

From: [qilomatzen](#)
To: [BCDC Public Comment](#)
Subject: (No Subject)
Date: Monday, August 3, 2026 7:46:18 PM

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Dear BCDC ,

I'm concerned about the plan to install parking meters with a 4-hour limit at South Cove. As an East Bay resident, I am a frequent visitor to the Berkeley Marina, cycling, walking, and kayaking out of the South Cove.

I know that there is a plan for a ferry terminal nearby, and if that happens there will certainly be increased demand for parking. However, it is still in the works, and there is no guarantee that it will happen, especially due to budget constraints. So why install meters now, when there isn't currently a high demand for parking?

I am a new member of Bay Area Sea Kayakers, a club with over 600 member, and this location is an ideal one for several reasons. A very popular day paddle from there to Angel Island, with a stop for lunch, has us returning well beyond a four-hour limit. The varied conditions present at the South Cove make it an ideal location for practicing skills; and I look forward to using it this weekend as a student in the all day, all weekend annual skills training. We wouldn't be able to use the Cove if there was a 4 hour parking limit.

I understand that this agency regulates the SF Bay Shoreline to preserve free access to the shoreline. Putting parking meters with four hour limits in the South Cove is clearly inconsistent with this mandate. Please reconsider and decide against placing parking meters there now. If the ferry happens, other solutions will be found.

Thank you for reading,
Qilo Matzen
Oakland resident

Sent from [Proton Mail](#) for iOS.

From: [Erin Diehm](#)
To: [BCDC Public Comment](#)
Cc: [Martien, Lindsay@BCDC](#); [Tlsley, Olivia@BCDC](#)
Subject: Aug 6 2026, Item #7, Proposed Parking Fees at Berkeley Waterfront
Date: Wednesday, August 5, 2026 1:56:41 AM
Attachments: [image.png](#)
[2026-08-06 BCDC Item7 Berkeley Parking Fee ERIN DIEHM.pdf](#)

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[public comment below and also attached as a pdf]

August 6, 2026

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

RE: BCDC August 6 2026, Item #7, Commission Consideration of Administrative Matters,
Proposed Parking Fees at Berkeley Waterfront

Please reject the City of Berkeley's proposed Parking fees at the Marina and require an integrated, holistic planning process

Dear BCDC Commissioners and Staff,

My name is Erin Diehm. I served on the Parks, Recreation and Waterfront (PRW) Commission for almost 9 years (thru October 2025) and have followed the waterfront planning process throughout, diligently and with great interest, to ensure that the required processes are followed and best outcomes ensured. Sadly, the planning process for the Waterfront is fatally flawed due to classic piecemealing – it's been broken into four (4!) separate planning processes. In addition, the proposal to initiate parking fees violates data from the parking study that found more than one third of all visitors make less than the median income. The proposed fees are, therefore, inequitable, and will negatively impact recreational access and the many lower income visitors who gravitate to the southside amenities. I write now to urge the BCDC to reject the application from the City of Berkeley to charge for parking at the Berkeley Marina (Permit Application No. M2026.018.00 from the City of Berkeley).

PIECEMEALING

Planning for the waterfront has been significantly compromised by classic piecemealing, with the process segmented into 4 completely separate planning processes:

- (1) the pier/ferry,
- (2) the proposed parking fees,
- (3) the Waterfront Specific Plan (WSP), and
- (4) a vision for the formerly named Cesar Chavez Park (currently on hold)

Indeed, during my almost-9 years on the PRW Commission, we were told numerous times by City Staff that discussion of the pier/ferry, including the proposed parking fees, was not allowed during meetings on the Waterfront Specific Plan (WSP). And vice

versa. Community meetings followed the same pattern - presentations addressed either the pier/ferry or the WSP. The vision and planning for these spaces, even though they are physically and functionally inseparable, was artificially and completely bifurcated, which makes it impossible to effectively evaluate the current proposed parking plan and fees/

Breaking up the planning process into 4 separate efforts robs the community of transparent, reliable information, making it impossible for us to understand and comment on the real, cumulative impacts of the pier/ferry, parking fees, and WSP developments. Without reliable, holistic information, we cannot ensure that recreational access will be protected.

For example, the proposed parking plan allocates almost half of the Skates/N parking lot for ferry riders (via all-day paid parking). Yet the WSP identifies this very location as an opportunity site for a potential hotel. If a hotel is built on this site, will the 65 or 120 parking spaces currently allocated for ferry riders and recreational users simply disappear? How is this supposed to work? Why doesn't the parking plan address this potential outcome? Why wasn't this information included in the DEIR for the pier/ferry?

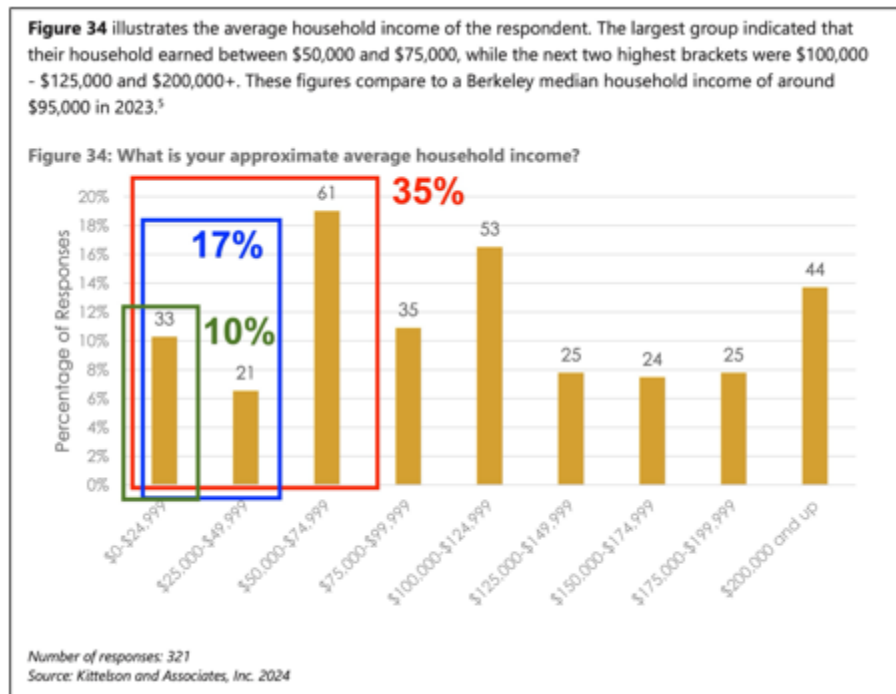
Separating the planning process for the pier/ferry and parking fees from the WSP is a fatal flaw.

To ensure that the planning process for the waterfront is truly robust and meets our community's visionary goals and all requirements, I ask that the BCDC requires the City of Berkeley to (a) put the pier/ferry and proposed parking plan, with associated parking fees, on hold and (b) fold them into the larger Waterfront Specific Plan planning. Only a combined, holistic planning effort for the waterfront will produce a plan worthy of this once-in-a-generation opportunity.

PARKING FEES WILL NEGATIVELY IMPACT ONE-THIRD OF ALL VISITORS

The City of Berkeley's own parking study (Kittelson, March 7, 2025) documented that more

than one-third (35%) of all waterfront visitors make less than the Berkeley median income of \$75,000.



Source: "Water Transportation Pier-Ferry Project Parking and TDM Plan". Kittelson & Associates, Inc. March 7, 2025

Moreover, on average, people visiting the south side have lower incomes than those visiting the north waterfront. And people earning less than \$25,000 most often park in the South Cove West lot. From a comment letter submitted on the proposed parking fees:

"One dollar (\$1.00) may not be a lot to you, but it can add up and make a huge difference to someone who has a limited income and who needs an outlet to keep them from having stress "bouts"... Our prayer is that this proposal will be declined."

– Rev. Mary Breeland, Pastor, Liberty Hill Missionary Baptist Church, 6/16/25

A new parking fee program targeted on southside lots is inequitable and will negatively impact more than one-third of all visitors. It will drive lower-income people away from the Waterfront, reducing recreational access and all the associated health and social benefits, and ultimately contributing to the gentrification of Berkeley Waterfront. Please reject the fee.

NO COST/BENEFIT ANALYSIS - THE FEE PROGRAM MAY ACTUALLY LOSE MONEY

The application asserts that the proposed parking fees would generate \$185,000. But that is only the proposed gross revenue. How much will it cost to implement and enforce the

program? The City has not conducted a cost-benefit analysis. If implemented, will the fee program generate a **net** profit? Before the BCDC makes any decisions about the proposed fee program, please require that a cost-benefit analysis be performed and brought back to the BCDC for review.

4-HR TIME LIMITS ARE TOO SHORT

Per public comment at recent public meetings, waterfront users say the proposed 4-hour time limit is too short and can interfere with extended time on the water or other recreational activities. Time limits should be increased to at least 6 hours or, better yet, eliminated altogether, which would let visitors become fully immersed in their activities and enjoyment of this special space. Furthermore, the only reason these limits are being imposed on recreational users, is to accommodate ferry patrons. If the ferry isn't introduced at the Berkeley location, time limits won't be necessary and the parking situation will be much simpler for visitors.

SUMMARY

The planning process for the Berkeley Waterfront, including the proposed parking fee, is fatally flawed due to piecemealing. I respectfully ask that the BCDC to stand up for the Rule of Law and require that the City of Berkeley pause implementation of the proposed parking fee. In its place, I ask the BCDC to require that the City of Berkeley integrate planning processes for the pier/ferry, parking fee, and Waterfront Specific Plan. Only an integrated, holistic planning process will deliver a vision worthy of this significant location(directly across from the Golden gate).

Thank you for your service and consideration.

Best regards,
Erin Diehm
Berkeley, CA
erindiehm@hotmail.com

From: [Camille Antinori](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC); [Goldzband, Larry@BCDC](mailto:Goldzband.Larry@BCDC)
Cc: [Bartlett, Ben](#)
Subject: Aug 6 2026, Item #7, Proposed Parking Fees at Berkeley Waterfront
Date: Wednesday, August 5, 2026 9:49:49 AM
Attachments: [image.png](#)
[BCDCParkingBerkeley-12-10-2025.pdf](#)

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San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510

San Francisco, CA 94105

RE: BCDC August 6 2026, Item #7, Commission Consideration of Administrative Matters, Proposed Parking Fees at Berkeley Waterfront

Please reject or delay the City of Berkeley's proposed Parking fees at the Marina.

Dear BCDC Commissioners and Staff,

My name is Camille Antinori, and I have followed marina developments in the City of Berkeley for several years. In 2023, I helped start the Berkeley Waterfront Community Coalition to raise awareness of waterfront communities and activities and their benefits at the Berkeley waterfront. The city has tended to undercount these shoreline activities in their waterfront planning documents, including those for the pier-ferry project. See our [DEIR comments](#) on this point for further detail.

In December 2025, we sent a letter to the BCDC Compliance Division and Environmental Justice Advisory Group concerning the plan (letter attached). We would like that letter submitted as public comment for the meeting August 6, 2026 on the matter along with this comment.

The paid parking plan for the general public centers on J&K and South Cove lots in the south waterfront. The city received funding to pave the South Cove lots based on it being a *free* public resource, then switched it to being a paid parking lot. They say it has nothing to do with the ferry proposal. Why this plan should be rejected or delayed:

- It is piecemealing the ferry plan: paid parking *throughout the waterfront* - and especially close to the pier - is repeatedly recommended in the "[WATER TRANSPORTATION PIER-FERRY PROJECT PARKING AND TDM PLAN](#)" the city's guiding document to accommodate ferry parking. This plan just gets a jump on that and claim this is an "existing condition". See image below of how the lots in paid parking plan are within the ferry parking zones. This plan should be part of ferry permitting process.
- Weak evidence that it raises \$\$ for the marina fund. The application reports revenue, not *net* revenue, and city staff presentations don't include full

enforcement costs.

- Claim in application that this plan was "Duly noticed": PRW commissioners resigned in protest because this plan was not presented to them nor was any public input solicited - prior to going to city council for a vote, and 600+ public letters and comments against were submitted to council, without discussion.
- It is anathema to low-cost, open and equitable access to the shoreline that [BCDC claims to support](#).

We are also wondering if BCDC would have jurisdiction over a larger area of the parking lots beyond the 100-foot shoreline band because the area was filled under permit after 1965.

Please reject or delay this paid parking plan for the waterfront. It is a disservice to the goals of assuring low-cost access to the waterfront. While California is trying to reduce greenhouse gas emissions, cars are still a key transportation mode for those accessing the coastlines, especially from hotter inland regions, and adequate low-cost access should be provided.

Camille Antinori

Berkeley resident, D3

Cal Sailing Club member

Director, Berkeley Waterfront Community Coalition



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["Normal for whom? Exploring socioeconomic variation in a travel cost analysis of urban shoreline fishing."](#) our article in *Ecological Economics*, March 2026



December 10, 2025

San Francisco Bay Conservation and Development Commission
Compliance Division and Environmental Justice Advisory Group
375 Beale St, Suite 510
San Francisco, CA 94105

Dear Compliance Division and Environmental Justice Advisory Group,

The City of Berkeley is implementing on January 1, 2026 a \$500 annual pass and \$6 maximum/day paid parking system in three lots in the southern area of the Berkeley marina and waterfront, pursuant to a [city council vote in June 2025](#). We believe that:

1. The City of Berkeley is installing parking meter infrastructure without proper BCDC review and in violation of the grant guidelines for the Berkeley waterfront marina and parks.
2. This effort, undertaken without meaningful community input, disproportionately burdens low-income visitors and substantially reduces low-cost shoreline access for recreation, community-building and personal well-being.
3. The plan is an example of piecemealing a larger project to facilitate approval of the ferry and development proposals which have been neither reviewed nor approved, with potentially major impacts on public access.
4. The impact affects not only Berkeley residents but also many regional visitors who would visit but for the parking fees in key recreational areas, so that the policy discriminates against non-Berkeley residents, contrary to public trust requirements.
5. Plans to alienate revenue from the parking fees, even if minimal, from the waterfront violates the public trust mandate for this shoreline.

BCDC has approved all of the Bay fill where parking fees are now proposed specifically to expand recreational opportunities -- and the parking needed to support those activities -- and adopted Bay Plan policies that protect recreational uses and parking. Therefore, BCDC not only has the authority to review the city's proposal, but also a responsibility to evaluate the impact on recreational access and equity. Specifically:

1. All bay areas filled under a BCDC permit remain subject to BCDC authority. The areas in question were filled under BCDC permit and abut BCDC's shoreline band.
2. The area was filled specifically to create recreational areas and parking for those recreational policies.
3. BCDC has adopted Bay Plan policies that protect both recreational areas and parking needs to support those recreational activities.
4. BCDC has adopted Bay plan policies that address equity.

We also urge BCDC's Environmental Justice advisory group to investigate the disproportionate adverse impacts on shoreline communities. The proposed action contradicts the EJ Advisory group's foundational values of ensuring that decision-making processes are robust, meaningful, and equitable.



Figure 1. Red box marked “N” refers to northern waterfront parking lots, purple box labeled “S” encompasses lots in the southern area, and the yellow area marked “O” refers to other lots. J&K and South Cove East/West lots are in the purple area marked “S”.

Figure 1 illustrates the entire Berkeley waterfront area for context. The notes below provide material to support our concerns.

A. The plan is a regressive policy

Berkeley's southern waterfront area is heavily frequented by a large, socioeconomically diverse population. The proposed fee lots - J&K, South Cove East and South Cove West - in the southern area, in particular, are key to waterfront access for numerous recreational activities which BCDC has supported, such as water-oriented sports, Shorebird Park and playground, The Nature Center, and the nationally acclaimed Adventure Playground opened under then-Mayor Gus Newport. We obtained and analyzed the city's in-person parking survey data (**see Appendix**). The analysis reveals the following:

- **40% of the visitors to J&K**, which accesses the bait shop, supporting the fishing community, earn **less than \$75k/year**.
- **37.1% of visitors to South Cove West**, which accesses a local nonprofit sailing club and other shoreline amenities, **earn <\$75k/year**.
- The **lowest-income visitors (<=\$25k/year)** to the marina overall **most often park in South Cove West**.
- Many South Cove East, South Cove West and J&K visitors cannot easily switch to taking a bus or biking because of the **watersports, fishing or picnicking equipment they carry**. This is especially true for non-Berkeley residents, of which there are many.
- The nature of these recreational activities is such that visitor duration in these lots is 5-6 hours ([see pp. 26-28 of Kittelson ferry project parking plan](#)), a duration rivaled only by berth holder lots around the marina.
- The [July 8, 2025, item 11 of the consent calendar](#) for the Berkeley City Council meeting, has already established that the South Cove West lot is important for equitable public access goals, and used this determination to justify a repaving project funded by the Coastal Conservancy whose mission is to increase equitable public access: ***"This free public resource that provides enhanced equitable access to the waters of San Francisco Bay is in desperate need of renovation."***
- **West and South Berkeley**, which are most proximate to waterfront open space, have been designated by the City of Berkeley as [Berkeley's Equity Zone](#).
- Visitors seeking to avoid the proposed fees will be pushed to nearby O, Skates/N and Seawall Drive lots, where 40%, 50% and 53% of their visitors earn <=\$75k/year, respectively.

