shore stabilization north and south of the pier. The project would introduce a new zero-emissions electric ferry service, operated by the Water Emergency Transportation Authority (WETA), linking Berkeley to San Francisco and Larkspur.

The proposal includes:

**Pier:** replacing 1,080 feet or more of the existing closed BCDC-required public access fishing pier with a new 22-foot wide, 1,080-foot-long public Pier. The Pier would provide pedestrian access to a ferry terminal and boarding facilities, as well as emergency vehicle access.

**Plaza and Shoreline:** shore retention and Pier abutments to stabilize access to the Pier and elevation of the Plaza to provide safe pedestrian and vehicle access between land and the Pier.

**Breakwater:** a new 300-foot-long breakwater, generally perpendicular to the new pier. The Breakwater will be designed to provide access for pedestrians as well as maintenance vehicles and to shelter the Ferry Terminal from wave energy reducing risks of ferry service interruptions.

**Ferry Terminal:** facilities on the north side of the Pier. Two in-line terminals have been included in the Environmental Impact Report, but only the western-most terminal closest to the breakwater will be constructed initially.

The proposed project also includes landside development, parking, transit links, pier demolition and dredging; however, these do not raise safety of fill issues and are not being brought to the ECRB for review.

## Purpose of this Meeting

The purpose of the meeting is to request the review and advice of the ECRB about the safety aspects of the Pier, Breakwater and Terminal designs. The authority to review and revise engineering criteria and any safety provisions is bestowed on the ECRB through the Bay Plan policies, especially policies Nos. 1 and 2 on the Safety of Fills, and the McAteer-Petris Act Government Code Section 66605(e), which require that all fill must be constructed "in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters."

The Board will review the following reports submitted by the City of Berkeley concerning the safety of the fill that is part of the Project.

- Basis of Design (BOD) 60% Draft ECRB Submittal 01-09-2026
- Geotechnical Report 2024-12-16 Rev 01-09-2026 ECRB Submittal 01-09-2026

- Coastal Study (December 2025); Main Report; Appendix A – eTrac Memo on vertical datum conversion; Appendix B - Sea Level Rise Risk Assessment (included twice); Appendix C – Wave disturbance maps; Appendix D - Sediment Transport Study; and Shoreline Protection Review ECRB-Submittal-01-09-2026
- Design-Drawings-60% Draft ECRB-Submittal-01-09-2026
- Structural Calculation Package 60% Draft ECRB Submittal-01-09-26
- BCDC ECRB Submittal - Response to Comments 01-25-26

## Board Questions

Staff recommends the Board frame its remarks on the proposed Pier, Breakwater and Ferry Terminal considering safety of fill and the Commission’s policies on sea level rise, and shoreline protection.

1. Whether the design criteria for the Project are appropriate for the existing site hazards and conditions and hazard conditions anticipated over the proposed project life;
2. Whether the Sea Level Rise Risk Assessment appropriately covers the coastal factors that can either endanger the structures or greatly compromise level of service for this essential transportation facility;
3. Whether the Breakwater scenarios and alternatives adequately bound the range of risks to service interruptions for Breakwater design purposes;
4. Whether current flooding and future sea level rise (SLR) concerns are addressed adequately, based on the public access and transportation purposes of the project; and
5. Whether there are any design or physical concerns that have not been addressed.

## Project Site

### Site History

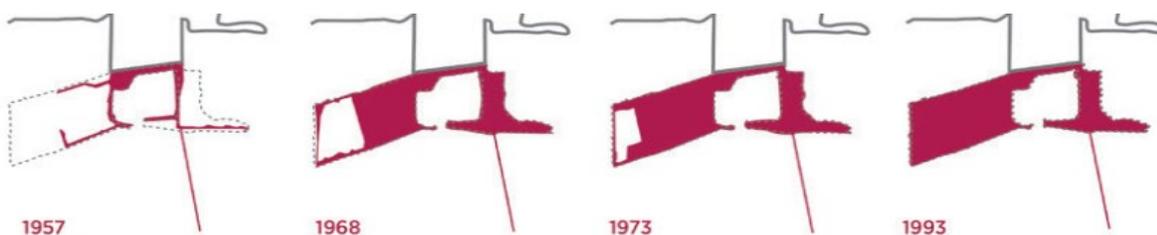
Prior to its industrialization, the Berkeley Waterfront was a tidal marsh, and its first known inhabitants were the Huchiun-Ohlone people. The site of one of the Bay Area’s oldest Ohlone shell mounds, currently an asphalt parking lot at 1900 Fourth Street, is less than half a mile east of the project site. From the Gold Rush until the mid-20th century, the primary use of the Berkeley Waterfront was commercial maritime transportation. As public pressure for Bay conservation mounted in the 1950s, Berkeley Waterfront land uses shifted from primarily industrial to a mix of commercial development, recreation, and public access.



