
Paid and limited time parking plans for Berkeley Marina

From David Bliss <davidebliss@gmail.com>

Date Fri 7/3/2026 5:12 PM

To BCDC Public Comment <publiccomment@bcdca.gov>

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Hello,

I'm a resident of Albany and a regular visitor to the Berkeley Marina for the past 20 years. I first went with my children, exploring the park areas and building in the Adventure Playground. Later, I began bringing my aging mother as we came to grips her Alzheimer's and dementia. We enjoyed long walks by the boats and, as walking became harder, simply parking along the shoreline to look out over the bay. During these visits I discovered the Cal Sailing Club. As a member, I've been at the Marina two to three times most weeks over the past year.

Over the last year—especially in summer—the parking lots across from Hana Japan and J Dock are often near or over capacity, even with one lot recently reopened.

On recent trips I've seen elders who are there to walk or swim, families playing in the park or celebrating birthdays, children in summer camps learning to surf and paddle, dog walkers, fishers, and windsurfers and boaters of all kinds.

At first glance, limiting parking time or charging for parking might seem like it would free up spaces. However, I'm concerned it will exclude many of these visitors.

My typical stay is five to six hours or longer. Many of the cars near mine when I arrive are still there when I leave, so I know I'm not alone in staying beyond the proposed four-hour limit. Families often bring a lot of gear. Elders who swim change by their cars and walk to the water. If "free parking" means shifting these users to the far side of the park or the entrance road, that feels like a punishment.

It would be a shame to discourage recreation at the Marina in order to accommodate commuter parking.

Please make a fair decision for all park users. And if the primary goal is revenue, please look closely to see if parking fees would actually generate income beyond administration costs.

Thank you for your time.

— David

Berkeley Waterfront Parking Project

From Mark Yampanis <mark.csc@outlook.com>

Date Thu 7/16/2026 12:45 PM

To BCDC Public Comment <publiccomment@bcdc.ca.gov>; Martien, Lindsay@BCDC <Lindsay.Martien@bcdc.ca.gov>; Ilsley, Olivia@BCDC <Olivia.Ilsley@bcdc.ca.gov>

Some people who received this message don't often get email from mark.csc@outlook.com. [Learn why this is important](#)

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Dear Chair and Members of the Commission,

I am writing to formally request that the San Francisco Bay Conservation and Development Commission (BCDC) intervene and block the implementation of parking fees at the Berkeley Marina's South Cove lots (South Cove East, South Cove West, and J/K lots). As currently proposed, this parking fee structure—compounded by the broader parking reallocations in the Water Transportation Pier-Ferry Project—violates the core mandate of the McAteer-Petris Act to ensure and protect "maximum feasible public access" to the San Francisco Bay shoreline.

While proponents of the plan point to the existence of roughly 1,000 free parking spaces elsewhere in the wider Marina district, this statistic obscures a severe, localized restriction on recreational access. Under the current ferry plan, the vast majority of parking in the immediate vicinity of South Cove is set to be restricted, priced, or dedicated to ferry commuters.

*This leaves **only eight free parking spaces** within a reasonable walking distance of the South Cove launch sites.*

For recreational users of the Bay, this is not just a minor inconvenience; it is a functional barrier to access:

- **Transporting Heavy Recreational Gear:** South Cove is a critical launch point for windsurfers, kayakers, stand-up paddleboarders, and small-craft sailors. For anyone transporting heavy, bulky water sports equipment, parking blocks away in another area of the Marina and carrying gear to the water is physically impractical and, for many, entirely impossible.
- **Inequitable Access Barriers:** Implementing parking fees in the only viable lots near the water's edge creates a financial barrier to a public resource. High-demand recreational areas must remain open to all, regardless of income.
- **Usurpation of Designated Recreational Space:** These lots were originally permitted to support shoreline and water-based recreation. Prioritizing commuter ferry parking and implementing parking fees fundamentally alters the intended use of this land, actively displacing the recreational public in favor of transit commuters.