- Lower-income visitors on average go more frequently to the southern waterfront area, and these lots in particular, as opposed to **northern area where no fees are being proposed**.

Thus, of all places in the Berkeley waterfront to charge for recreational parking, the city has chosen the lots which impact low-income visitors the most. The current parking fee plan will have a large effect on the diversity, affordability and welcoming environment that now characterize the vibrant Berkeley waterfront.

Parking in the free but distant spaces along University Avenue and Marina Boulevard will depress recreational visitation to the waterfront, thereby falsely shifting downward the area's baseline recreational activity as an element of the ferry project's Environmental Impact Report upcoming in 2026. Further, demand suppression will be regressive.

Lastly, BCDC's Community Vulnerability index (<https://data-bcdc.opendata.arcgis.com/apps/BCDC::bcdc-community-vulnerability-and-community-based-organization-directory-web-app/explore>) categorizes this area as high in social and contamination vulnerability.

B. Piecemeal implementation of ferry plan without BCDC approval

With little financial rationale,¹ the plan appears to be a premature implementation of recommendations in two consulting reports commissioned by the city to charge general waterfront parking as a demand management strategy for a proposed WETA ferry service which has not been approved at any level of government: 1) the Nelson/Nygaard parking and mobility framework [planning documents](#); and 2) the Kittelson report, especially suggestions in [Section 4.1.4 Year 1 Parking Management subsection 3.4.5, p. 25](#). The first report combines discussion of the Berkeley Marina Area Specific Plan (BMASP), now the Waterfront Specific Plan (WSP) with the ferry plan, discusses the difficulties of separating ferry patron parking from recreational parking and recommends a comprehensive (not ferry-only) demand-based pricing strategy. The [Kittelson report's "Implementation & Enforcement of Time Limited Parking" section](#) (p.25) lists three options for general demand management in the area: 1) free time limited parking, 2) paid parking and 3) gated lots. [Appendix C of the same report](#) notes the political challenges of paid recreational parking, highlights how *pre-existing* paid parking for the launch ramps eases logistics of introducing

¹ Most persons familiar with Berkeley transportation policies agree that parking management in Berkeley is *at best* revenue neutral and is primarily for demand management. The documents provided to Council for this parking proposal [did not include enforcement costs \(see presentation\)](#) which, when added, would bring net revenue to near zero.

more paid recreational parking and suggests strategies to alleviate political hurdles. The city is now implementing paid parking option #2 in the J&K and South Cove East/West lots.

Switching to the [Berkeley Pier-Ferry Project Update 10/24/2025](#)) (p.20), the city uses “time limits” to characterize the planned paid parking in J&K, South Cove East and West, while free space is clearly marked as such, e.g. “evenings free.” Based on the update and current paid parking plan, we developed Figure 2 to illustrate the public access implications if the city fully implements the pathway they have laid out across planning efforts. Planned paid lots are in red and other, undefined “time limit” lots in blue.² If the city intends to adopt the same *paid* “time limit” strategy during peak weekday times as in the current parking plan, essentially changing blue areas to red, combined with eliminating 70 out of the 90 current free spaces along Seawall Drive, then free daytime public recreational parking spaces at the southern area of the waterfront would be virtually eliminated.

Berkeley Marina (Southern Section) Free and Paid Parking (Daytime) under Ferry Proposal



Figure 2. Southern area of waterfront overall fee plans under current [WETA-Berkeley ferry proposal](#).

Taken in their entirety, the current parking plan and the ferry plan could have a major cumulative impact on public access which BCDC should evaluate as such. For fishing along the Berkeley waterfront, for example, [this study](#) shows that most fishers are not from Berkeley, are nonwhite, and have lower income than the average Berkeley resident. Many

² Exact configuration of paid/time limits within each lot may differ from that shown.

fish along Seawall Drive, where parking spaces will be practically eliminated, with only 20 remaining as free or paid parking spaces. Should the pier be reopened in a safe way **as-is** (meaning no ferry), angler visitation would increase by 96% ([see study, Table 4](#)).

The courts have long held that CEQA requires responsible agencies like BCDC to consider the *whole of an action* and not let it be broken into pieces to avoid such consideration. Here, the City of Berkeley has separated a number of different actions that affect BCDC's mission to protect and increase access to and along the Bay. They have begun, but not completed, the BMASP (now WSP). They have prepared separate documents for a new ferry terminal. They are considering a lease for the old Hs Lordship's Restaurant where they are considering *reserving* some of the public parking spaces permitted by BCDC for recreational parking for *exclusive use* by a new lessee. And they are trying to implement separately the current parking fee program which is proposed in both their ferry plans and in the WSP as an implementation measure for those projects to discourage travel to the waterfront by car. **All of these affect BCDC's jurisdiction and mission and must be considered as one project.**

C. No consideration of public input or local BCDC CBOs

City residents, nonprofits, local businesses and BCDC community-based organizations (CBOs) were not involved in any of the proposed parking plans and when informed raised many equity and practicality issues for the impact on shoreline access:

- The city council resolution was not given adequate public review time, as detailed in former Parks, Recreation and Waterfront Commissioner's (C. Kawczynska) public comment to the 11/3/2025 BCDC DRB meeting.
- Swimmers and boarding communities who use the area frequently were not consulted (see public comment to the 11/3 BCDC DRB meeting).
- The BCDC community-based organization (CBO) Cal Sailing Club, a volunteer-run nonprofit providing equitable access to sailing sports, was not consulted.
- Staff responded to public requests [to preserve parking along the western side](#) of Seawall Drive for in-car Bay viewing but are now mostly eliminating those spaces as announced in the latest [Berkeley Pier-Ferry Project Update](#).
- In the short turn-around time from announcement to city council vote, over 550 Berkeleyans wrote the council opposing the parking fee plan (see [here](#), [here](#) and [here](#)), which we urge you to read for a fuller understanding of the widespread benefits this shoreline amenity provides and the equity and well-being impacts of the current proposal.

D. Fees go to city general fund

Finally, we note that despite weak financial rationale, city staff announced at the November 12 Parks Recreation and Waterfront Commission meeting that any parking fee revenues generated in the waterfront parking lots would not go to the Marina Fund, as initially presented to the [public and city council](#), but to the city's general fund, potentially in violation of the granted area's purpose for general public use and not local benefit.

We urge you to investigate immediately these inconsistencies in the current parking fee plan for J&K, South Cove East and South Cove West lots with BCDC policies and the Bay Plan before low-cost shoreline access disappears from this regional resource. **If the city is out of compliance with any of these policies, we urge you to immediately pause the January 1, 2026 implementation of paid parking in the J&K and South Cove East/West lots.**

Let us know if you have any questions, trouble opening any documents, or desire further documentation.

Thank you,

Camille Antinori

On behalf of [Berkeley Waterfront and Community Coalition](#), a nonprofit under the auspices of Berkeley Partners for Parks seeking to build community awareness at the Berkeley waterfront

Appendix: Parking analysis

Berkeley waterfront visitation by vehicle: Preliminary parking analysis focusing on socioeconomic characteristics

Camille Antinori

November 09, 2025

Below is a set of tables we derived from in-person survey data collected by Kittelson and Associates, Inc. The City of Berkeley hired this consulting firm to conduct a parking demand management study to assess impacts of the proposed ferry project on current and future recreational use. The intercept survey was conducted on three Thursdays and two Saturdays between April and August 2024. Setting aside any issue with methodology, we have cleaned and organized the available data to better illustrate the diversity of visitors to the Berkeley waterfront as compared to the consulting report. The original dataset had 459 observations. We used 330 observations that had complete information for household income brackets. Refer to p. 12 of the Kittelson report for a map of the waterfront and lots. The lots slated for new parking fees via pay stations and annual passes are: South Cove West, South Cove East and J&K lots.

This is a work in progress. Please let us know any questions about our results and comments for future work. Below you will find:

- Table 1: Parking Lot Visits by Income (Counts)
- Table 2: Row Percentages (% within each lot)
- Table 3: Column Percentages (% within each income group)
- Visitation to south v. north areas of waterfront, by income (Figure 1: Visitor Income by Waterfront Area)
- Reclassification of “other”

Table 1: Parking Lot Visits by Income (Counts)

	\$0- \$24,999	\$25,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$124,999	\$125,000- \$149,999	\$150,000- \$174,999	\$175,000- \$199,999	\$200,000 and up	Sum
199 Seawall Drive	1	2	1	4	1	1	1	0	1	12
D&E	1	0	0	0	3	0	1	0	0	5
F&G	1	2	0	0	3	1	1	1	1	10
H&I	0	0	2	3	0	0	0	0	2	7
J&K	2	0	4	2	1	3	0	0	3	15
L&M lot	0	2	4	1	3	0	3	2	1	16
Launch Ramp (Paid)	0	1	1	2	0	0	0	0	2	6
Marina Blvd	6	3	2	1	5	3	3	5	5	33
O Lot	1	6	6	5	4	0	1	2	8	33
Other (please specify)	2	2	4	3	5	2	1	2	2	23
Seawall Drive (Street)	5	1	4	4	2	1	1	0	1	19
Skates/N Lot	4	1	5	2	1	1	1	1	4	20
South Cove East	2	1	4	3	0	3	5	5	6	29
South Cove West	8	1	5	3	5	5	5	0	6	38
Spinnaker Circle	2	2	5	1	8	0	0	3	3	24
Spinnaker Way	3	2	8	5	7	3	3	1	8	40
Sum	38	26	55	39	48	23	26	22	53	330

This table answers the question: Of people parking at each lot, what % are in each income bracket? Seawall Drive and South Cove West have most lowest-income (<\$25k) income visitors. J&K lot next to the baitshop sees a high number of those earning less than \$75k, as does L&M which was halved in size by the parking enforcement department, and H&I. J&K and South Cove West are slated for marina parking fees.

Table 2: Row Percentages (% within each lot)

	\$0- \$24,999	\$25,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$124,999	\$125,000- \$149,999	\$150,000- \$174,999	\$175,000- \$199,999	\$200,000 and up	Total
199 Seawall Drive	8.3	16.7	8.3	33.3	8.3	8.3	8.3	0.0	8.3	99.8
D&E	20.0	0.0	0.0	0.0	60.0	0.0	20.0	0.0	0.0	100.0
F&G	10.0	20.0	0.0	0.0	30.0	10.0	10.0	10.0	10.0	100.0
H&I	0.0	0.0	28.6	42.9	0.0	0.0	0.0	0.0	28.6	100.1
J&K	13.3	0.0	26.7	13.3	6.7	20.0	0.0	0.0	20.0	100.0
L&M lot	0.0	12.5	25.0	6.2	18.8	0.0	18.8	12.5	6.2	100.0
Launch Ramp (Paid)	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	33.3	100.0
Marina Blvd	18.2	9.1	6.1	3.0	15.2	9.1	9.1	15.2	15.2	100.2
O Lot	3.0	18.2	18.2	15.2	12.1	0.0	3.0	6.1	24.2	100.0
Other (please specify)	8.7	8.7	17.4	13.0	21.7	8.7	4.3	8.7	8.7	99.9
Seawall Drive (Street)	26.3	5.3	21.1	21.1	10.5	5.3	5.3	0.0	5.3	100.2
Skates/N Lot	20.0	5.0	25.0	10.0	5.0	5.0	5.0	5.0	20.0	100.0
South Cove East	6.9	3.4	13.8	10.3	0.0	10.3	17.2	17.2	20.7	99.8
South Cove West	21.1	2.6	13.2	7.9	13.2	13.2	13.2	0.0	15.8	100.2
Spinnaker Circle	8.3	8.3	20.8	4.2	33.3	0.0	0.0	12.5	12.5	99.9
Spinnaker Way	7.5	5.0	20.0	12.5	17.5	7.5	7.5	2.5	20.0	100.0

Of people in each income bracket, what % park at each lot? The lowest income group (<\$25k) most often parks in South Cove West (slated for marina parking fees).

Table 3: Column Percentages (% within each income group)

	\$0- \$24,999	\$25,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$124,999	\$125,000- \$149,999	\$150,000- \$174,999	\$175,000- \$199,999	\$200,000 and up
199 Seawall Drive	2.6	7.7	1.8	10.3	2.1	4.3	3.8	0.0	1.9
D&E	2.6	0.0	0.0	0.0	6.2	0.0	3.8	0.0	0.0
F&G	2.6	7.7	0.0	0.0	6.2	4.3	3.8	4.5	1.9
H&I	0.0	0.0	3.6	7.7	0.0	0.0	0.0	0.0	3.8
J&K	5.3	0.0	7.3	5.1	2.1	13.0	0.0	0.0	5.7
L&M lot	0.0	7.7	7.3	2.6	6.2	0.0	11.5	9.1	1.9
Launch Ramp (Paid)	0.0	3.8	1.8	5.1	0.0	0.0	0.0	0.0	3.8
Marina Blvd	15.8	11.5	3.6	2.6	10.4	13.0	11.5	22.7	9.4
O Lot	2.6	23.1	10.9	12.8	8.3	0.0	3.8	9.1	15.1
Other (please specify)	5.3	7.7	7.3	7.7	10.4	8.7	3.8	9.1	3.8
Seawall Drive (Street)	13.2	3.8	7.3	10.3	4.2	4.3	3.8	0.0	1.9
Skates/N Lot	10.5	3.8	9.1	5.1	2.1	4.3	3.8	4.5	7.5
South Cove East	5.3	3.8	7.3	7.7	0.0	13.0	19.2	22.7	11.3
South Cove West	21.1	3.8	9.1	7.7	10.4	21.7	19.2	0.0	11.3
Spinnaker Circle	5.3	7.7	9.1	2.6	16.7	0.0	0.0	13.6	5.7
Spinnaker Way	7.9	7.7	14.5	12.8	14.6	13.0	11.5	4.5	15.1
Total	100.1	99.8	100.0	100.1	99.9	99.6	99.5	99.8	100.1

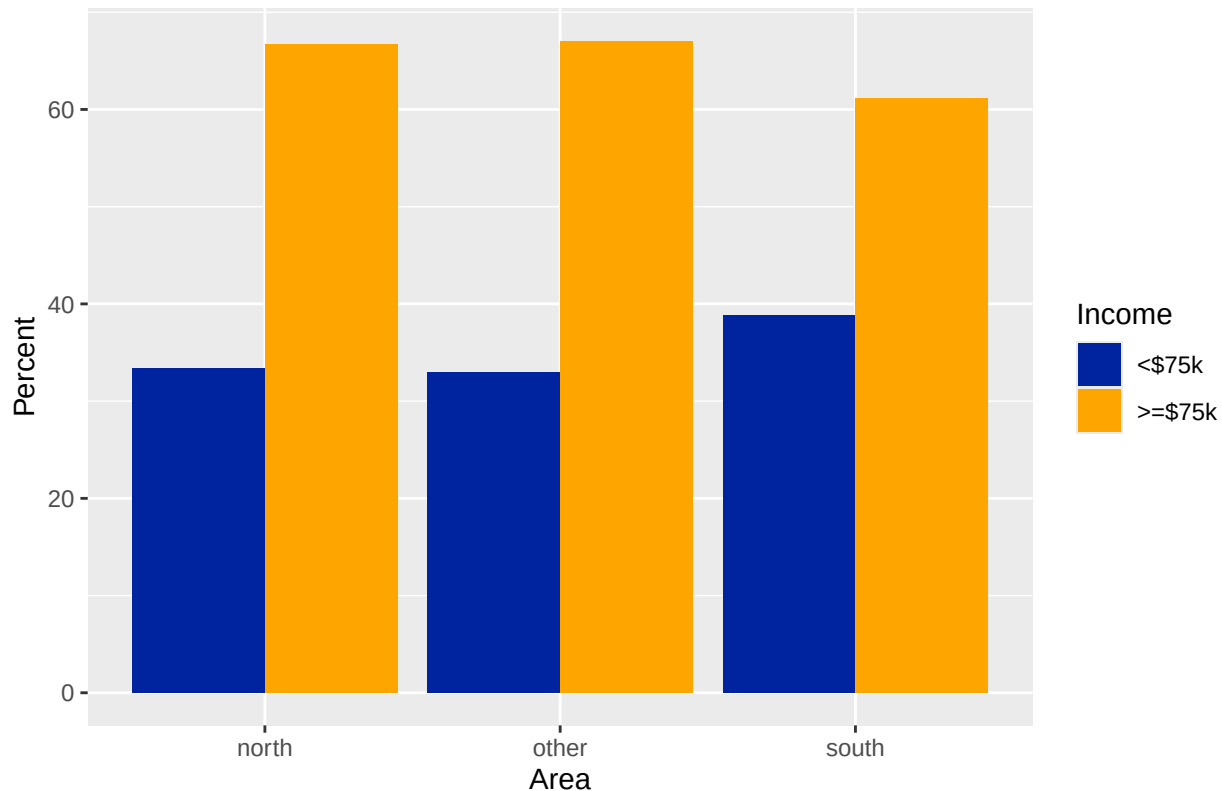
Visitation to south v. north areas of waterfront, by income

Consistent with the public's general understanding and earlier city-led focus groups, we define the waterfront's geographic areas as follows:

- “South” refers to South Cove East and West lots, J&K, L&M, Skates/N, O lot, and Seawall Drive. Data points from the 199 Seawall next to the derelict HsL restaurant in the south part of the waterfront are currently not included as the lot's gates are usually locked during the weekdays on which the respondents' data was collected, indicating the data may be in error. We are seeking clarification from city staff and will update as we receive more information
- “North” refers to D&E, the launch ramps, Spinnaker Way and Spinnaker Circle.
- “Other” includes any response not in “north” or “south” above.