The Berkeley Marina as it exists today is located entirely on Bay fill. Development of the area began in the early 20th century with the construction of private wharves, followed by the harbor now known as the Berkeley Marina. Filling continued through the early 20th century and ended after the establishment of BCDC, when the Commission approved a few final fill projects (through 1968) to expand public access, recreation, and limited commercial activity. César Chávez Park, north of the Marina, was originally constructed in 1957 as a municipal landfill, but was capped and opened to the public as a park in 1991.

The Berkeley Waterfront is located on State Public Tidelands. Public Tidelands are generally all subject to the Public Trust Doctrine, and the California State Lands Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways.

**Figure 2. Fill in Berkeley Marina from 1957 to 1993**



Source: 2024 Draft Berkeley Waterfront Specific Plan

### **Berkeley Pier**

In 1926, the Golden Gate Ferry Company constructed a causeway extending from the original Berkeley shoreline at Second Street out to deeper water, where automobiles could board a ferry bound for San Francisco. Following the opening of the Bay Bridge in 1937, most ferry services in the region were discontinued and the causeway was formally transferred to the City of Berkeley. The City operated the structure as a public fishing pier until its closure in 2015 due to structural deterioration.

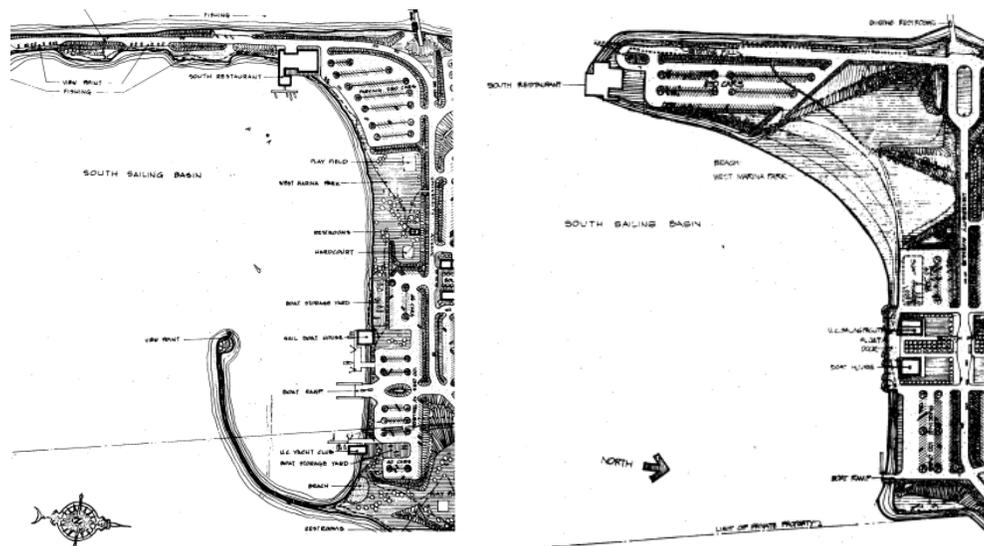
## **Permit History and Planning Context**

### **Permit History**

The permitting history at the Berkeley Waterfront is extensive, ranging from minor capital improvement projects to major dredging, fill, and shoreline protection projects. The selected permits listed below are most relevant to the proposed project.

- **BCDC Permit No. 1966.028.00.** Authorized use of 40,000 cubic yards of dredged material from the South Sailing Basin to fill 4.6 cubic acres adjacent to the shoreline in 1966 “for a marina restaurant, public beach, park area, automobile parking, and a relocated and expanded University of California sailing facility.” This permit has not been amended since the original authorization.