Because BCDC holds the ultimate authority to regulate and condition parking management plans along the shoreline, I urge the Commission to reject any Parking Management Plan that does not fully preserve free, convenient, and abundant parking immediately adjacent to the South Cove launch sites.

Please protect the physical and financial accessibility of the Berkeley Marina shoreline for the active recreational community that relies on it.

Thank you for your time, dedication, and continued stewardship of our Bay.

Sincerely,

Mark Yampanis

510 747 8433

Allison Granzella
Berkeley, CA 94703
Allisongranzella@gmail.com

July 10, 2026

San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Sent via email to publiccomment@bcdc.ca.gov, Lindsay.Martien@bcdc.ca.gov; and
Olivia.Ilsley@bcdc.ca.gov

RE: Berkeley Waterfront Parking Project Application

Dear Chair Zachary Wasserman, BCDC Commissioners, and Staff:

The Commission should decline to approve this application because the application materially understates the true scope and context of the parking plan for the Berkeley Waterfront and will undoubtedly diminish public access to public trust land. To be clear this not opposition to a ferry service itself, this is a response to deeply flawed plans paid-parking.

Omittance of the existence of a larger, widely impactful paid-parking plan

The application presents a narrow, seemingly modest paid-parking pilot covering only "3 of the 11 existing Waterfront lots," representing "approximately 20% of total public Waterfront parking," and assures the Commission that "significant nearby free public parking" will remain. It conveniently omits that it is part of a much larger, already-drafted paid-parking expansion tied to the City's Pier-Ferry Project. That larger plan converts several of the very lots this application calls "free" into paid lots. The City's own [Draft Pier-Ferry Parking Management Implementation Plan](#) presented to the Berkeley Parks, Recreation, and Waterfront (PRW) Commission on July 8, 2026 shows that:

- The Seawall Lot and the Skates/N Lot are **already slated for "New Full-Day Paid Parking"** — 200 stalls at Seawall, 65 at Skates/N.
- Nearby L and M lots to the northwest are already **slip holders/tenants only** parking
- F, G, H, and I lots to the northeast are also already **slip holder/tenants only** parking
- The same plan document explicitly states its own next step is to **"Submit to BCDC as part of Project Permit Application"** — confirming that City staff understand these are components of a single, connected parking program, not separate initiatives.

In other words, the "free public parking" the application relies on to justify the fairness and limited impact on public access is, by the City's own internal planning documents, on a path to becoming paid parking as well. A BCDC Commissioner evaluating this application without that

context would reasonably — but wrongly — conclude that ample free shoreline parking will remain a permanent fixture near these lots.

A former chair of the PRW Commission raised precisely this concern in a formal comment on the plan: PRW staff "repeatedly" said the South Cove lots "are not under the purview" of the Pier-Ferry parking plan, while stakeholders who have followed the multi-year process (BMA SP → Waterfront Specific Plan → Pier/Ferry plan) find that separation difficult to credit given that all these areas in question are in such close vicinity to one another. The CEQA exemption claim explains why there was no environmental impact report; however, it does not excuse the omission of the very connected Pier-Ferry parking plan from the "detailed Project description" that Box 2 explicitly requires. CEQA exemption is being used to avoid the kind of disclosure this Commission needs.

Reviewing this application in isolation while a companion plan to convert additional lots to paid parking is already drafted and moving toward its own BCDC submission risks exactly the kind of piecemeal review that results in an underestimation of the cumulative effects on public access to the shoreline. If the Commission approves this narrower filing now, it may be asked later to approve the Seawall and Skates/N paid-parking conversions on the theory that "some" free parking already went away without objection. The BCDC Commission is better positioned to weigh the full, cumulative change to free shoreline access if it evaluates this application together with the broader Pier-Ferry plan or better yet the [Waterfront Specific Plan draft](#) last updated in 2024.