The barchart below indicates a tendency for the south area in aggregate to attract lower income visitors more than other parts of the waterfront. While north and other have similar breakdowns of lower income (defined as <\$75) and higher income (defined as >=\$75k), the south area has more lower and less higher income as a percentage.

Figure 1: Visitor Income by Waterfront Area



Reclassification of “other”

Forty-six of the Kittelson survey responses were classified as “other.” On closer inspection, we recognized that many of these responses are easily reclassifiable to a lot under study. A few should not be part of the analysis because respondents said they biked to the waterfront the day they were intercepted for an interview. Below is how we have reclassified some of these observations so far.

- South Cove West
 - “Cal Sailing”
 - “West cove”
 - “West coast”
 - “Over by cal sailing, not sure which one of those listed this is”
- O Lot
 - “1 Seawall Drive, Gate O Dock”
- 199 Seawall Drive
 - “Upper HSL”
- South Cove East
 - “EAST COVE”
 - “next to new toilet bldg/CAL adventures”
- Seawall Drive (Street)
 - “seawall”
- Skates/N
 - “Skates”
- F&G
 - “F Marina”

From: [Nancy Rader](#)
To: [BCDC Public Comment](#)
Subject: Aug. 6 Agenda Item 7: Please Reject Paid Parking at the Berkeley Waterfront
Date: Tuesday, August 4, 2026 8:42:39 PM

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Hello BCDC,

Please reject the City of Berkeley's request to impose parking fees at the two Berkeley Waterfront parking lots under the Commission's jurisdiction. The BCDC's strategic plan repeatedly emphasizes the importance of **public access** to the Bay. For example, it states that BCDC was created to "provide the public with **maximum feasible access to the Bay**" and that projects approved by BCDC "will always provide 'maximum feasible public access, consistent with the project.'"

Berkeley has not even shown that its parking fees will produce **net revenue** for the marina fund, after enforcement costs. If the parking fees don't serve any purpose, then they are **reducing access to the Bay for no good reason**.

The wonderful thing about Berkeley's Waterfront is that it is equitable and inclusive because it is **FREE**. That's why the users are so diverse and come from all over. When my son was 9, he fished on the pier with people (mostly older men) of many ethnicities. It was a formative experience for him and reinforced for me what a great resource Berkeley provides to the larger community.

BCDC's strategic plan emphasizes equity. Please make good on that by rejecting paid parking at the waterfront!

We don't need a fancy shoreline or a ferry (though we do need a functional pier!). We need free access to the waterfront, which belongs to everyone!

Nancy Rader
1198 Keith Avenue
Berkeley, CA 94708

From: [Katie Calvert](#)
To: [BCDC Public Comment](#)
Subject: August 6, 2026 Commission Meeting
Date: Tuesday, August 4, 2026 2:46:34 PM

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Please do not let the City of Berkeley introduce paid parking for the general public for the first time in the marina, centering for now on J&K and South Cove lots in the south waterfront.

MANY Berkeley and other East Bay Citizens use the marina and the open space for recreation. In fact, this is the stated purpose of this area.

Berkeley is introducing paid parking to make the Berkeley proposed WETA ferry project more appealing.

The City Council members are forgetting their job of protecting open, public spaces for recreational use. City council members and the mayor are bad with money and they have bought the WETA arguments that the ferry will make money. This is crazy. Look at the costs of the nearby other ferries from Richmond and Alameda. These ferry services are costing money, not making it.

Recreation and nature are a far better use for this area and paving and charging for parking is wrong and just steps to make the ferry plan look better than it is.

Katherine Calvert
1204 Talbot Avenue
Berkeley, CA 94706

From: [Andrea Searby](#)
To: [BCDC Public Comment](#)
Subject: BCDC Permit App #M2026.018.00 - Opposition to Proposed Parking Fees at Berkeley Marina
Date: Wednesday, August 5, 2026 6:32:14 AM

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Dear Commissioners,

When I learned of proposed parking fees at the marina, simply put it broke my heart. It has taken me months to gather my thoughts enough to put them into words to implore you to not implement this plan. But I have to most strongly urge a No.

I am from Berkeley and spent countless hours around the marina as a child. As an adult, I've taken up open water swimming, and also patronized the restaurants. My kids practically grew up in Adventure Playground, and have spent many days on the water as part of summer camps.

The idea of instituting a parking paywall to these experiences in one of the last accessible public spaces in our area is honestly heartbreaking.

You have to know this proposal will disproportionately hurt the folks who rely on accessible public spaces the most, in one of the most precarious economic times in modern history for low income families. This would instantly change the vibe of who is welcome at the Berkeley Marina and who is excluded. This runs contrary to everything I love about this city and the wonderful spaces we treasure.

Someone in my swimming network more qualified than me already laid out to you why this proposal won't even have the financial upside being sought. It's a lose-lose situation all around.

Please keep the morals and integrity in not only protecting our public spaces, but ensuring the public - ALL of the public - are able to access them.

Sincerely,

Andrea Searby
aeseaby@gmail.com
(925) 285-4358

From: [David Sheh](#)
To: [BCDC Public Comment](#)
Subject: BCDC Permit Application No. M2026.018.00 Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina
Date: Tuesday, August 4, 2026 6:18:14 PM

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David Sheh
davidsheh@gmail.com

August 4, 2026

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people

who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in *Nature Communications* by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement

costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1.

Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.
2.

Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3.

Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale

pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.

4.

Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

David Sheh

From: [Evy Archibald Shulman](#)
To: [BCDC Public Comment](#)
Subject: BCDC Permit Application hNo. M2026.018.00 - Opposition to Proposed Parking Fees at Berkeley Marina
Date: Wednesday, August 5, 2026 9:54:01 AM

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Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina. The fee would undermine public access to the Marina and the Bay for users of all income levels. Please take a position against it.

I am sure many people more educated and more eloquent than I am have written oppositions to this fee explaining why it's a bad idea. I am writing to add my concerns regarding this fee, at least from a personal perspective.

I am a frequent user of the marina, as a swimmer, a biker, a walker/sometimes jogger, and park hanger-outer. The Berkeley Marina is one of my favorite spots in the bay because it is a free and accessible recreation space for all of us. Every time I'm there, there are people using the marina for fishing, bagpipe practicing, kids' birthday parties, and just watching the sundown from the parking lot. Adding a parking fee would disproportionately impact low income marina users, making it harder for users to access all the free recreation options the marina has to offer. The cost of living in the bay is so high already, charging for access to one of the last completely free marina spaces will take away important access to the bay for many residents. Please take a stance against this fee.

Thank you for your attention to this matter and for your ongoing work to protect public access to the Bay.

Sincerely,

Evy

Evy Archibald Shulman
707-318-3105

From: [Martha B](#)
To: [BCDC Public Comment](#)
Cc: rkesarwani@cityofberkeley.info
Subject: Berkeley City Council Resolution No. 71,840-N.S.
Date: Tuesday, August 4, 2026 8:53:53 PM

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am a Berkeley resident who regularly avails myself of the recreational opportunities at the Berkeley Marina. I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

I respectfully ask the Commission to:

1.

M Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.

2. Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3. Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.
4. Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Martha Belcher, Berkeley resident

From: [Sandra](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Marian Parking
Date: Wednesday, August 5, 2026 9:07:25 AM

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I am writing to oppose both paid parking at the Berkeley Marina and to oppose the ferry plan. So much of this paid parking is in support of ferry riders, however, neither Oakland nor Alameda charges for parking when there is ferry use at their locations. Why is it that Berkeley intends to have paid parking?

Many many people use that marina and it needs to remain free. Why is it that in the US citizens are almost automatically expected to pay for our natural amenities whereas in Europe that is not the case? The reason is that in those countries the well-being of citizens comes first whereas here, the almighty dollar rules.

Lastly, this I fear is going to be another instance of the Save Hopkins situation. I attended the Berkeley City Council meeting July 28, 2026 about this option. Much more than half of those who spoke did not want bike lanes on Hopkins yet the Council voted to put in bike lanes anyway. This is an egregious disregard of what people want and is an excellent example of why MAGA was born. It came out of the frustration of not being listened to by those we put in power. This ferry construction and the paid parking that goes with it is another example of steamrolling over public opposition to what end is not even clear. I urge you to listen to the people and not let your agenda take precedence.

--

Sandi Peters, MA, CPG

510-529-1500

Author: *Aging with Agency: Building Resilience, Confronting Challenges, and Navigating Eldercare*

Out of a great need

We are all holding hands and climbing.
Not loving is a letting go.
Listen,
The terrain around here is far too dangerous for that.
Hafiz

From: [Gavin Dury](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Marina Parking Fees will damage public accessibility
Date: Monday, August 3, 2026 7:26:39 PM

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Hello BCDC,

I am writing against the proposal to charge for parking at the Marina, in particular for the South Cove East, South Cove West, and J/K lots. The Marina park is a unique public gathering space in because of the incredible diversity of people gathering there. The Marina area is one of the few places in the east bay that people can go without having to make a transaction, and I fear this change would drive inequity in who is able to experience the inspiring views of the bay, unique children's play opportunities, and one of the only places in the world where people can learn to sail without financial barriers.

I am a member of the Cal Sailing club, which offers volunteer-taught sailing classes for free to the community (the membership fee can easily be paid for by helping out around the club, which many people opt to do) as well as invites members of the community to take rides on the bay at our open houses. This last sunday, we gave about 400 people free rides. We are offering a valuable service to the city and improving the access people have to experiencing the Bay.

The new parking fees would more than double the cost of my activities with the club, which makes this a significantly more challenging budget item as a grad student, and would be even more challenging to many of my fellow club members. While \$1/hour sounds like a small amount, in practice, sailing lessons take an unpredictable amount of time and so I would need to habitually overpay.

Please vote to maintain free access to the amazing parks around the Marina for all people.

Best,

Gavin Dury

PhD Molecular and Cell Biology, UC Berkeley

From: [Todd](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Marina parking fees
Date: Monday, August 3, 2026 12:18:11 PM

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Hello,

I'm a Berkeley resident and I frequently use facilities at the Berkeley Marina, Brickyard Cove, Shorebird Park, and the Waterfront Park for running, swimming, kayaking, picnicking, and so forth.

I am writing to support the proposed parking fees for lots at the Berkeley Marina. These lots are heavily used and the Marina needs some source of revenue to fund deferred maintenance and upgrades.

Thanks for listening,

Todd Stellanova

From: [Todd](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Marina parking fees
Date: Monday, August 3, 2026 3:43:02 PM

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Hello,

I'm a Berkeley resident and I frequently use facilities at the Berkeley Marina, Brickyard Cove, Shorebird Park, and the Waterfront Park for running, swimming, kayaking, picnicking, and so forth.

I am writing to support the proposed parking fees for lots at the Berkeley Marina. These lots are heavily used and the Marina needs some source of revenue to fund deferred maintenance and upgrades.

Thanks for listening,

Todd Stellanova

From: [GS](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Plan
Date: Wednesday, August 5, 2026 1:26:17 AM

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To Whom It May Concern,

I am writing to ask the San Francisco Bay Conservation and Development Commission to help in reversing the Berkeley City Council's plan to charge for parking at the Berkeley Waterfront. I am a frequent visitor to the waterfront. This plan will negatively affect access to the Bay for many people. It is my understanding that the parking fees are supposed to make up for a budget deficit that is largely of the City's own making. In addition, the land is a public trust from the California State Lands Commission, and it is not clear whether it is even legal for the City to use the land to generate revenue. I would appreciate the SFBCDC's attention to this matter.

Sincerely,
Gregory Sweriduk

From: [jenny skoble](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Ilsley, Olivia@BCDC](mailto:Ilsley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project Application
Date: Saturday, August 1, 2026 8:58:51 PM

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August 1, 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:

I urge the Commission to decline to approve this application, or at minimum defer action. The application materially understates the true scope and context of the parking plan for the Berkeley Waterfront and Marina. This plan will undoubtedly diminish public access to public trust land. The application presents a narrow, seemingly modest paid-parking pilot — three lots, 273 spaces, "significant nearby free public parking" — while omitting that it is one early phase 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. To be clear this not opposition to a ferry service itself, this is a response to imminent parking implementations.

I am a volunteer with the Pegasus Project, a nonprofit that takes underserved youth sailing on the Bay to expose them to the marine wilderness in our backyard. Over the last 30 years, Pegasus has taken 28,000 Bay Area kids out on the Bay for an invaluable marine educational experience. The Pegasus itself is at the K dock, so volunteers use the J/K and the South Cove parking lot. Requiring volunteers with the project to pay over \$500/year for parking roughly 2-3 times a month in these lots seems a poor way to balance the books.

In addition, the parks and waterfront are used by many people of all income levels. Charging a hefty parking fee to lower income people who come to enjoy the waterfront also seems out of keeping with the values purportedly held by Berkeley leadership.

I ask you to reconsider this misdirected plan.

Jenny Skoble
jskoble@sbcglobal.net
cell 323-493-3565

From: [Kathryn Davidson](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 3:16:32 PM

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Hi:

This is a wonderful location for kayakers to launch and/or train. Imposing a 4-hour parking limit would prevent kayakers from being able to enjoy this location.

Thank you for your consideration of this matter.
Kathryn Davidson

From: [Jim Murdy](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 10:03:33 PM

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To whom it may concern,

I am writing to note my opposition to a 4 hour time limit for parking at the Berkeley Marina.

I support paid parking as a way to support this valuable resource for the Bay Area sea kayaking community.

4 hour parking would limit paddling to 2 to 2 1/2 hours on the water which is not sufficient for most paddles.

More importantly many local clubs conduct safety and rescue training at this location, as it provides a unique combination of favorable wind direction and the ability to practice in both calm and rough water.

This type of training and practice, usually takes at least 4 to 5 hours on the water.

Losing the ability to do safety training at such a well suited site, will increase risk for paddlers.

I speak for both myself and for the Western Sea Kayakers club,

Thank you for your consideration.

Jim Murdy, Western Sea Kayakers Vice President
zilbersurfer@gmail.com
408 206 2377

From: [Preston Thomas](#)
To: [BCDC Public Comment](#); Martien.Lindsay@BCDC; Isley.Olivia@BCDC
Subject: Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 7:46:46 PM

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Neighbors,

When I go to BCDC's website at <https://www.bcdc.ca.gov/what-we-do/> I am greeted with the proud statement that "**The Bay is for everyone: We find opportunities to create and improve public access to the Bay and its shoreline.**" The city of Berkeley is callously proposing to undo decades of hard work and destroy waterfront access for dozens of key non-profits, not to mention the thousands of residents who benefit from public access to the Bay.

The proposal for paid parking is a shortsighted attempt to extract a toll from anyone trying to use the Berkeley Waterfront. This is not about ferries or commuters or raising funds; **this is transparently about monetizing and gatekeeping one of the remaining places to simply enjoy the Bay for free, without needing to pay to exist.**

The dozens of non-profits and the vibrant, diverse culture of the Berkeley Waterfront are built on the very fact that it IS accessible. For an hour, or all day. Drop in, swim or paddle, go for a hike, go to a birthday party. **It's not the movies, it's not a restaurant or a Starbucks where you need to buy a coffee to justify your mere existence.** It's public land, a natural resource shared by all, open to all, where people go to restore themselves and escape the capitalist hellscape. It's not pay to play. That's WHY it's special.

I personally work with four different waterfront non-profits that serve the public through sailing education, climate awareness, and marine ecology. I have volunteered more than 60 hours this year at these non-profits -- freely given, for the love of the Bay and its many faces. I drive from Belmont, CA to do it, more than an hour each way, to serve the Berkeley community. **The City Council's proposal is a slap in the face to everyone who gives their time and talent to make the Bay more accessible.** Not only would it make volunteers pay, it would reduce the number and diversity of the people who could attend these events, making us all poorer. This weekend I taught sailing to 8 people, and I gave sailboat rides to another 10, including families, people of color, and LGBT students who finally had the pleasure of experiencing sailing as something that wasn't the purview of rich old white men. These experiences and exploration are unlocked by having a waterfront that isn't gatekept, metered out, and locked down.

I will close by noting the wisdom of BCDC's goals: You are striving "**Toward an equitable shoreline**" and declaring "**The Bay is a resource that is meant to be shared and enjoyed by all, but not all communities have equitable access to it.**" You're damn right. Berkeley's proposal is a sin against our neighbors and a sin against the Bay, and you have the power and the duty to reject it.