**Figure 3: Fill Authorized BCDC Permit No. 1966.028.00 (Before and after 1965)**



- **BCDC Permit No. 1979.005.14** Authorized the mooring and use of no more than 100 live-aboard vessels, maintenance of wooden pilings and docks, repairs to utilities and marina infrastructure, and dredging activities within the Bay. The primary permit for activities within the Berkeley Marina and has been amended 14 times since the original authorization.
- **BCDC Permit No. 1982.006.03.** Authorized improvements to the Berkeley fishing pier. Required public access includes the entire length of the Berkeley Municipal Fishing Pier, which must remain open to the public.

### **Draft Berkeley Waterfront Specific Plan**

The City of Berkeley has been developing a Waterfront Specific Plan (WSP) to provide a vision for meeting community needs at the Waterfront for the next 25 to 50 years. The process began in 2019 in response to City Council concerns about a growing fiscal crisis on the Waterfront. The City published the most recent draft of the WSP in November 2024, however, there is no funding currently identified to complete the WSP. Note that the Pier Ferry project and the WSP are two separate projects, and the Pier Ferry project does not depend on adoption of the WSP to proceed.

### **Berkeley Pier Ferry Project Development**

In 2019, in partnership with WETA, the City of Berkeley initiated a feasibility study to determine the feasibility and preferred layout for a new Pier that would provide both recreation access and amenities and an all-electric ferry terminal. After a multi-year process that included both technical analyses and public engagement, a preferred alternative was presented to the Berkeley City Council and WETA Board of Directors in 2021.

### Previous BDCD Reviews of the Proposed Project

The proposed project has been presented twice to the Design Review Board on May 12, 2025, and November 3, 2025, during the project’s early design/environmental review stages, introducing the landside project elements and broader Berkeley Waterfront context. This will be the first time that the Pier, Breakwater and Terminal Facilities aspects of the project are being presented to the ECRB.

## Proposed Project

### Project Elements

The main construction elements are listed below. The Pier, Breakwater and Ferry Terminals will be designed for a 50-year project life.

- Pier
- Entrance Plaza and Pier Abutments
- Breakwater
- Ferry Terminals

### Pier

The proposed Pier would accommodate both recreational uses emergency vehicles, and potentially two ferry terminals. The Water Emergency Transportation Authority (WETA) is responsible for coordinating and providing ferry transportation in response to emergencies or disasters affecting the Bay Area transportation system. The landing(s) will be designed for use as a staging area for first responders and evacuation by ferry in the event of a catastrophe and shall be designed as an essential facility, CBC Risk Category IV, and should be operational following a seismic event.

#### Pier Seismic Performance Criteria (essential facility)

Operating Level Earthquake (OLE)	50% in 50 years (72-year return period)	No damage
Contingency Level Earthquake (CLE)	10% in 50 years (475-year return period)	Minimal Damage
Design Earthquake (DE)	Design Earthquake - ASCE 7	Minimal Damage
Maximum Considered Earthquake (MCE)	MCE Earthquake - ASCE 7	Controlled and Repairable Damage

The proposed new pier would be a 22-foot-wide pile-supported structure that would be accessed through the new entry plaza. It will be approximately 1,080-foot long and include a 300 foot, 14-foot-wide breakwater. Its proposed layout follows the preferred alternative from the Feasibility Study, selected to balance operational needs and public concerns over conflicts



between recreational users and ferry service near the Pier. Specifically, the public was concerned by alternatives that included the Ferry operating south of the existing Pier due to potential conflicts with small boats, swimmers, and/or windsurfers. The selected alternative proposes a pier alignment that would largely mirror the footprint of the existing pier. Ferry operations would take place on the northern side of the Pier, a location favored by the public during the feasibility study.