The "structural deficit" is self-inflicted and avoidable; remediation is already underway

The application justifies the paid parking program by pointing to the Marina Fund's "significant operating deficit." Again, this omits important context of decades of financial mismanagement and conveniently leaves out the fact that remediating, voter-approved measures have already been taken to correct it. Detailed evidence of the financial mismanagement was highlighted by the state Division of Boating and Waterways (DBW) during an independent [financial analysis on the Marina Fund](#) in June 2023. The DBW found the Marina Fund deficit is largely a result of how the City chooses to spend the Marina Fund. The state's report found that 65% of the funds are being spent on park maintenance, the nature center, staff for kids parks programing, and other non-boating activities which are expenses typically paid for from city municipal funds, not an enterprise fund such as the Marina Fund. When DBW isolated boating-only revenue and expenses, boaters' fees comfortably cover boating costs. The perceived "deficit" exists because non-boating parks and recreation spending is being charged against that same fund. This has resulted in the marina fund failing the state's lending standards and closing the door on state funding sources until responsible accounting practices are restored.

This matters to the BCDC Commission because the application relies on this same "structural deficit" to justify the paid parking program generally and to invoke the CEQA fee-setting exemption specifically as revenue "necessary" to meet operating expenses. The perceived deficit is a self-created financial choice and charging new parking fees to shoreline recreational

users is not the only, or even the most obviously "necessary," fix. As a matter of fact, Berkeley voters have already approved a funding source designed to address this problem by passing **measure Y** in November 2024 with 75% voter approval. Revenue generation from measure Y is estimated at \$3.8 million per year specifically to fund parks, trees, landscaping, and **waterfront maintenance**. [City staff's own budget materials](#) identify approximately **\$1.5–1.55 million per year** of Waterfront park, building, and landscaping costs currently paid out of the Marina Fund as "Parks Tax-eligible". That is, costs that could be covered by Parks Tax revenue instead of the enterprise Marina Fund. City documents go further: the Parks, Recreation and Waterfront Commission's own recommendation states that a voter-approved Parks Tax increase "could unburden the Marina Fund and **eliminate its structural deficit**." Consistent with that, the City's own tracked Marina Fund operating gap has already been shrinking as this reallocation and other measures have been phased in. In [this city report](#) the city manager states "The operational gap is trending down as it was \$2.1M in FY23, \$1.5M in FY24, and is projected to be \$1.4M in FY25, \$968K in FY26 and \$650K in FY27."

In summary, Berkeley City already has a voter-approved funding source to close the very deficit this parking-fee application cites as its justification. The Commission should ask why new fees on shoreline recreational parking at South Cove and J/K are necessary now, rather than allowing the Measure Y — which does not hinder public shoreline access at all — to do the job voters funded it to do.

Finally, the City's revenue logic contradicts itself. The application claims both that ample "nearby free public parking" will remain available and that the paid lots will generate meaningful Marina Fund revenue — but if free alternatives are truly available, visitors will at best simply park in free areas or at worst not visit the shoreline at all, leaving paid lots underused, revenue short, and public access diminished. [This scenario is playing out in real time at San Diego's Balboa Park](#). After introducing paid parking in January 2026, visitation dropped 20–25% in one week and was down roughly 34% by April, prompting the mayor to attempt to salvage the parking program. Paid parking framed as a revenue solution often functions instead as an access deterrent — undermining the very public access BCDC is charged with protecting.

No credible enforcement plan

The application states enforcement will be "conducted by City of Berkeley staff" however recent reports from PRW staff at the meeting on July 8th revealed that the parking lots will not legally be enforceable by Berkeley Police Department Parking Enforcement Unit. As it currently stands, Marina staff give parking violators an "administrative citation" which bear no meaningful repercussions to ensure the violation fee is paid. Furthermore, this is adding more tasks and responsibilities to an already strained marina staff following layoffs in recent months. Even if the waterfront were hypothetically able to be enforced by the police's parking unit, [an audit of Berkeley's parking enforcement operations](#) found that the accounting methodology "places the parking enforcement operations in a deficit". At the time no action was taken to correct this resulting in continued "shortfalls in the parking funds are subsidized by the General Fund". Continuing in this hypothetical scenario of police parking enforcement, the City