Thank you for your time, your consideration, and your stewardship.

Preston Thomas

Volunteer - Cal Sailing Club, Pegasus Project, Berkeley Yacht Club, Shorebird Nature Center

From: [Fiona O'Carroll](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 6:33:08 PM

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Dear Commissioners,

One of the things I've come to appreciate most about Berkeley is that it has never seemed to treat the waterfront as simply another piece of real estate. Instead, it has treated it as a public good: a place where people build relationships with San Francisco Bay, with one another, and ultimately with the natural environment itself. That philosophy is part of what makes the Berkeley waterfront special, and it is why I hope BCDC will carefully consider the proposed expansion of paid parking.

To me, the question is bigger than whether paid parking generates revenue. Good policy shapes incentives. The question is whether this proposal encourages or discourages the very outcomes Berkeley and BCDC have spent decades trying to cultivate.

Organizations like Cal Sailing Club illustrate why public access matters. Experiencing the Bay from the water is fundamentally different from viewing it from shore. People who sail, kayak, or row develop a personal relationship with the Bay by noticing its tides, wildlife, weather, and changing conditions on every visit. The strongest conservation ethic comes from people who have developed a personal stake in the places they are being asked to protect.

Cal Sailing also shows how environmental stewardship, community, and economic activity reinforce one another. Through thousands of volunteer hours, it has created one of the most accessible pathways into sailing anywhere in the Bay Area, attracting people from across the region who become regular visitors to Berkeley's parks, restaurants, and businesses. I know that has certainly been true for me. Before joining Cal Sailing, I rarely spent time in Berkeley. Now I regularly introduce friends to the Marina, César Chávez Park, and local businesses because of the community I found through sailing.

For that reason, I worry that paid parking addresses one problem while creating another. Every additional barrier to participation makes it a little less likely that someone discovers sailing, volunteers at an open house, introduces a child to sailing or kayaking, or develops the kind of lasting connection to the Bay that inspires lifelong stewardship.

I also hope the City continues to view organizations like Cal Sailing as partners rather than general users of the waterfront. The volunteer community that already exists is one of the waterfront's greatest strengths. Before creating new barriers to participation, I hope the City will explore opportunities to build on that existing civic capacity through expanded stewardship and other collaborative solutions that strengthen the waterfront while preserving broad public access.

The Bay Area is already an expensive place to live, and opportunities for affordable outdoor

recreation are becoming increasingly rare. To me, meaningful public access is not simply about preserving access on paper. It is about creating the conditions under which all communities members actually use, value, and ultimately protect the Bay. Seeing young families, retirees, and young professionals come together is a commodity in itself.

Thank you for your thoughtful consideration.

Sincerely,

Fiona O'Carroll

From: [Adarsh Gupta](#)
To: [BCDC Public Comment](#); Lindsey.Martien@bcdc.ca.gov; ilsley.olivia@BCDC; bwccoalition@gmail.com; [Mary Ann Furda](#)
Subject: Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 5:14:29 PM

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Dear All,

I am writing to express my sincere concern about the proposal to introduce paid parking with a four-hour limit at Berkeley Marina's South Cove.

As a member of the Bay Area Sea Kayakers BASK and someone who regularly launches a sea kayak from this area, I know firsthand how absolutely valuable this access point is. Many paddling trips from South Cove, and invaluable training sessions in the varied local conditions, routinely take longer than four hours. A strict time limit would make these activities unnecessarily difficult if not impossible and would discourage responsible recreational use of the shoreline.

What is equally puzzling is that the existing parking demand does not appear to justify this change. In my experience, the South Cove lot is rarely close to full. While I understand that future ferry service could alter parking needs, that remains uncertain. It seems premature to impose restrictions today in anticipation of a problem that may never arise.

The Bay shoreline is a remarkable public resource, and preserving practical public access is one of the reasons so many people value it. I hope the Commission will reconsider this proposal and look for solutions only if and when future parking demand genuinely requires them.

Thank you for your time and consideration. I would appreciate being informed of the Commission's final decision and the reasoning behind it.

Best Regards,
Adarsh Gupta

From: [mary ann furda](#)
To: [BCDC Public Comment](#); Lindsey.Martien@bcdc.ca.gov; [Ilsey, Olivia@BCDC](mailto:Ilsey,Olivia@BCDC); bwccoalition@gmail.com; [Mary Ann Furda](#)
Subject: Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 3:20:29 PM

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As a Berkeley resident, and a frequent visitor to the Berkeley Marina, cycling, walking my dog, and kayaking out of the South Cove, it is distressing to learn of the plan to install parking meters with a 4-hour limit precisely at that location. I have rarely experienced the lot to be anywhere near full, even on weekends, so demand management is hardly a viable current reason for such installation.

I do understand that there is a plan for a ferry terminal nearby, and there will certainly be increased demand for parking if that happens. There is no guarantee that it will, especially due to budget constraints. So why install meters now to manage demand which is not currently present and may not be in future a challenge?

I am a long time member of a Bay Area Sea Kayakers, a club with over 600 members, and, as you might appreciate, this location is an ideal one for several reasons. A very popular day paddle from there to Angel Island, with a stop for lunch, has us returning well beyond a four-hour limit. The varied conditions present at the South Cove make it an ideal location for practicing skills; in fact, we have made use of this launching point every year for the past three decades during our annual training program on at least one, often more times, during that annual training.

It is my understanding that this agency regulates the SF Bay Shoreline to preserve free access to the shoreline. Putting parking meters with four hour limits in the South Cove is clearly inconsistent with this mandate. Please reconsider and decide against placing parking meters there now. If the ferry happens, other solutions will be found.

Thanking you kindly for your consideration. I ask that I be given a response from the BCDC with the decision about this proposal, and why the meters are to be installed, if that is the decision that is reached.

Thank you again,
MaryAnn Furda

From: [rachel bradley](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project
Date: Sunday, August 2, 2026 5:47:56 PM

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Dear BCDC,

I am writing to express strong opposition to the City of Berkeley's plan to impose paid parking at the waterfront/marina. This is an important public resource used by so many members of our community, many of whom are facing financial challenges and for whom the imposition of paid parking would be a significant burden. Such a program would broadly discourage a broad range of recreational activities currently accessed by all of us without cost. Our community is supposed to value diversity - adding paid parking to this public asset would undermine this important goal.

Please take whatever action is necessary to preserve free parking at the waterfront/marina for all the members of our community.

Thank you,

Rachel Bradley

From: [James Sperry](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 3:06:37 PM

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Please do not put a 4 hour limit on the parking at the Marina. I use this place as an access to the Bay for kayak touring and kayak skills practice. Two of the clubs that I am a part of are "Bay Area Sea Kayakers" and "Western Sea Kayakers" Both groups use the marina and both groups have a couple hundred people each. Putting a 4 hour limit on this would make it impossible for kayakers to do training sessions or paddles that usually span more than 4 hours.

Thank you very much for keeping access to the bay for all users!

Sincerely,
James Sperry
650-704-4940

From: [A. Doyle](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 1:32:58 PM

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To whom it may concern:

As an active member of the bay area sea kayaking community, I oppose the proposal to limit parking to 4 hours. Allowing that a typical paddle needs minimum of 30 minutes each for preparation before and after that leaves just 3 hours for a paddle. Longer paddles typically include a 30-60mins break and can easily last 3-6 hours on the water. Obviously the proposal is very limiting for sea kayakers and likely for other water hobbies also.

Regards,
Aidan Doyle

From: [James Codega](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 11:01:55 AM

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Good morning!

I am an avid sailor and I use the Berkeley Marina several time a week to go out on the water. It is, by far, the most affordable and accessible waterfront I have ever had the privilege to sail out of. The other options in the Bay Area, such as Richmond, Alameda, or Treasure Island are either too expensive or too difficult to get to for residents of Berkeley. The Berkeley Marina is truly a gem, and the city should be proud to offer a free and accessible option for their residents to enjoy the Bay. Charging for parking is a big step in the wrong direction. It will push out lower income residents, clog up the few free parking areas that remain, and generate little to no revenue for the City once administrative costs are taken into account. It is quite literally one of the biggest lose-lose scenarios I have ever seen. Taking public transit or a bike to the waterfront are good options, but unfortunately if you plan on going on the water then you tend to have gear you are bringing with you (such as a wetsuit, life jacket, and safety gear) so a standard bike without a cargo rack isn't sufficient and frankly no one wants to sit next to my wetsuit on the bus. Keeping the parking free in the Marina will help the city's residents and keep the Bay accessible for everyone.

Fair winds and following seas,

- James C.

From: [Grace Huckins](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](#); [Isley, Olivia@BCDC](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 9:39:01 AM
Attachments: [Berkeley Waterfront Parking Project.msg](#)

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From: [Grace Huckins](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 9:38:56 AM

Hello,

I'm writing in regard to the plan to charge for parking on the Berkeley Marina. I've been a volunteer and a member at Cal Sailing Club for several years, and I truly believe that it is one of the very best things that Berkeley has to offer. Part of what is so extraordinary about it is its accessibility: Sailing and windsurfing are often expensive and exclusive sports, but anyone can take advantage of everything that CSC has to offer without paying a dime, as long as they volunteer their time.

Because of CSC's location, it is impractical to get there without a car for anyone who lives much farther away than West Berkeley—the bus service that does exist is infrequent, and it's difficult to navigate with damp wetsuits and other gear. So the free parking that has been available on the marina up until now is a key part of what makes CSC so accessible to such a wide swath of Berkeley and Bay Area residents. Charging for parking on the marina would compromise part of what makes CSC—and Berkeley—so great.

Sincerely,

Grace Huckins

From: [Karina Kedo](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 7:53:42 AM

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Good morning,

I'd like to share my opposition to the proposed project to charge parking fees at the Berkeley Waterfront. As a Berkeley resident and frequent visitor to the waterfront, I see regularly the diversity of families and individuals who use the waterfront for gatherings and recreational activities. Charging for parking in this area will make the waterfront dramatically less accessible to many of these individuals, and increase operating costs of services on the waterfront such as the Cal Sailing Club. Please vote no on this proposed project.

Best regards

Karina Kedo

hello@karinakedo.com

From: [Michael Will](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 7:26:32 AM

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The Berkeley Sailing Club at its open house yesterday, was giving boat-rides to 350 individuals of all walks of life, almost 100 of them children, some of which came specifically for the event, and some of which had just walked by and were curious and pleasantly surprised.

This non-profit club is entirely volunteer run, and exists through people's ability and willingness to come to the marina and stay for many hours donating their time, spreading their enthusiasm and love for water sports at the stunningly beautiful Berkeley Marina.

I have observed that often low-income citizens wanting to help out other less privileged parts of the community are especially generous with their time and efforts, and I worry that they will no longer be able to afford to do this, should the unlimited free access to parking be taken away.

This club is just one example that I am personally intimately familiar with, there are others close by that would likewise be affected, such as Cal Adventures.

Please reconsider the plan of starting charging for parking and limiting access time to the Berkeley Marina, as this will have large negative effects potentially not taken into account yet.

Thank you so much for your kind consideration,

Michael Will

From: [David Caruso-Radin](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 7:08:35 AM

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Good morning,

I was deeply troubled to learn that the parking at the South Cove of the Berkeley Waterfront was going to become 4 hours only. This would greatly hamper the ability of Kayakers to use this launch as kayaking in the bay can often be over 4 hours in length.

I hope you reconsider this plan. Thanks for your attention to this matter.

Peace,
Dr. David Caruso-Radin,
L Ac, DAIM, MQP, Dipl. ABT
www.davidcarusoradin.com

*"Out beyond the ideas of wrong-doing and right-doing, there is a field.
I'll meet you there."
- Jalāl-ad-Dīn Muhammad Rumi*

*"Normality is a paved road. It's comfortable to walk on but no flowers grow on it."
- Vincent Van Gogh*

*"Keep the company of those who seek the truth. Run from those who have found it."
- Václav Havel*

From: [stan hughes](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Tuesday, August 4, 2026 5:55:17 AM

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

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Please do not add 4 hour limit parking meters. I kayak from there and this change wil make it difficult or nearly impossible to kayak from here.

Regards,
Stan Hughes

From: [Gary Prost](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Berkeley Waterfront Parking Project, South Basin Paid Parking
Date: Tuesday, August 4, 2026 12:18:41 PM

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Honorable Mayor Ishii and Berkeley City Council:

Isn't everything already expensive enough? Now we'll have to pay to use Shorebird Park, young families will have to pay to use the Adventure Playground, and everyone will have to pay to use the all volunteer Cal Sailing Club and youth-oriented Cal Adventures? You are going to drive families away from these amazing facilities that have till now been among the rare affordable activities in the entire East Bay. And why, just so the city can make a few extra bucks? What happened to you? Where is your civic pride?

Sincerely,

Gary Prost
Retired/volunteer, Cal Sailing Club

--

Gary L. Prost PhD
garyprost01@gmail.com
<http://garyprostgeology.com/>
www.crcpress.com/9781498756082
<https://www.heydaybooks.com/catalog/rocks-and-riches/>

From: [Jeb Evans](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking Project
Date: Wednesday, August 5, 2026 9:11:50 AM

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Hello—

Please don't limit parking to four hours at Berkeley Marina during day use. People boating are often out more than four hours.

I'm not sure if parking meters have already been approved, but if not—please do not put them in. Leave parking simple for goodness sakes. Who needs added stress when going to the Berkeley Marina for recreational time? Really. Who benefits from these new measures? Fix the pier instead. That's a gem of Berkeley and instead we have a run down depressing eye sore chain link gate. Opposite of inviting.

The Berkeley Pier is a landmark waterfront piece and should be made to be open to all. Prioritize getting it open and inviting again ala what San Francisco has done for many of the old piers along the waterfront.

Thank you for considering,

Jeb Evans
2418 10th Street
West Berkeley

JE

Sent from my cell

From: [Jennie Stark](#)
To: [BCDC Public Comment](#)
Subject: Berkeley Waterfront Parking
Date: Tuesday, August 4, 2026 7:27:31 PM

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Jennie Stark
Jennielstark@gmail.com

August 4, 2026

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask

the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in Nature Communications by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free

afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what

on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains

fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1. Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.
2. Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3. Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.

4. Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Jennie Stark, Berkeley resident

Sent from my iPhone

From: [Eric Arens](#)
To: [BCDC Public Comment](#)
Subject: Berkeley marina parking
Date: Tuesday, August 4, 2026 10:27:22 PM

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Hello,

Please do not allow the City of Berkeley to charge for parking at the marina. Parks are good for people. Many people need cars to go to the park to take kids, take wind boards and kayaks, take their old worn out bodies, or take picnic food. Please do not make a disincentive for rich and poor people and for people near and far from the marina. BCDC has greatly improved San Francisco Bay, and please make it as enticing as possible to go the Bay.

Thanks,
John "Eric" Arens
1501 Campus Drive, Berkeley 94708
Eric Arens <ericarens@comcast.net>
510-841-6022

From: [Nick Romeo](#)
To: [BCDC Public Comment](#)
Subject: Berkeley resident comments on waterfront parking
Date: Tuesday, August 4, 2026 5:41:03 PM

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My name is Nick Romeo, and I live in Berkeley. I'm writing to strongly oppose the proposal to charge fees for parking at the marina. This is a terrible idea. It's one of the few free nice things in Berkeley. I know lots of people who are swimmers, walkers, families who have picnics out there, who would use the area less if you charge money for it. This is actually a chance for Berkeley to live up to its professed progressive values.

--

Nick Romeo

<https://journalism.berkeley.edu/person/nick-romeo/>

From: [Larry Moss](#)
To: [BCDC Public Comment](#); [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Cc: [Louise Glass](#)
Subject: Berkeley waterfront hearing August 6, 2026; public comment for the record
Date: Wednesday, August 5, 2026 8:10:27 AM

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

Submitted via email

As regards the issue of the Berkeley Marina planning and associated parking I am writing on behalf of the Bay Area Sea Kayakers (BASK) a club of about 700 members in and around the Bay area. Our members often use the Berkeley Marina low dock for kayak trips and practice. Most of these trips or exercises take more than four (4) hours. It is not feasible for kayakers paddling to destinations like Angel Island or San Francisco's waterfront to make it back in 4 hours. Accordingly, should a parking time limit be implemented it will make the low dock at the Berkeley Marina a place to be avoided, as opposed to the intent of a recreation area to be accessible. Furthermore, while charging for parking is becoming a norm, it seems inconsistent with making a recreation area accessible to all, whether they can afford it or not. If the intent is to get people to use public transportation it is totally inconsistent with a kayak being transported to the Berkeley Marina in anything other than a personal car. While our members carpool whenever necessary, there is no public transportation that would accommodate transporting a kayak and related necessary gear.

To that end, BASK hopes BCDC rejects a proposal to set time limits as well as parking fees in the South Cove/J&K parking lots near the Berkeley low dock area.