Most of the Pier (980 feet of the 1,080 feet) will be at 17.6 feet City of Berkeley Mean Lower Low Water (MLLW) elevation (Top of Pier). The first 100-feet of the pier will transition from the Plaza elevation of 16.5 feet MLLW to the main Pier elevation. The Pier elevation is based on a design still water level of 11.9 feet MLLW (based on an extreme water level of 10.3 feet MLLW, a proposed 50-year life of structure intermediate Sea Level Rise (SLR) of 1.6 feet by 2075) and an examination of green water levels (maximum elevation of 14.2-15.2 feet MLLW), with some freeboard. A safe level of overtopping has been used for the Breakwater design (below).

In addition to wind and wave loads, the Plaza and Pier will be designed for American Association of State Highway and Transportation Officials (AASHTO) HL-93 loads that are comparable to a fire truck. A Pier width of at least 10 feet with no vertical obstructions, such as the sun canopy, is required for fire truck access.

**Entrance Plaza**

The 13,500-square-foot public plaza would connect Seawall Drive and University Avenue and landside improvements to the Pier, Breakwater, and Ferry Terminal. The central portion of the Plaza serves as an entrance to the Pier and Ferry Terminal. The Plaza will be elevated to 16.5 feet MLLW for sea level resilience and to match the elevation of the lowest, landward portion of the Pier. Deep Soil Mixed columns would stabilize the elevated Plaza and pier entrance and a bay-side retaining wall with a guardrail would support this finished elevation.

**Breakwater**

The Breakwater is a new waterside pile-supported structure, located in the middle section of the pier, seaward of the Ferry Terminal. The breakwater was not part of the original pier design. It is also not part of the emergency elements of the transportation system and has been designed as a Risk Category II structure. The Breakwater will run north-south at about the middle-section of the Pier and be bisected by the Pier. In addition to providing shelter for the ferry service, the breakwater sections will provide public access. Three options for the Breakwater were analyzed – 250-feet long, 300-feet long and 400 feet long. The 300-foot length was determined to provide an acceptable level of service and be more cost-effective than the longer, 400-foot option.

Breakwater Seismic Design Criteria (normal facility)

Operating Level Earthquake (OLE)	NA	NA
Contingency Level Earthquake (CLE)	20% in 50 years (224-year return period)	Controlled and Repairable Damage
Design Earthquake (DE)	Design Earthquake - ASCE 7	Life Safety



The Breakwater will be constructed of pre-cast concrete panels and batter or rake piles. In addition to waves, and overtopping, it will be designed to support loads from an AASHTO H15-44 vehicle, such as a maintenance truck. It has been proposed to reduce wave energy at the Ferry Terminals and reduce risks of service interruptions. Like the pier, the Design Still Water Level is 11.9 feet MLLW, for the intermediate SRL scenario for 2075. The main concern for the breakwater will be overtopping and safe access. Based 2075 Design Still Water of 11.9 feet MLLW and 2% wave runup of 4.5 feet, the EuroTop (2018) overtopping threshold of 0.1 l/s/m requires a proposed minimum breakwater height of 17.6 feet MLLW.

### **Terminal and Ferry Landing**

The ferry terminal and associated infrastructure (gangway, charging float, etc.) are located on the north side of the proposed Pier between the shore and breakwater. Although the Feasibility Study evaluated two ferry landings for simultaneous docking, the initial construction phase would include only the western-most ferry landing close to the Breakwater. The ferry landings consist of steel float, fenders, mooring hardware, aluminum boarding ramp system, guide piles, donut fenders, aluminum gangway, access platform and security gates systems. Electrical, mechanical, and fire protections systems will be on the Pier and Ferry Landings.

The Ferry Landing will have a 50-year design life, assuming regular maintenance and replacement of the zinc anodes. The steel float will be 42-ft x 135-ft and will match WETA's Universal Charging Float. The float will have a nominal freeboard of 34 inches at the edge and the float will be checked for overtopping and stability with the proposed freeboard. The float will have a fresh water ballasting system to adjust the freeboard to conform to Project requirements and adjust for trim.

The electric ferries have not yet been selected, but the Landings will be designed for mooring and berthing load using wave and current loads and a maximum three-second ultimate gust speed of 40 mph (Combined with other loads for design of mooring bits, spring line lugs, guide piles, and guide pile collars.) Ferry float fender lugs will be designed for 76 kips between any horizontal angle from 5 to 31° with respect to a line parallel to the long direction of the ferry float and 0 to 30° from horizontal. Float bits will be designed for 50 kips (ASD) in any horizontal direction combined with a 35 kips (ASD) vertical load.