currently has a limited traffic-enforcement staff for the entire city as reported by [Berkeleyside](#) newspaper in June 2026. This comes in the setting of wide reaching, severe Berkeley City layoffs in April and June 2026 including cuts to police, fire, Public Works, and Parks, Recreation and Waterfront staff. In summary, there is no credible enforcement plan such as staffing, budget, or citation/towing mechanism to back up its claims that this will generate revenue for the marina.

Equity — the population most negatively affected is the population the plan claims to serve

The lots targeted first (South Cove, J/K) serve predominantly recreational users (anglers, swimmers, sailors, kayakers, and paddlers) that skew lower-income, while the future paid lots (Seawall, Skates/N) intend to predominately serve ferry-commuters (estimated in city planning materials at roughly 380–410 spaces needed for ferry riders). Framed together, the paid-parking program effectively reallocates waterfront parking away from existing recreational visitors and toward future ferry commuters. That tension goes to the heart of "maximum feasible public access" for the existing public, not a hypothetical future ferry ridership. Long-term, the draft plan lists further tools explicitly under consideration for the larger parking plan including "demand based paid parking". In practice this will result in access being awarded to those able to pay the highest price, discriminating against low socioeconomic users during the most desirable times to enjoy the shoreline.

Broad, standing authority to change fees, hours, and rules without further BCDC review

Box 2, item 9 of the application asks the BCDC Commission to bless the City's ability to unilaterally adjust "fees, time limits, vehicle types, loading zones, and temporary situations" going forward, citing hypothetical future conditions. Approving a permit on this basis effectively pre-authorizes future changes to public-access conditions (fee levels, hours, enforcement) without a defined process for BCDC or public review of those changes. Given that the City's own draft plan already previews significant subsequent expansions of paid parking, this flexibility clause deserves closer scrutiny rather than blanket approval.

Public trust land, not ordinary city property

The application itself documents (Attachment 1, Box 1) that the former state tidelands was granted to the City of Berkeley in the form of a public trust made expressly for public uses. Converting recreational parking that serves public trust uses (boating, fishing, swimming, sailing) into a revenue-generating fee system for the local city sits in some tension with the trust's original public-benefit purpose. As the permitting body for this trust tideland, the BCDC Commission should weigh that history carefully rather than treat the proposed paid-parking program as a routine municipal rate adjustment.

Considered in its full context, the project raises serious questions under the McAteer-Petris Act mandate to ensure "maximum feasible public access" to the Bay and shoreline in projects within its jurisdiction. BCDC's own public-access guidance lists "free shoreline parking" as one of

the recognized forms of public access, adding that "in general, public access to the Bay should be available to the visiting public free of charge". The Commission should not approve it because it misconstrues the true scale of intended plans and its impact on public access to the shoreline. It is a falsification of the city's need for revenue to cover waterfront operations and maintenance and based on unsubstantiated claims that this strategy will even generate meaningful revenue.

Recommendation

The Commission should either (a) deny the application without prejudice pending submission of the full completed (not draft) Pier-Ferry Plan for consolidated review, or (b) require the applicant to supplement the record with: a comprehensive and **completed** (not draft) waterfront Parking Implementation Plan; a defined enforcement budget and staffing commitment; and a disclosed, bounded process for any future fee/hours changes that would otherwise not require public and BCDC Commission review.