Larry Moss

BASK President

lmossca@comcast.net

From: [Sarah Peach](#)
To: [BCDC Public Comment](#)
Subject: Berkeley waterfront parking project
Date: Monday, August 3, 2026 5:52:00 PM

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As a member and volunteer sailing instructor of the Cal Sailing club I am a frequent (weekly) user of the waterfront and would like to register my objection to the proposal to charge for waterfront parking. One of the best events the Cal Sailing club organizes is a monthly Open House that provides free boat rides to all. These events are unique and allow anyone in our community to enjoy the bay at no cost. The installation of paid parking will mean the rides are no longer free - turning a wonderfully accessible and affordable moment of communal joy into another marginal revenue opportunity for the city. Please don't charge for parking at the waterfront.

Sarah Peach

From: [Anthony Marino](#)
To: [BCDC Public Comment](#)
Subject: Berkley Marina Parking
Date: Monday, August 3, 2026 5:47:40 PM

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As a volunteer member of Cal Sailing Club having to pay for parking will certainly be a disincentive for me to come out to teach new sailors on the weekend.

I have not found the parking situation bad when arriving in the morning or later in the afternoon. Even on busy days like the Berkley Marina open house I am generally able to find parking.

Hopefully the paid parking initiative will be reconsidered so that the Marina and volunteer teaching community remains accessible to all.

Regards,
Anthony Marino

From: [Chuck Cornwall](#)
To: [BCDC Public Comment](#)
Subject: City of Berkeley application to establish parking fees in the marina, Application 2026-05-06
Date: Tuesday, August 4, 2026 12:14:02 PM

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Dear BCDC Commissioners and Staff Members,

The Commission should decline to approve this application, or at minimum defer action, because:

1) the application understates the true scope and context of the parking plan for the Berkeley Waterfront and Marina. This plan will undoubtedly diminish public access to public trust land. This is the first phase 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.

2) The proposed 4-hour parking limits are proposed in lots used by recreationalists that include sailors, windsurfers, swimmers, kayakers, fishermen, picnickers and others who currently spend more than 4 hours at the Berkeley Marina. As a kayaker and member of a kayak club, the 4-hour limit would mean this location would no longer work for us as a launch site for Bay paddles and as a location for our teaching clinics.

3) Paid parking will reduce the visits and use of the Berkeley Marina by lower income residents.

The parking fees impact not only Berkeley residents but also many regional visitors who would not visit due to the parking fees, so that the policy also discriminates against non-Berkeley residents, contrary to public trust requirements.

The Commission should deny the application , or defer action for submission and review of the full Pier-Ferry Parking Management Implementation Plan.

Thank you for your consideration,
Chuck Cornwall
Berkeley resident and marina user

From: consulting.geologist594@passmail.com
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Ilsey, Olivia@BCDC](mailto:Ilsey.Olivia@BCDC)
Subject: Comment on Berkeley waterfront parking changes, BCDC Permit Application No. M2026.018.00
Date: Wednesday, August 5, 2026 10:00:15 AM

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Hello,

I am someone whose life has been immeasurably improved by free, easy access to the Berkeley waterfront and I am deeply disappointed by the idea that others may not be able to experience the joy and sense of community that I have after stopping in for one of Cal Sailing Club's (CSC) open houses almost three years ago. I am a member of the club, but not speaking on its behalf.

I live and work in Alameda, where there are luckily many options for waterfront access, but three years ago when I decided I wanted to find a club to try sailing again, I went out of my way to go to a CSC open house after hearing about it from a friend and have never regretted it. After an hour-long wait in a long line of excited people, I was on the bay for the first time. I was hooked -- I signed up for the club within 15 minutes of hitting the dock. Since then I've probably averaged 3-4 days a week on the water, mostly in Berkeley. It's my therapy and how I socialize with friends. The training I have received at CSC has yielded great experiences and friendships sailing in the bay, along the coast, and even up into the Delta.

I particularly enjoy sharing the magic and wonder of the waterfront with people who never thought they would be able to get out on the bay. I sail at clubs around the bay, and Cal Sailing is unique in having such a diverse membership across all colors, creeds and economic classes.

I'm convinced that this pocket of diversity in the sailing world will be limited to only the privileged without free and equitable access to parking at the waterfront. I am currently lucky enough to be in a financial position where I can pay the parking fees, but I know many who can't. The club is a support system for many of these people who not only sail, but also benefit from the generosity of the club and pay that back by opening up access to the bay with rides and teaching.

The \$200k-ish that the city plans to extract every year from the least privileged users of the the waterfront through parking is a paltry sum in the scheme of city budgets (I've seen million-dollar budgets for plant installation in Berkeley!). It comes at the cost of immeasurable damage to a community of underprivileged waterfront users who will be pushed out. I urge you to deny the permit application and keep the waterfront equitable, and keep a highly unique pocket of the sailing world alive.

Thank you for you consideration.
Matt Daniel

From: [Moir Kenney](#)
To: [BCDC Public Comment](#)
Subject: Comment on Item 7: Administrative Matters for 08.06.26 - BCDC Permit Application No. M2026.018.00
Date: Tuesday, August 4, 2026 10:58:16 AM
Attachments: [Kenney Letter - Comment for 4 August meeting.pdf](#)

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Please see attached public comment.

Moir Kenney
510 637 8153

4 August 2026

Comment on BCDC Permit Application M2026.018.00: Berkeley Waterfront Parking

To: publiccomment@bcdcc.ca.gov

Dear Members of the San Francisco Bay Conservation and Development Commission,

I am writing as a Berkeley resident, urban planner, and regular visitor (sailor, swimmer, cyclist, walker) at the Marina. Depending on the day, I bike or drive to the waterfront, so I see this issue from both sides of the parking question — and I want to flag a piecemealing concern that warrants the Commission's attention.

The City's own planning documents show that the paid parking now proposed for South Cove West, South Cove East, and J/K lots was developed as one demand-management option among several considered specifically to manage parking for the not-yet-approved ferry project — not as a standalone recreational parking measure. The City's *May 8, 2026 Draft Parking Management Implementation Plan* confirms this: it treats these same three lots as the foundation of the ferry's Year 1 parking strategy, layering on 4-hour duration limits and an early-bird full-day option, and it states that the plan is meant to go through public review and revision before being submitted to BCDC as part of the ferry project's permit application.

In other words, the City is rolling out — lot by lot, fee by fee — the very parking regime that the ferry Draft EIR states should and will be evaluated as a whole. This is exactly the kind of segmentation that undermines meaningful environmental and public access review: separating the parking fees from the ferry terminal work, from the Waterfront Specific Plan, and from the proposed HS Lordship's lease lets each piece look modest in isolation, while the cumulative effect is a steady narrowing of free, accessible parking along the southern waterfront. Once fee infrastructure and revenue flows are in place lot-by-lot, there is little practical likelihood that the "full" ferry parking review will meaningfully reconsider what has already been implemented on the ground.

I'd ask the Commission to hold on this proposal and prepare to evaluate the City's ongoing parking fee rollout as inseparable from its review of the Berkeley Water Transportation Ferry Pier Project Parking Management Plan, and to weigh the cumulative erosion of low-cost southern waterfront access that results from approving these pieces one at a time.

Thank you for your consideration.

A handwritten signature in blue ink, appearing to read "Moira Kenney".

Moira Kenney, Berkeley resident

From: [julie bongers](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](#); [Isley, Olivia@BCDC](#)
Subject: Comment re City of Berkeley's Berkeley Marina plans for paid parking to be considered at 8/6 bcdc mtg
Date: Wednesday, August 5, 2026 8:38:31 AM
Attachments: [Berkeley marina parking letter to bay conservation and development commission.pages](#)

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Dear BCDC Chair Zachary Wasserman, BCDC Commissioners, and All Relevant BCDC Staff,

Please see the attached letter with my comments concerning the City of Berkeley's disturbingly problematic application to charge for parking at the Berkeley Marina (currently only for select lots, but with written plans to extend the parking fees to lots that this current application refers to as providing ample free parking nearby.

Due to difficulties exporting that formal letter from Pages to a more accessible program (WORD or PDF) I also include the text of that letter here:

I am disturbed by the city of Berkeley's plans to charge visitors at the Berkeley Marina for parking and/or to limit parking times there. For nigh on twenty years I've been living in a small apartment near the Berkeley border in North Oakland and before that at addresses in West Berkeley and West Oakland, and as a single woman without any garden or outdoors space at home, I profoundly appreciate spaces where I feel safe to go and spend long periods alone. There are few of those nearby, and one of those few is the Berkeley Marina, a place I frequent for some of the recreational opportunities it offers, including walking, birding, and drawing on the pier (before it closed), around the Marina slips and the Cal Sailing Club, and in the wild areas. I also go there for festivals, and to join members of the sailing club in their boats on the water, and before the ladder broke, I went there to swim. For me, being charged for parking will have me thinking twice before going to and will reduce the ease of enjoying the Marina as I'm accustomed to.

Moreover, I have read the City of Berkeley's application to and find it problematic and misrepresentative at least, if not outright dishonest. How is it misrepresentative? You've received a letter from Allison Granzilla that I've read twice and that elucidates her and others' relevant concerns, and with which I completely concur, and so will only extract selections to reinforce my

request that you give Allison's more fully elaborated concerns careful review and consideration:

"The Commission should decline to approve this application, or at minimum defer action, because the application materially understates the true scope and context of the parking plan for the Berkeley Waterfront and Marina. This plan will undoubtedly diminish public access to public trust land. The application presents a narrow, seemingly modest paid-parking pilot — three lots, 273 spaces, "significant nearby free public parking" — while omitting that it is one early phase 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.

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

The application describes the project as covering only "3 of the 11 existing Waterfront lots," representing "approximately 20% of total public Waterfront parking," ... 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. This is not a fringe interpretation. 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 (BMASP → Waterfront Specific Plan → Pier/Ferry plan) find that separation difficult to credit given that all these areas in question are at the same waterfront within a quarter mile of each other. CEQA exemption claim may well apply and 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.

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

The application justifies the fee program by pointing to the Marina Fund's "significant operating deficit." Again, this omits important context ... 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 deficit is largely a product of how the City chooses to spend the Marina Fund. The report found that 65% on the funds are being spent on park maintenance, the nature center, general recreation, 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, it comfortably clears its lending ratios meaning boaters' own fees already cover boating's own costs. The perceived "deficit" exists because non-boating park and recreation spending is being charged against that same fund. This has resulted in the fund failing the state's lending standards and closing the door on state funding sources.

This matters to the BCDC Commission because the application relies on this same "structural deficit" to justify the fee 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. The City could instead follow the state lender's recommendation to reallocate non-boating costs to the General Fund or Parks Tax before converting more public trust shoreline parking into paid parking. As a matter of fact,

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Berkeley voters have already approved a funding source designed to do exactly this by passing measure Y in November 2024 with 75% voter approval.

...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.

BCDC's mandate under the McAteer-Petris Act is to ensure "maximum feasible public access" to the Bay and shoreline in projects within its jurisdiction, and 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."

Reviewing this three-lot 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

July 10, 2026 4

exactly the kind of piecemeal review that understates cumulative effects on public access. ... 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.

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 a public-access condition (fee levels, hours, enforcement) without a defined process for BCDC or public review of those changes. ...

The application itself documents (Attachment 1, Box 1) that the site is held under the 1913 state tidelands grant to the City of Berkeley — a public trust conveyance made expressly "for the establishment... of a harbor" and public uses, with the state retaining reversion rights if the trust purposes aren't fulfilled. Converting recreational parking that serves public trust uses (boating, fishing, swimming, sailing) into a revenue-generating fee system for a general municipal fund deficit sits in some tension with the trust's original public-benefit purpose, and the Commission — as the permitting body for this trust tideland — 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's maximum-feasible-public-access standard, and the Commission should not approve it on the limited record presented.

July 10, 2026 5

Recommendation

The Commission should either (a) deny the application without prejudice pending submission of the full Pier-Ferry Parking Management Implementation Plan for consolidated review, or (b) require the applicant to supplement the record with: a 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."

Thank you for taking the time to read my comments.

All best wishes,

Julie Bongers

grateful to be living on Lisjan/Ohlone and black-crowned night heron lands and waters

From: [CHRISTINA K](#)
To: [BCDC Public Comment](#)
Subject: Comments about City of Berkeley and Berkeley Marina Plans
Date: Sunday, August 2, 2026 8:46:00 PM

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I am a lifelong resident of the City of Berkeley and have seen the city change over my 60 years of life. One of the things that I love about the Berkeley Marina is that it is a place of diversity and provides access to peoples of all walks of life.

When my mother was a child the car ferry was how her family got to San Francisco. At the end of her life, she loved doing what we, as a family had been doing for so long - getting take-out (usually Seabreeze Market) and sitting in our car to watch the sunset. As my son was growing up, we would do the same. Sometimes we would bike to Seabird Park or Adventure Playground for picnics and adventures, but often we would go by car, and we would usually stop by, you got it, Seabreeze Market.

I am concerned about the plans that the City has for the waterfront. Most imminently, I am concerned about the idea of introducing paid parking to the area, but also the idea of taking away parking spots that look directly onto the water along Seawall Drive. Both of these moves seem to me a formula that will wedge out usage of the Marina by low-income families and, taken together, will change the character of the waterfront forever. When my mother was a child, the "goats" had the big houses in the hills but those in her class had, at least, the waterfront when the working day was over. Berkeley has working class roots. Please don't block Berkeley off for just those who can afford to pay to park.

Christina Kossa

From: [Jennifer Kardos](#)
To: [BCDC Public Comment](#)
Subject: Don't limit parking to 4 hours
Date: Tuesday, August 4, 2026 11:36:11 AM

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We love to kayak and park our cars here. We rarely come off the water in 4 hours and really need a longer time period can you please consider a minimum of 6 and really 8 would better for the longer paddles against the wind and it takes longer to get back. I don't think they will accept a I was late because of the wind excuse for going over the time. Please help the recreational users.

Thanks,

Jennifer Kardos
President
Western Sea Kayakers.
650 787 7802

From: [Lucie Ericksen](#)
To: [BCDC Public Comment](#)
Subject: Fee for parking at the Berkeley Marina
Date: Wednesday, August 5, 2026 8:22:30 AM

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Lucie Ericksen

Lucie4@mac.com

August 5, 2026

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510
San Francisco, CA 94105

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people

who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in *Nature Communications* by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated

\$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.

Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.

Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.

Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Lucie Ericksen

From: Reception@BCDC
To: [BCDC Public Comment](#)
Subject: Fw: Berkeley Waterfront Parking Project - NO MARINA PARKING FEES, PLEASE!
Date: Wednesday, August 5, 2026 12:35:52 PM

Thank you,
BCDC Reception
Celida Moran

From: ML <mermaidssail@yahoo.com>
Sent: Wednesday, August 5, 2026 12:51 AM
To: erin...@hotmail.com <erin...@hotmail.com>; allan...@sbcglobal.net <allan...@sbcglobal.net>; rmi...@berkeleyca.gov <rmi...@berkeleyca.gov>; ais...@berkeleyca.gov <ais...@berkeleyca.gov>; ma...@berkeleyca.gov <ma...@berkeleyca.gov>; cou...@berkeleyca.gov <cou...@berkeleyca.gov>; tta...@berkeleyca.gov <tta...@berkeleyca.gov>; rkesa...@berkeleyca.gov <rkesa...@berkeleyca.gov>; bbar...@berkeleyca.gov <bbar...@berkeleyca.gov>; cluna...@berkeleyca.gov <cluna...@berkeleyca.gov>; mhum...@berkeleyca.gov <mhum...@berkeleyca.gov>; itr...@berkeleyca.gov <itr...@berkeleyca.gov>; bbla...@berkeleyca.gov <bbla...@berkeleyca.gov>; sok...@berkeleyca.gov <sok...@berkeleyca.gov>; SFe...@cityofberkeley.info <SFe...@cityofberkeley.info>; sfe...@cityofberkeley.info <sfe...@cityofberkeley.info>; Ne...@CityofBerkeley.info <Ne...@CityofBerkeley.info>; ne...@cityofberkeley.info <ne...@cityofberkeley.info>; lmcn...@berkeleyca.gov <lmcn...@berkeleyca.gov>; CMan...@berkeleyca.gov <CMan...@berkeleyca.gov>; cman...@berkeleyca.gov <cman...@berkeleyca.gov>; BM...@cityofberkeley.info <BM...@cityofberkeley.info>; bm...@cityofberkeley.info <bm...@cityofberkeley.info>; policyc...@berkeleyca.gov <policyc...@berkeleyca.gov>; Reception@BCDC <reception@bcdc.ca.gov>; Gervase, Rylan@BCDC <rylan.gervase@bcdc.ca.gov>; Abad, Reggie@BCDC <reggie.abad@bcdc.ca.gov>; BCDC Legal <legal@bcdc.ca.gov>
Subject: Berkeley Waterfront Parking Project - NO MARINA PARKING FEES, PLEASE!

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To the decision makers,

This is a request to halt the parking fees scheduled to begin in the South Basin, for the following reasons:

By law, the City can't discriminate between businesses, nor people, and yet these parking charges do.