## **Commission Plans, Policies, and Guidelines**

### **McAteer-Petris Act and San Francisco Bay Plan Policies**

The *McAteer Petris Act* (ACT) and the *Francisco Bay Plan* (Bay Plan) contains several regulatory and policy sections relevant to Bay fill, ([Section 66605](#) et al, of the Act), Bay structures and [shore protection](#) (Plan pages 50 – 53) and Climate Change ([Guidance on BCDC Climate Policy](#)).

## Codes and Standards used for the Pier, Terminal, and Breakwater

The following codes, specifications, regulations and industry standards, where applicable, shall cover the main design and material for the structures and other related items:

Principal General Design Standard:

1. Accessibility Standard for Pedestrian Facilities in the Public Right-of-Way (PROWAG) 2024
2. ASCE 61, Seismic Design of Piers and Wharves, American Society of Civil Engineers, 2014 (ASCE 61-14)
3. ASCE 7, Minimum Design Loads for Buildings and Other Structures, American Society of Civil Engineers, 2022 (ASCE 7-22).
4. ABS, American Bureau of Shipping and Affiliated Companies, Rules for Building and Classing Steel Barges, 2024
5. Alameda Countywide Clean Water Program; C.3 Stormwater Technical Guidance, May 19, 2024 (Version 8.2)
6. Alameda County Hydrology & Hydraulics Manual
7. Berkeley Stormwater Requirements Checklists
8. California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018 as amended by Order No. R2-2023-0019, NPDS Permit No. CAS612008 (May 11, 2022)
9. CBC, California Building Code, California Building Standards Commission, 2022 (2022 CBC Vol 1 & Vol 2)
10. Caltrans Standard Specifications 2025 Edition.
11. Caltrans Standard Plans 2025 Edition
12. Layout and Design Guidelines for Marina Berthing Facilities, California Department of Boating and Waterways, Boating Facilities Division, July 2005
13. Unified Facilities Criteria, UFC 4-151-01 Design: Pier and Wharves
14. Unified Facilities Criteria, UFC 4-159-03 Design: Moorings, June 16, 2016

In situations where the above standard does not cover a particular design situation the applicable design practices and guidelines may include, but are not limited, to the following:

15. ACI 318-19 (22), Building Code and Commentary for Structural Concrete, American Concrete Institute, 2019 (ACI-318-19(22))
16. ACI 315-18, Manual of Standard Practice for Detailing Reinforced Concrete
17. ACI 357.2R-10 American Concrete Institute, State of the Art Report on Floating and Float-In Concrete Structures, FARMINGTON FILLS, MT
18. AISC, Steel Construction Manual 16th Ed. 2023 Berkeley Water Transportation Pier Ferry - BASIS OF DESIGN – 60% SUBMITTAL 7
19. ACI 543, Design, Manufacture and Installation of Concrete Piles, American Concrete Institute, 2012 (ACI PRC 543R-12)
20. AISC 360, Specification for Structural Steel Buildings, American Institute of Steel Construction, 14th edition, 2022 (AISC 360-22)
21. API Recommended Practice 2A-WSD, 22nd Edition
22. ASTM Standards, Various, American Society for Testing and Materials International (ASTM).
23. AWS D1.1, Structural Welding Code – Steel, American Welding Society, 2020 (AWS D1.1:2020)
24. AWS D1.2, Structural Welding Code – Aluminum, American Welding Society, 2014 (AWS D1.2:2014)
25. IBC, International Building Code, International Code Council, 2021 (IBC 2021) NDS, National Design Specification for Wood Construction ASD/LRFD, 2024 edition, and National Design Specification Supplement, Design Values for Wood Construction, 2024 edition (2024 NDS).
26. PIANC International Navigation Association A.D. 1885 Guideless for Design of Fender System (2024) WG 211.
27. PCI Design Handbook: Precast and Prestressed Concrete, 8th edition, Prestressed Concrete Institute, 2017 14. US Access Board Proposed Passenger Vessel Accessibility Guidelines, June 25, 2013.