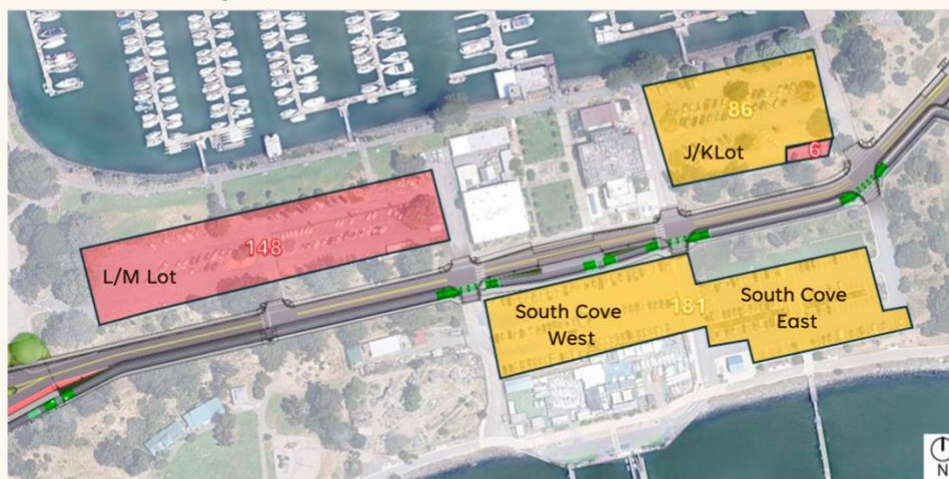
Appendix 1: Visual Aides to assist in understanding the full scope of Berkeley City's parking plans for Berkeley Waterfront and it's negative impact on shoreline recreation



Figure 1: Overview map of parking areas for the Berkeley Waterfront and corresponding paid or time limited parking plans for weekdays. All dark blue annotations and lot labelling were not original and were added by me. Original Source: Berkeley PRW staff presentation on 7/8/2026

South Cove, J/K and L/M Lots

Agenda Item 9. Draft Pier-Ferry Parking Implm Plan



SOUTH COVE, J/K and L/M LOTS: WEEKDAY & WEEKEND

- Public Paid Parking 9 am – 5 pm (267 Stalls)
4-hour time limit 9 am – 5 pm except for South Cove West Early Bird (before 6 am) Paid Full Day Parking
Slipholder / Tenant Permit not subject to fees or time limit
- Tenant or Slipholder Permit Only (148 Stalls)

Parks, Recreation, and
Marine Environment

Wednesday, July 8, 2026
Berkeley Planning

Page 26 of 103

Figure 2: South cove, J/K and L/M lots parking rules. Original Source: Berkeley PRW Staff Presentation on 7/8/2026

Seawall Drive & Seawall Parking Lot

Agenda Item 9. Draft Pier-Ferry Parking Implm Plan



SEAWALL DRIVE AND LOT (459 Stalls) WEEKDAY

- Public Free Parking: 4-Hour Time Limit 8 am – 5 pm
(78 stalls on Seawall Drive, 13 stalls in Seawall Lot)
- Public EV Charging: 4-Hour Limit, 8 am – 5 pm
(18 stalls on Seawall Drive)
- Public Paid Parking 8 am – 5 pm (182 Stalls)
- Paid Parking EV Charging, 8 am–5 pm (18 Stalls)
- Restaurant Parking (138 Stalls)
- Public Restaurant EV Charging (12 Stalls)

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Wednesday, July 8, 2026
Berkeley Planning

Page 27 of 103

Figure 3: Seawall Drive and Seawall Lot. Original source: Berkeley PRW Staff Presentation on 7/8/2026

Skates / N and O Lots



Figure 5: Skate/N and O lots. Original Source: Berkeley PRW staff presentation on 7/8/2026



Figure 4: Example photo of wood chip/compost bay; not actual photo of the site at the Berkley Waterfront

Berkeley Waterfront Parking Project

From Mark Yampanis <mark.csc@outlook.com>

Date Thu 7/16/2026 12:45 PM

To BCDC Public Comment <publiccomment@bcdc.ca.gov>; Martien, Lindsay@BCDC <Lindsay.Martien@bcdc.ca.gov>; Ilsley, Olivia@BCDC <Olivia.Ilsley@bcdc.ca.gov>

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Sincerely,

Mark Yampanis

510 747 8433