Cal Sailing (a non-profit), Cal Adventures, and Adventure Playground are being targeted, whereas other Marina businesses are not.

Women and minorities are being targeted, since these fees more than double the cost of becoming a Junior or advanced Skipper at Cal Sailing Club, a non profit designed to make sailing and windsurfing accessible to all. Visitors to Adventure Playground appear to be predominately women and minorities. Proportionately, women and minorities make significantly less money than our white male counter-parts.

In short, you are discriminating against me.

If these fees go through, I will seek to sue the City and I will get as much media attention as possible, since I would not be an advanced sailor today if such parking fees were in place when I joined Cal Sailing almost 30 years ago. I was one of only a few women at CSC then,c and there were years I was one of only 2 or 3 active female skippers with an advanced sailing rating, compared to the hundreds of male CSC members.

Many of our members come from too far away to reasonably take public transit. I was living in Marin when I joined Cal Sailing, and I actually moved to the East Bay to be closer to this community.

These fees also harm the wonderful establishments drawing positive attention to our Marina and providing access to sailing for all. Cal Sailing is providing a rare and precious gift to our community and beyond by making sailing and windsurfing accessible to everyone. This will no longer be true if these parking fees go into effect.

We are in international guide books! That's a lot of positive attention for our quiet marina.

Make no mistake, sailing is predominantly a rich white man's sport, and these parking fees reinforce that fact.

The "nearby" free parking is almost a mile away, which is cumbersome if you're carrying heavy gear. And much of that parking is taken up by the Hotel Guests who don't want to pay the expensive Doubletree hotel parking, so they park across the street, taking up many of the waterside and parkside parking spaces.

And, as per the Mayor's comments during the City's hearing on this matter, these fees are actually a direct and proximate result of the hotel owing the City so much money and the City deciding to recoup it's losses with these parking fees. That is favoritism and discrimination re the Marina businesses, especially when there is ample free parking surrounding the hotel.

Additionally, the City has not provided adequate information about the costs involved in enforcing this parking, so it's not clear it will actually yield a significant profit. But it will certainly cause significant harm.

Please rethink this. You are causing harm. It's not right.

Sincerely,
Malu Lujan

From: [Claudia Kawczynska](#)
To: [BCDC Public Comment](#); Martien.Lindsay@BCDC; Isley.Olivia@BCDC
Subject: Item 7 Aug 6, Proposed Parking Fees Berkeley Marina
Date: Wednesday, August 5, 2026 9:42:53 AM
Attachments: [BCDC parking Kawczynska.pdf](#)
[Letters Parking Fee Waterfront.docx](#)

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

RE: BCDC August 6 2026, Item #7, Commission Consideration of Administrative Matters,
Proposed Parking Fees at Berkeley Waterfront

City of Berkeley's proposed Parking fees at the Marina should be rejected

Dear BCDC Commissioners and Staff,

Recently I have served on Berkeley's Parks, Recreation and Waterfront Commission (PRWC) for more than nine years, but resigned my position after the department staff brought this item to the city council without it first being fully discussed at the commission level. At that time I was serving as the vice-chair, and from 2023 to 2024, I was the Chair of the commission. In that role I headed Measure Y, a successful parks tax campaign, that not only increased the parks tax but allocated a large portion (\$1.5M) of that annual increase to park maintenance in the Waterfront in the hope that would relieve the long ailing Marina Fund. Three decades ago I also served on the Waterfront Commission, and then spearheaded the establishment of the Off Leash Area at the North Waterfront Park. I mention all that to demonstrate that I am very familiar with the Berkeley Waterfront and have been long acquainted with all aspects of its management and operations. I believe the proposal for paid parking in the south basin parking lots of the waterfront should be rejected by you for many of the same reasons that Erin Diehm, also a former PRW commissioner, so eloquently presented to you. Its public planning process has been deeply flawed for one. One of the salient reasons given by the department for establishing paid parking in 2025, and not waiting for the Pier/Ferry project parking plan permit to come to this body, is that the Doubletree Hotel, in 2024-2025 was not paying its rent. The reasoning lead the PRW department to suggest other long-overdue fees increases for other activities at the Waterfront. By the time that the parking fee idea, which marked a totally different approach from just an increase of a current fee program, came up, the hotel had fulfilled their rent

obligations, hence the prime “reason” for this program had been erased.

Parking Plan and the City Council

The plan that bypassed the commission was presented to the public June 24, 2025, it originally had been set for the June 17 council meeting, but was held back. The public had been informed, with only scant details, that a paid parking idea was going to be discussed by the council, and many wrote their comment letters for that meeting, but when it was rescheduled, many more wrote letters, to a total of more than 500 letters. And even for Berkeley with a rich history of public commenting, that to me was some kind of record (I've attached a sampling of those letters). The staff's presentation of the paid parking plan to the council was the first time that any of us, on the PRWC, the general public or marina advocates, saw the more detailed plan, it was NOT available in advance in the council's agenda packet (as it ought to have been), so there was no opportunity for any advanced review. That is not the fair or transparent way to assess a matter that is bound to change the very recreational ecosystem of the marina. As for the plan you have before you today, it is very light on specifics, including any cost/benefit analysis for its operation. Obviously it won't bring in its estimated \$185K/annual immediately. And what is accounted for in this estimate on both the revenue and expense sides? How many “all day fees” or more importantly how many \$500 annual fees total up to \$185K without accounting for the expenses involved in running such a program? Will cars be towed? How will people contest tickets? So many questions, so few answers, including how the public will be informed. Added to that, since 2025 due to a huge budget short fall the marina has lost its manager position and other key positions, it is hard to see how they can not only manage to not only install such a new program but to operate and evaluate it.

Confusion over parking plans—this one or the Pier/Ferry one

One of the worst aspects of this permit application is that because of the piecemeal planning process for the Pier/Ferry and *its* parking plan, there are operational conflicts between the two. Such as, this current one has a \$1/hr and \$6/day parking limit but it gives no definition to what is meant by a “day.” In the Pier/Ferry plan those same lots will be further encumbered by a parking limit of only 4 hours, so today a “day” might mean more hours that in the very near future could be demoted to 4 hours! The plan you are reviewing has a \$500/annual fee for those who could afford such an exorbitant rate, but just recently in the Pier/Ferry plan we have been told that annual fee had been dropped because of concerns that ferry commuters will be the ones to take advantage of it (and afford it). The public and all the nonprofits who have made the Berkeley waterfront into one of the most robust and welcoming destinations for recreationists and the general public in the Bay Area deserves a lot better treatment than this scattershot approach to parking management.

You might see some comments in your packet that reference elements of the Pier/Ferry parking plan, not that one before you now. So some letters might reflect that confusion and

mention that the Skates parking lot, that staff has assigned for ferry parking, might not be in the mix because in the Waterfront Specific Plan that area was allocated to a hotel and its parking. But that only proves that even those with a vast amount of experience in working through agency and public processes find it difficult to track. Even the staff person assigned to the Pier/Ferry plan admits that she really isn't the person to discuss this parking plan with, and isn't familiar with its specifics. And to make matters even worse, the Pier/Ferry plan will come directly to you from the staff without its final version reviewed by the PRWC or the city council! And to throw even more confusion into the mix, the COB will be trying to finalize their long drawn out WSP (if they find the money to do so) so besides this parking plan, you'll have the Pier/Ferry and the finalized WSP to review.

Basically, I am hoping you can see that providing a permit to Berkeley for a paid parking plan at this time might not be the prudent idea right now. Just wait a few months when you will be reviewing the EIR for the Pier/Ferry with its parking plan and its relevant data to more fairly assess how this all will work. And then, hopefully, that determination will result in a parking solution that will not adversely affect the public's visitation and enjoyment of the marina.

Thank you for your consideration.

Claudia Kawczynska

Former Chair of Berkeley's Parks, Recreation and Waterfront Commission

Berkeley, California

claudia94710@gmail.com

From: [Leslie Absher](#)
To: [BCDC Public Comment](#)
Subject: Keep Parking at Berkely Marina Free!
Date: Monday, August 3, 2026 9:41:51 AM

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

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Hello,

I am a regular swimmer at the marina and a member of the swim group East Bay Open Water.

I strongly oppose charging a fee for parking at the marina. When I swim at the marina, I see many folks eating lunch in their cars looking out at the water. I see elderly folks walking the path or sitting on the bench, enjoying the view.

I ffeear that charging a parking fee will mean that every day folks can no longer do this. Who will pay to sit on a bench? The Bay belongs to all of us.

Why create a barrier for people to access it ?

I am totally opposed to charging to park at the marina. Let's keep the Marina accessible for everyone.

[Leslie Absher](#)

Author, Journalist

[*Spy Daughter. Queer Girl*](#)

From: [Julia Collins](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: Letter in Opposition of BDCD Permit Application M2026.018.00: Berkeley Waterfront Parking
Date: Monday, August 3, 2026 11:55:13 AM
Attachments: [letter to city council 6-15-2025.pdf](#)

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

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Dear Members San Francisco Bay Conservation and Development Commission,

My name is Julia Collins, I am a resident of Berkeley. I am writing to express my opposition to the application from the City of Berkeley to implement a parking fee plan at the Berkeley Marina South Cove J and K dock lots.

I currently spend much of my free time at the Berkeley Marina, where I enjoy swimming off of the public docks, windsurfing, and sailing at the Cal Sailing Club. For me a principle draw of the marina is that it is a space where I can access the water for free. I, like many members of the Cal Sailing Club, opt to pay for my membership using volunteer hours, an opportunity which allows people with a variety of financial circumstances to access water recreation that would otherwise be inaccessible due to cost barriers.

As a swimmer, the only publicly accessible swimming docks at the Berkeley Marina are those in the South Basin adjacent to the proposed fee area. This project will have a direct negative impact on people wishing to use these docks for swimming and other forms of recreation. This is especially true for lower income people for whom \$6 a day or \$500 a year parking passes present a major barrier to access.

In June 2025 I wrote a letter to the City Council when this fee proposal was first introduced outlining my concerns about the impact this would have on shoreline recreation. I received an email reply back from Councilwoman Rashmi Kesarwani explaining that the fees were being introduced to cover a deficit in the Marina Fund caused by The DoubleTree Hotel's delinquency in paying rent to the city (I have attached my letter and response from the City Council to this letter). I believe it is unconscionable for the city to expect those who are seeking public access to the shore to shoulder the financial consequences of corporate delinquency, especially when no plan has been made to ensure equitable access to low income users.

On the BCDC website it states that "State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access." I strongly believe this proposal by the city of Berkeley is in direct opposition to the BCDCs mandate to ensure as much barrier-free access to the shoreline as possible.

I strongly encourage BCDC to reject this application from the City of Berkeley to ensure continued free shoreline access to the South Cove of the Berkeley Marina.

Thank you for your consideration,

Julia Collins



Julia Collins <ladybugjmc@gmail.com>

Marina parking proposal

3 messages

Julia Collins <Julia.Collins.M@gmail.com>
To: council@berkeleyca.gov

Sun, Jun 15, 2025 at 7:49 PM

Hi,

I am a Berkeley Resident and spend much of my free time at the Berkeley Marina, where I enjoy swimming off of the public docks, windsurfing, and sailing at the Cal Sailing Club. I believe that parks should be free and accessible to the public and am concerned about the impact that this proposal will have on making the marina a less hospitable environment especially for lower-income residents. As someone who primarily bikes and uses public transportation I am not opposed to parking fees in principle, but the decision to only charge for these particular lots feels like a proposal that unfairly targets swimmers and small craft users at the South Sailing Basin. I feel like the city would be better served by a parking policy that is uniform in price across the marina and which allows lower income residents to park for free. I urge you to reconsider this proposal.

Best,

Julia Collins

Kesarwani, Rashi <RKesarwani@berkeleyca.gov>
To: Julia Collins <Julia.Collins.M@gmail.com>

Mon, Jun 16, 2025 at 2:02 PM

Dear Julia,

Thank you for contacting my office about the proposed parking fees for three specific lots at the Berkeley Marina. This change is being proposed by our City Manager because our Marina Fund is facing a \$1.3 million structural deficit largely driven by the [DoubleTree Hotel being delinquent on rent](#) owed to the City for the buildings it leases at the marina. The hotel's financial challenges reflect a regional decline in hotel revenue across the San Francisco Bay Area since the pandemic, leaving the City with no good options to offset the revenue loss. You can learn more about the Marina Fund condition by viewing the recent [presentation](#) given to the Council's Budget and Finance Policy Committee.

Under these dire financial circumstances, the City is forced to consider how to increase revenue in an equitable manner. The intention in proposing a small parking fee to park a vehicle at the **South Cove East Lot, South Cove West Lot, or J/K Lot** is to charge users who wish to park in close proximity to the recreational water sports activities located at the South Cove, which will continue to be available for free. I want to note that this **proposed change does not impact users of Cesar Chavez Park**, with all parking areas near the park remaining free to all users. Aside from the three lots proposed for a parking fee, there are numerous other parking lots in the marina that would remain available free of charge, as shown below.



This [proposal](#) will be considered at tomorrow's City Council meeting. I want to assure you that I am committed to ensuring that our Marina Fund remains in good fiscal condition so that we can continue to make necessary repairs and improvements so that our waterfront remains accessible and available to all.

Please let me know if you have any follow up questions. Thank you again for reaching out to my office.

Sincerely,

Councilmember Rashi Kesarwani

Rashi Kesarwani (she/her)

Council Member, District 1

rkesarwani@berkeleyca.gov

Office: (510) 981-7110

Visit My Website: <http://www.rashikesarwani.com/>

Sign up for our District Newsletter

From: Julia Collins <Julia.Collins.M@gmail.com>

Sent: Sunday, June 15, 2025 7:49 PM

To: All Council <council@berkeleyca.gov>

Subject: Marina parking proposal

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

[Quoted text hidden]

Julia Collins <Julia.Collins.M@gmail.com>
To: "Kesarwani, Rashi" <RKesarwani@berkeleyca.gov>

Mon, Jun 16, 2025 at 3:29 PM

It seems incredibly inequitable to me that the city would be attempting to shift the burden from the responsibility for a businesses to pay its rent onto average park users.

Has the city considered other alternatives to compel the hotel to pay its rent? It seems like if the hotel is not able to meet its financial obligations to the city they shouldn't be allowed to continue to operate at the expense of the public. If the hotel can't pay its rent shouldn't it be evicted? It seems like the city could make good use of the hotel property for the public benefit -- for example by transforming it into affordable housing or finding other productive uses for the space if the hotel is not able to meet its obligation. Why is the city targeting recreational park users for the failures of a private business?

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image001.png
290K

From: [Kira Halpern](#)
To: [BCDC Public Comment](#)
Date: Wednesday, August 5, 2026 9:16:13 AM

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Kira Halpern
kira@grandtimes.com

August 5, 2026

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in Nature Communications by researchers at UC

Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present

some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1.

Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.
2.

Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3.

Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.

4.

Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Kira Halpern
Realtor, DRE #01886087
Winkler Real Estate Group
Cell: 510-375-0822

From: [John Koenigshofer](#)
To: [BCDC Public Comment](#)
Subject: Marina Parking Fee -- Public comment
Date: Tuesday, August 4, 2026 6:22:39 PM

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Public Comment

Re: Marina parking fees etc.

Dear Members of the City Council / Marina Management,

I am writing regarding the city's proposal to implement hourly and daily parking fees at the Berkeley Marina. As a West Berkeley homeowner who has visited the marina five to six days a week for the past 20 years, I care deeply about this space. It is one of our city's most precious resources, though it is currently hindered by poor management and maintenance. I frequently pick up trash on the trails and have even cleaned the public restrooms myself due to neglect. It is noteworthy that most of the decent bathrooms have been closed since January for remodeling. As a builder/contractor, this has been an absurdly slow project and a serious disservice to our community.

While I do not object to the concept of user fees—provided the revenue is directly reinvested into marina maintenance, bathroom upkeep, and safety—the currently proposed rates (\$1/hour and \$6/day) are too high.

This pricing structure will create several unintended consequences:

Traffic Displacement: High fees will deter people from using the lots, leading to severe congestion on the marina's shoulders and roadsides.

Financial Burden on Locals: The rates unfairly penalize frequent local users who already

contribute significantly to the city and county tax base.

Enforcement Costs: Implementing and maintaining an hourly/daily enforcement system will likely eat into the revenue generated.

Instead, I urge the city to consider a permit-based system alongside a more reasonable daily rate. I propose the following structure:

Resident Permits: Offer monthly parking permits for \$50 or annual permits for \$500. This secures predictable revenue for the city while accommodating daily local users.

Lower Day Rates: Limit day-use fees to a maximum of \$3, restricted to a smaller, designated area primarily for out-of-town visitors.

Vehicle Residency Enforcement: Address the growing issue of unpermitted vehicle residency to ensure fair access for all visitors.

The marina should remain a natural, quiet escape that celebrates our proximity to the Bay. Please focus city resources on keeping it clean, completing the delayed restroom remodels, and providing occasional police patrols, rather than urbanizing it with costly parking infrastructure.

Thank you for your time and consideration.

Sincerely,

John Koenigshofer

2818 10th St. Berkeley, CA 94710

(510) 917-2283

From: [Eric Danysh](#)
To: [BCDC Public Comment](#)
Subject: Marina Parking Meters
Date: Tuesday, August 4, 2026 3:38:16 PM

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Dear Staff,

Please reject the proposal to install parking meters with a four-hour limit at the Berkeley Marina. This is extremely inconvenient, if not outright unfair, to kayakers, who want to paddle recreationally, or train, at this convenient location without having to worry about feeding a meter. We kayak, in part, to get away from the time pressures of everyday life.

Yours,

Eric Danysh
1212 Stannage

From: [paul krish](#)
To: [BCDC Public Comment](#)
Subject: Marina parking fee
Date: Sunday, August 2, 2026 10:03:58 PM

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Parking fee will only affect lower income families and will deprive them of access to Berkley's gem.

Please don't do this. A vast majority of people who elected you say no to parking fee. Please remember your elected duty is to serve the people who voted you into this position.

Thank you!!
Paul

From: [Songling Yang](#)
To: [BCDC Public Comment](#)
Subject: No fee for Berkeley marina parking lot
Date: Saturday, August 1, 2026 10:12:40 AM

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I live in downtown Berkeley. I do open water swimming at Berkeley Marina several days a week. I am already paying a lot for the parking at my residence. Please keep the parking free at the Marina.

From: [Mark Thibedeau](#)
To: [BCDC Public Comment](#)
Subject: No parking fees for the Marina
Date: Wednesday, August 5, 2026 8:01:16 AM

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Hello,

I'm writing to express that I'm against the proposed parking fees for the Marina. This will impact accessibility for all who use the Marina for sailing, walking, kite flying, Adventure Playland, restaurants, etc. These public spaces need to remain accessible to everyone. PERIOD.

Mark Thibedeau

From: [David Nguyen](#)
To: [BCDC Public Comment](#)
Subject: Opposed to South Cove Berkeley Marina 4hr parking limit
Date: Monday, August 3, 2026 8:06:31 PM

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Hi There!

I heard there is a proposal for a 4hour parking limit at the Berkeley Marina. This amount of time is very limiting for people doing watersports on the water. I use a sea kayak and the act of loading and unloading a kayak and getting dressed for the water takes more than an hour itself. That does not leave any time to go on a very popular day to paddle to Angel Island for example and return within the four-hour limit.

Please reconsider the plan of installing parking meters with a 4-hour limit at this location as this location is a prime location for supporting people who want to do watersports in the area.

Thank you,
David Nguyen

From: [Ingrid Farnbach](#)
To: [BCDC Public Comment](#)
Subject: Opposing parking fees at Berkeley Marina
Date: Monday, August 3, 2026 10:09:59 AM

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Dear Commissioners:

Charging for parking at Berkeley Marina to make up for a hotel's lack of funds is appalling.

Doubletree should be paying its rent. It is a massive corporation.

Passing on these costs to the families and individuals who rely on the Marina area for exercise and fresh air is not the way to go. Many families are already stretched to their limits and adding to their financial burden to offset corporate irresponsibility is unconscionable.

Ingrid Farnbach
Berkeley resident and Marina swimmer

From: [Patricia Kamlley](#)
To: [BCDC Public Comment](#)
Subject: Opposition to Parking Fees at Marina
Date: Monday, August 3, 2026 5:16:01 PM

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Dear Members of the San Francisco Bay Conservation and Development Commission,

My name is **Patricia Kamlley**, and I am a member of the Cal Sailing Club. I am writing to express my opposition to the City of Berkeley's proposal to implement paid parking at the Berkeley Marina South Cove, J, and K lots.

As a member of the Cal Sailing Club, I see the Berkeley Marina as more than simply a place to keep boats. It is one of the places where people can actually interact with the Bay without needing to have a large disposable income. The Club's volunteer-hour system is one example of how people can participate in sailing while contributing time rather than simply paying more money.

That accessibility is important to me. Adding a **\$6 daily parking fee or \$500 annual fee** changes the practical cost of using the waterfront. Someone who wants to swim from the public docks, attend a sailing activity, or simply spend time along the shoreline may now have to pay substantially more simply because they need to drive there.

The public swimming docks in the South Basin are located near the proposed paid parking area. I am concerned that charging for parking will create an unnecessary barrier to people who want to use these facilities and enjoy the Bay. Public access should mean more than technically allowing people to reach the shoreline; it should mean making that access reasonably feasible for people of different financial circumstances.

I am particularly concerned about the reason given for the proposed fees. A friend of mine received an email from the City explaining that the parking fees are being proposed in response to a deficit in the Marina Fund resulting from **The DoubleTree Hotel's delinquency in paying rent owed to the City**. I don't think it is appropriate to solve a financial problem created by a corporate tenant's unpaid obligation by placing a new financial barrier between members of the public and the Bay.

The people who use the marina for swimming, sailing, walking, and other recreation should not be the ones asked to absorb the consequences of that delinquency. If the City is facing a shortfall because a corporate tenant has failed to meet its financial obligations, I believe that problem should be addressed without reducing affordable public access to the waterfront.

As I understand it, BCDC has a responsibility to protect and provide the **maximum feasible public access** to the Bay. Paid parking makes that access less feasible for some members of the public, particularly those for whom an additional \$6 each time they visit is a meaningful expense.

The Berkeley waterfront should remain a place where people can come to the Bay without having to pay an additional fee simply to park their vehicle. The Cal Sailing Club demonstrates that affordable access to water recreation is possible, and I believe the surrounding public waterfront should reflect that same principle of accessibility.

I respectfully urge BCDC to **reject the proposed paid parking and require the City of Berkeley to preserve free and equitable access to the Berkeley Marina shoreline.**

Thank you for considering my comments and for protecting public access to the Bay.

Sincerely,

Patricia Kamlley

From: [Kerrily Kitano](#)
To: [BCDC Public Comment](#)
Subject: Opposition to parking fees at Berkeley Marina
Date: Tuesday, August 4, 2026 8:27:48 PM

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

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Kerrily Kitano
kerrilyjoy@gmail.com

August 4, 2026

San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105
Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in Nature Communications by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the

same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashmi Kesarwani cautioned her colleagues that enforcement costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that

govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1. Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.
2. Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3. Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.
4. Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Kerrily Joy Kitano

From: [Liz Exter](#)
To: [BCDC Public Comment](#)
Subject: Paid parking at the Berkeley Marina
Date: Wednesday, August 5, 2026 9:28:27 AM

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If the proposed Ferry Project brings more cars to the marina, the ferry passengers should bear the cost of parking and development or more parking to support that use. The recreational uses of the Berkeley Marina should continue to be FREE to everyone parking for those purposes.

The Ferry project should be analyzed comprehensively, addressing all impacts both positive and NEGATIVE, and mitigation proposed to offset those impacts.

Elizabeth Exter

- 26 yr Berkeley Resident
- Approximate 3x/week user of waterfront for exercise

From: [Zara Ortiz](#)
To: [BCDC Public Comment](#)
Subject: Paid parking at the marina
Date: Wednesday, August 5, 2026 11:25:19 AM

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It seems I've missed the deadline by just hours. I am so frustrated with the City Of Berkeley. Things just happen under our noses without any vote or say so. I found this one tiny sign that let me know about the deadline. So here I am making my plea. Stop turning Berkeley into an elite space. Parks should be free. The marina being the biggest park of the city aside from Tilden. Free access to all. I have been enjoying the marina since the 80s if not the 70s. These days I make it down here several times a week. Sometimes several times a day. Sadly, I feel it is inevitable that the marina will become too busy for any Berkeley residents to enjoy. We will get a ferry too much traffic and more demise of our waterfront. Such a travesty that all of the mature trees in the skates parking lot were cut down. Leaving the great blue Heron defenseless. I know this is just the beginning of the end. Berkeley marina is definitely the best seat/view in the bay. And you want to monetize it like everything else. Sucks.
Sent from my iPhone

From: [Raymond Lim](#)
To: [BCDC Public Comment](#); Lindsey.Martien@bcdcc.ca.gov; [Ilsey, Olivia@BCDC](mailto:Ilsey,Olivia@BCDC); bwccoalition@gmail.com
Subject: Parking at Berkeley Waterfront
Date: Monday, August 3, 2026 7:44:30 PM

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Dear Berkeley City Council Members,

I urge you to keep parking at the Berkeley Waterfront free.

The waterfront is one of Berkeley's most important public spaces, providing affordable access to the Bay for families, walkers, cyclists, birdwatchers, anglers, sailors, kayakers, and many others. Unlike many destinations, these activities often require transporting equipment, making driving the only practical option.

Paid parking would create a financial barrier to enjoying a public resource that belongs to everyone. It would especially impact lower-income residents, volunteers, and people who spend several hours on the water. It could also discourage visitors who support nearby businesses and restaurants.

If parking congestion is a concern, there are better solutions than charging everyone, such as improving enforcement of existing regulations or using targeted management during peak periods.

The Berkeley Waterfront should remain accessible, welcoming, and affordable. Please preserve free parking and protect equitable access to one of our region's greatest public spaces.

Thank you for your consideration.

Sincerely,

Raymond Lim

From: [elizabeth joseph](#)
To: [BCDC Public Comment](#)
Subject: Parking at berkeley marina
Date: Tuesday, August 4, 2026 11:56:38 AM

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Please do not charge for parking at the Marina. I drive there everyday to walk my dog, meet my friends and family for a swim and a good scrabble game or a picnic. I live in berkeley and this is my exercise since I can't afford to join a gym.

Also why does Genentech buses pick up and drop off their employees at the bus stop in the marina. The employees park their cars in the marina parking lot and leave them there all day. Genentech should pay for parking for employees storing their cars and not utilizing the Marina.

[Sent from Yahoo Mail for iPhone](#)

From: [Nancy Ellis](#)
To: [BCDC Public Comment](#)
Subject: Parking fees at the Marina parking lots
Date: Sunday, August 2, 2026 12:09:59 PM

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Hello,

I use the Marina area practically everyday between walks and swimming. I think being a public space and the taxes we already pay for Recreation and Parks in Berkeley with our property taxes should be sufficient. Is there some specific reason the city is thinking of charging for parking or is it simply revenue? If it's revenue only this seems to penalize only the people who use the park. That doesn't seem in any way fair. The parking fees will also affect lower income or fixed income persons- ie. seniors and working class families more than necessary.

If there is another reason (perhaps to discourage longer term parking) maybe? I don't notice the same cars or RVs every day . These lots seem to turn over quite quickly with parents dropping kids off for sailing and camp classes. And simply noting here that the infrastructure to make kiosks or meters or even people staffing the lots is going to cost even more money.

I wonder if this is simply to pay for the upgraded lot there. While I appreciate the new lot , if you didn't have the money to do it the gravel lot was just fine.

"Keep the waterfront a space for everyone to enjoy!"

Nancy Ellis

From: [Sam J Romano](#)
To: [BCDC Public Comment](#)
Subject: Parking fees at the waterfront.
Date: Monday, August 3, 2026 3:33:58 PM

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The Marina has always been a respite for people.

A place to take your kids, walk the Marina, go fishing, have a meal or just sit and contemplate the craziness and have a moment of peace.

Now in your attempt to modernize the waterfront, you're going to put more pressure on working people.

Parking fees will affect working people the most.

Is your goal to have the waterfront be a resort for the rich?!?

It seems that way.

The parking fees will start with \$6.00 and continue going up!

Let the people continue to have a place where we can all just "hang out" for free.

No Parking Fees.

Sent from my iPhone

From: [Christian Bauer](#)
To: [BCDC Public Comment](#)
Subject: Parking fees in the Marina
Date: Tuesday, August 4, 2026 9:33:48 AM

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To whom it may concern,

I am a long term resident in Berkeley (living in the Berkeley Hills) and also a member of the Cal Sailing Club. I wanted to strongly object to the plan to charge parking fees in the Berkeley Marina. As you likely know, Cal Sailing Club is a volunteer run sailing club that is unique on the West Coast, and brings access to sailing to the entire community. Usually sailing is a very expensive sport that is only accessible to the top 1% of society. It therefore might seem that charging these "rich folks" with a bit of parking fees won't really make a difference to them.

Cal Sailing, however, is very different since it allows people of much smaller means to enjoy the water and this wonderful sport through people like myself offering their time to teach others and take them sailing. Note that once a month we offer an Open House where we take the public sailing, and just last Sunday I took out a total of 20 people, ranging in age from 3 to 88. The planned parking fees make it much less likely that people like myself will volunteer their time (and now also their money) to provide this service. Also, it will make it difficult for many of our club members to afford coming to sail.

I urge you to reconsider this planned parking fee, or at least provide Cal Sailing Club members with free parking rights. I fear that this unique gem that is so Berkeley in nature and is the envy of the US based sailing community would forever be changed if you move forward with this plan.

Regards,
Christian Bauer

From: [Zachary Brudno](#)
To: [BCDC Public Comment](#)
Subject: Parking fees
Date: Saturday, August 1, 2026 12:23:14 PM

You don't often get email from zacharybrudno514@gmail.com. [Learn why this is important](#)

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My name is Zachary Brudno I am a Berkeley resident for over 30 years I enjoy going to the Berkeley Marina for daily walks the fees will impact by imposing those fees I won't be able to afford to go anymore.

Sincerely
Zachary Brudno

From: [Cece Littlepage](#)
To: [BCDC Public Comment](#)
Subject: Paving and parking, South Cove and J&K Lots
Date: Tuesday, August 4, 2026 10:01:21 PM

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Dear Commissioners,

I am writing in opposition to your agenda item on 8/6/2026 regarding the addition of paid parking to the paving plans for the South Cove and J&K Lots. Apart from the fact that I oppose any paid parking anywhere in the marina, this attempt to piecemeal the pier-ferry parking plan is a case of yet more back room dealing by our untrustworthy City Council. The ferry project is not even a done deal, and there is no justification for implementing any parts of it at this time.

Sincerely,
Cece Littlepage
1618 Acton St, Berk 94702

From: [Wes Montgomery](#)
To: [BCDC Public Comment](#)
Subject: Please NO paid parking at the Marina!!
Date: Monday, August 3, 2026 10:32:46 AM

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I was shocked to that the City is seriously considering implementing a paid parking scheme at the Berkeley Marina. I am writing to voice my disagreement.

I am a Cal Sailing Club member and a frequent user of the parking area. On weekdays there is never that much parking pressure to justify even a nominal fee. On the weekends overflow parking is always available as well.

As a result, I assume this is purely another revenue call mixed with a dash of discrimination. Parking enforcement recently moved to our neighborhood and it sounds like they saw us and saw dollar signs... Berkeley parking enforcement is notoriously aggressive and their activities disproportionately affect disenfranchised groups, people of color, people living in poverty and the unhoused, to the point where it resembles persecution.

Although parking fees may be in theory destined for marina improvements, It goes without saying that local municipal governments here are rife with self dealing, inefficient financial management, contract steering and plain old corruption. Berkeley, while well intentioned, is no exception, and I suspect you know this too. I fully expect that these parking revenues would mostly serve to pad the comp packages of high level city employees & contractors, fund steered contracts and self dealing NGO partnerships. I highly doubt it will go to fix the decaying marina infrastructure. As a former local government lawyer I know that such municipal accountability or follow through is unlikely at best.

In addition to being a sacred space to indigenous peoples, the Berkeley Marina area Is an important public space. In an urban environments places like this often serve as our living rooms and backyards. Access to the marina is critical to their physical and mental health. I see people there who literally have nowhere else to go. They aren't hurting anybody. Many simply cannot afford to pay parking citations and would lose their auto registrations permanently.

People always seem to find a place to park at the marina. There is zero need to restrict parking demand. The city of Berkeley is world famous for liberal, equitable policy goals which benefit residents and nonresidents alike. Stand by your principles and resist the blatant agency creep of the Parking Enforcement division. Do whatever it takes to walk this back.

Please don't take away our ability to use the waterfront. Yall don't need the money that badly. Instead, you can simply make better use of the money you already take from the community.

Thanks for hearing me out.

Wes Montgomery

Attorney-at-Law

Mobile: +1 (650) 380-2094

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From: [Kimberly Becerril](#)
To: [BCDC Public Comment](#)
Subject: Please Reconsider Paid Parking at the Berkeley Marina
Date: Monday, August 3, 2026 4:51:41 PM

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

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Dear Berkeley City Council,

I am writing to express my concern about the proposed parking fees at the Berkeley Marina.

I use the marina every week to participate in the Cal Sailing Club, where I also volunteer. The club is one of the few places in the Bay Area that makes water sports accessible regardless of income because it is volunteer-run and intentionally affordable. Adding parking fees would make participating in the club meaningfully more difficult for many of us and would create a new barrier to an otherwise accessible community resource.

As someone with a background in city planning, I understand that paid parking can be an effective policy tool in the right context. In busy downtown areas, it can help manage demand, encourage turnover, and support broader transportation goals. The marina, however, serves a very different purpose. It is a public recreational space where people come to exercise, volunteer, enjoy nature, and spend time with their families. Charging for parking there feels contrary to the role these public spaces play in promoting health, recreation, and equitable access.

Growing up in a low-income household, public parks and open spaces were some of the few places where my family could spend time together without worrying about cost. That perspective has stayed with me. Even today, additional parking fees would make me think twice about visiting the marina as often, despite volunteering and participating in a community organization there.

I hope the City will reconsider this proposal or, at a minimum, explore alternatives that preserve affordable access for regular users, volunteers, and community organizations.

Thank you for your time and consideration.

Sincerely,
Kimberly Becerril

From: [cathy a](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](#); [Isley, Olivia@BCDC](#)
Subject: Please disapprove Berkeley Waterfront Parking Project
Date: Monday, August 3, 2026 5:49:55 PM

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Good evening everyone,

As a marina user, I am dismayed to hear Berkeley's plan to add a parking fee in the south basin. South part of marina is "Berkeley's backyard" and provides affordable access to diverse Berkeley residents and the public, many of them will have to stop coming to the marina because they cannot afford the parking fees, especially in light of the expensive gas prices. **Imposing parking fees will restrict public access to the Bay and shoreline, contradicting the goal of equitable access.**

We are all experiencing lots of stress during this political and economic uncertain time. Please leave south basin alone, and let the public enjoy the marina without parking fees. I trust BCDC truly supports the State's efforts to make the outdoors more—not less—accessible for everyone, and thank you for your efforts!

Respectfully,

Catherine

From: [ANNE](#)
To: [BCDC Public Comment](#)
Subject: Preserve free parking at the Berkeley Marina
Date: Tuesday, August 4, 2026 8:53:03 PM

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To the BCDC:

I am writing to urge you to preserve free parking at the Berkeley Marina.

Failure to do so will seriously impede the public's access to recreational activities at the marina.

As a kayaker and a member of the Bay Area Sea Kayakers, I know that it will prevent our being able to launch from the marina, as we are on the water for hours at a time.

More than half of the people who arrive at the marina by car are over 50 and almost half are under the median household income.

Age and income will reduce accessibility for many residents if the proposed parking changes are implemented.

Regulars at the south waterfront — employees of local businesses, nonprofit volunteers, seniors, and others — would face paying a \$500 annual pass to park, which would be prohibitive for most.

The waterfront is an important resource, contributing to the quality of life for many in the community.

Please keep it accessible.

Thank you,

Anne Bernstein

From: [Mark Caplin](#)
To: [BCDC Public Comment](#)
Subject: Proposed parking fees at the Berkeley Marina won't reduce deficit, opposition to charging for parking
Date: Saturday, August 1, 2026 6:48:18 AM

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Charging to park at the Berkeley Marina will not help with the Marina Fund deficit. In fact, the proposed fees are likely to increase the deficit, not reduce it. Here's why:

Tideline and PropSF began ferry service from Berkeley in 2017. These were both small-scale operations, using boats with a capacity of about 40 passengers running on a light schedule. But the effects on parking near K-Dock, where the ferries docked, was immediate: Recreational parking on the lots at the South Cove, and across the street in the lots for M-Dock and L-Dock, were used by ferry passengers, displacing parking for South Cove recreational users, Shorebird Park visitors and boat berthers on the south side marina docks.

The city addressed this with time restrictions in nearby lots (no early morning parking) and initiated a \$5 parking fee for South Cove East. We have not seen evidence this generated any net revenue, and city staff reported on many occasions that parking fees at this price point were for "parking management" rather than to generate revenue.

The same will be true for the current proposal — to charge \$1 per hour fee, or up to \$6 per day, at the South Cove East, South Cove West and the J/K lots.

Start with the first cost of installing meters or paystations, and consider the staffing costs to enforce payments in the fee lots, plus duration or time-of-day restrictions on nearby lots with no fees. (Also, there's a compromise in privacy and surveillance — parking duration time limits are enforced with plate readers.) It does not take a traffic engineer to predict that when there's a free lot across the street from a paid lot, the free lot will fill up first.

The current proposal will be revenue-neutral at best, but this is only a small

part of the problem. When the nearby free lots fill up, boat owners, restaurant customers and other marina park visitors will find their usual parking areas full, with options being fee lots or a long walk.

Skates on the Bay, still a reasonably successful restaurant, will be hit hard. Less business for them means less revenue for the Marina Fund. Boat berthers on the south side of the harbor (Docks J through O) will be especially inconvenienced. This will seriously reduce the marketability of these berths, and reduce berthing revenue over the long term, as small-berth vacancies will only increase when rates go up.

But if we do go to paid parking, two features will dramatically reduce opposition: 1) First three hours free, for equity and fairness. And 2), treat all marina parking lots equally, to preserve the imperfect but functional status quo that allows parking close to activities with access to overflow lots.

Let's do what we can to address the Marina Fund deficit, but parking fees as currently proposed will be a step in the wrong direction.

Thank you

--

Stay safe, take care.

Fair winds,

Mark Caplin, PA, MICP, DiDMM, NHDP-BC

Captain, Pegasus Voyages
Berkeley, CA

510-816-1405

From: [Lindsey](#)
To: [BCDC Public Comment](#)
Subject: Public Comment - Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina
Date: Tuesday, August 4, 2026 8:39:04 PM

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Lindsey Adams
Oakland, CA 94609
adamslnds@gmail.com

August 4, 2026

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

It is important to note that the City itself has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors

Research on coastal and shoreline access in California consistently shows that the people who rely most on free public shoreline space tend to have lower incomes than the general population. A recent study published in *Nature Communications* by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking may be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1.

Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.

2.

Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.

3. Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.
4. Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Lindsey Adams

From: [Helen Moss](#)
To: [BCDC Public Comment](#)
Subject: Public Comment Opposing Proposed Berkeley Marina Parking Fees
Date: Monday, August 3, 2026 9:08:45 PM

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

To the Berkeley City Council and the Bay Conservation and Development Commission,

I strongly oppose the proposal to impose paid parking at the Berkeley Marina.

The Berkeley Marina is one of the few remaining public waterfront spaces that is truly accessible to everyone regardless of income. Charging parking fees fundamentally changes who can enjoy this public resource and places a financial barrier on access to land that should remain open to the public.

Before moving forward, I respectfully request that this proposal be denied or postponed until a far more comprehensive analysis is completed.

My concerns include the following:

1. Reduced Public Access

The Marina exists as a public recreational resource. Charging visitors simply to access the waterfront discourages families, seniors, students, anglers, walkers, birdwatchers, runners, photographers, volunteers, and others who regularly use the area.

A public waterfront should not become a pay-to-access destination.

2. Equity Concerns

Parking fees disproportionately impact residents with lower incomes, working families, retirees, and people who cannot afford additional daily expenses.

A \$6 daily fee may appear modest on paper, but for many residents who visit regularly, the cumulative cost becomes substantial.

The City should explain how this proposal complies with its stated equity

goals.

3. Accessibility

Many people with disabilities, limited mobility, medical conditions, or elderly family members rely on close vehicle access to the shoreline.

Any reduction in practical accessibility should be carefully analyzed under applicable accessibility requirements.

4. Impact on Local Businesses

Restaurants, sailing organizations, recreational facilities, events, and other businesses depend on visitors.

Visitors comparing regional waterfront destinations may simply choose locations with free parking instead.

Reduced visitation ultimately harms local businesses and employment.

5. Tourism

Cities throughout California compete for visitors.

Introducing parking fees at a recreational destination diminishes the visitor experience and makes Berkeley less attractive compared to nearby waterfronts offering free or lower-cost parking.

This proposal appears inconsistent with promoting tourism and economic activity.

6. Traffic Diversion

Charging for parking frequently shifts vehicles into surrounding neighborhoods as drivers seek free parking.

This creates congestion, increased enforcement costs, neighborhood conflicts, and safety concerns.

Has the City fully analyzed these secondary impacts?

7. Environmental Impacts

Drivers searching for free parking often spend more time circling nearby streets.

This increases emissions, fuel consumption, and congestion.

The environmental effects should be carefully evaluated rather than assuming paid parking automatically produces environmental benefits.

8. Lack of Demonstrated Need

The City should clearly identify:

- the specific problem being solved;
- supporting data showing existing parking demand;
- occupancy studies;
- projected impacts;
- financial analysis;
- expected revenue;
- operating costs;
- enforcement costs;
- maintenance costs; and
- alternative solutions considered.

Without transparent data, the proposal appears unsupported.

9. Consideration of Less Restrictive Alternatives

Before imposing permanent parking fees, alternatives should be fully evaluated, including:

- seasonal management;
- event-day pricing only;
- time limits;
- validation programs;
- improved transit incentives;
- voluntary donations;
- enhanced enforcement against existing parking abuse.

The public deserves to know why these alternatives are inadequate.

10. Public Trust and Community Expectations

Residents have long understood the Berkeley Marina to be a welcoming public destination.

Introducing parking fees alters that expectation and risks eroding public confidence that public recreational resources are being managed for public

benefit rather than revenue generation.

11. Financial Burden on Families

A family visiting several weekends each month could pay hundreds of dollars annually simply to enjoy a public shoreline.

This transforms a free community amenity into an ongoing expense.

12. Long-Term Expansion

Many residents are understandably concerned that today's proposal may become tomorrow's expansion.

Once paid parking infrastructure is installed, future increases in rates, hours, enforcement, or additional paid lots become significantly easier to implement.

The public deserves assurances that this proposal will not become the first step toward broader commercialization of the Marina.

13. Community Character

The Berkeley Marina is valued because it remains an open, welcoming place where residents can spend time without financial barriers.

Charging for parking changes that character.

The City should be strengthening public access—not reducing it.

14. Procedural Concerns

I respectfully request that decision-makers ensure the administrative record fully addresses:

- public access impacts;
- socioeconomic impacts;
- accessibility impacts;
- environmental impacts;
- cumulative impacts;
- impacts on businesses;
- alternatives considered; and
- evidence supporting the proposal.

A complete record is essential for informed decision-making and public

confidence.

In closing, I urge you to reject this proposal.

The Berkeley Marina belongs to the public. Public resources should remain genuinely accessible, particularly during a time when many residents are already struggling with the rising cost of living.

Rather than creating new financial barriers to recreation, Berkeley should focus on improving public amenities, increasing access, supporting local businesses, and encouraging residents and visitors alike to enjoy the waterfront.

Please vote **NO** on the proposed parking fees.

Thank you for considering my comments.

Thank you.

From: [Sally Tobin](#)
To: [BCDC Public Comment](#)
Cc: [Camille Antinori](#)
Subject: Public Comment on BCDC Permit Application No. M2026.018.00; Berkeley Marina
Date: Tuesday, August 4, 2026 11:29:36 PM

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To the San Francisco Bay Conservation and Development Commission:

I oppose granting this permit for the City of Berkeley to charge for parking at a substantial number of spaces at the Berkeley Marina. As the application says, this is part of the WETA ferry project, which will reduce Berkeley's most successful park to a mere parking lot for ferry patrons. Please postpone approval of this project until the entire application is submitted so that all the locations and tradeoffs can be fully considered by BCDC.

One effect of this proposed initiation of paid parking may be to reduce the public's use of the Marina, which then may be cited to argue that there is lots of space for prospective ferry patrons.

As a kayaker, I have spent hundreds of hours both learning and then teaching safety techniques at the Berkeley Marina. I have observed multigenerational families of modest means joyfully piling out of their cars to picnic at the Marina. The area serves as a much-needed, inexpensive, safe place for families to have access to the shoreline. I want to see overall numbers and projections for the entire ferry project before giving the City the opportunity to carve up the parking that is key to access for the environmental justice members of the community.

Thank you for considering this request.

Sincerely,
Sally Tobin

From: [Gonzalo Diaz](#)
To: [BCDC Public Comment](#)
Subject: Public Comment on Proposed Parking Changes at Berkeley Marina
Date: Monday, August 3, 2026 9:44:13 PM

You don't often get email from gonzalo_diaz@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.

Dear City of Berkeley,

I am writing to express my strong opposition to the proposed paid parking at the Berkeley Marina.

I am a member of the Cal Sailing Club, a small, volunteer-run, nonprofit organization that provides affordable access to sailing and windsurfing for people from all walks of life. The club is one of the few places where someone without significant financial resources can learn and enjoy these sports.

I personally go to the marina almost every day to practice windsurfing. It has become an important part of my daily life and my physical and mental well-being. In order to keep my membership affordable, I volunteer many hours at the club instead of paying a higher membership fee.

If parking becomes paid, the additional cost would make it much more difficult for me to continue going as often as I do. For members like me, who already contribute volunteer labor and carefully manage our expenses, this would be a significant burden. I am concerned that many current and prospective members would reduce their participation or stop coming altogether.

The Cal Sailing Club contributes enormously to the Berkeley community. It teaches boating skills, promotes outdoor recreation, builds friendships, and relies on volunteers rather than commercial operations. Policies that make access more expensive risk undermining exactly the kind of community organization that Berkeley has long been proud to support.

I respectfully ask the City to preserve free parking for visitors to the Cal Sailing Club and others using the marina for recreation. Please do not create additional financial barriers for residents who volunteer, exercise, and contribute to this unique community resource.

Thank you for considering my comments.

Sincerely,

Gonzalo Díaz

From: [Matthew Michie](#)
To: [BCDC Public Comment](#)
Subject: Public Comment regarding Proposed Marina Parking Fees
Date: Monday, August 3, 2026 10:16:13 PM

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I am writing to oppose the proposed parking fees at the Berkeley Marina.

As a member of the Cal Sailing Club, a volunteer-run community sailing cooperative. The club depends on members volunteering their time to teach lessons, maintain boats, perform repairs, and keep the organization operating. Members often come to the marina several times each week specifically to volunteer.

Charging for parking would create a recurring financial barrier to volunteering and participating in the club. The cooperative model only works because members freely donate their time, and adding parking fees would discourage that involvement. Please keep the Berkeley Marina accessible to the volunteers who make community organizations like Cal Sailing Club possible.

From: [Chris Stratton](#)
To: [BCDC Public Comment](#); [Martien, Lindsay@BCDC](mailto:Martien.Lindsay@BCDC); [Isley, Olivia@BCDC](mailto:Isley.Olivia@BCDC)
Subject: RE: Support for Berkeley Waterfront Parking Project Application
Date: Monday, August 3, 2026 12:06:50 PM

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August 3, 2026

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

RE: Support for Berkeley Waterfront Parking Project Application

Dear Chair Wasserman, Commissioners, and Staff:

I am writing **in support of Berkeley's proposal to implement paid parking** at portions of the Berkeley Waterfront.

At its core, this proposal raises an important question: **What does "public access" mean?**

Some comments opposing this application equate charging for parking with charging for access to the waterfront. I believe that is a mistaken—and fundamentally car-centric—way of viewing public access.

The waterfront itself remains free and open to everyone. Walking, bicycling, taking transit, and other means of reaching the shoreline remain free. Charging for the storage of private automobiles on valuable public land is not the same as charging admission to the Bay. Parking is one means of reaching the waterfront; it is not the waterfront itself.

For many decades, free parking has made driving appear to be the natural or default way to visit the shoreline. But that impression exists only because many of the costs of driving have been hidden from view. The public pays to build and maintain parking lots, and public shoreline land is devoted to storing private vehicles instead of other public purposes. Those costs are shared by everyone, including people who arrive by bicycle, on foot, or by transit.

Reasonable parking fees make those choices more transparent. Rather than assuming that storing a private automobile on scarce public land should always be free, they ask those who choose the most land-intensive mode of travel to contribute toward the costs of providing that space. This is not a penalty for driving; it is a recognition that parking is a valuable public resource that should not be priced by default at zero dollars.

Charging for parking also encourages more efficient use of a limited resource. When parking is entirely free, spaces are more likely to be occupied for long periods and are less likely to be available for other visitors. Pricing helps ensure that parking serves more people while encouraging those with practical alternatives to consider them.

Importantly, BCDC's mission is to maximize public access **for people**, not to maximize free storage for private vehicles. These are not the same objective. Shoreline land is among the Bay's most valuable public resources. Every acre devoted to parking is an acre unavailable for habitat, recreation, gathering places, or other public amenities. Where parking is provided, it is reasonable that users contribute to its cost.

Some have argued that free parking is itself a form of public access. While parking can certainly facilitate access, it should not be treated as synonymous with access. Doing so privileges one mode of transportation above all others and risks defining public access through the lens of automobile use rather than through the experience of the public itself.

The Berkeley Waterfront is increasingly accessible by multiple modes of transportation, including the Bay Trail, regional bicycle routes, transit, and planned ferry service. A parking management strategy that reflects this diversity of access is consistent with Berkeley's transportation and climate goals while ensuring that the waterfront remains welcoming to all visitors, regardless of how they arrive.

Finally, I encourage the Commission to view this proposal not as a reduction in public access, but as a modernization of how public access is managed. Free parking is not a natural condition—it is a public subsidy and a policy choice. Choosing instead to charge a reasonable fee for parking recognizes the value of scarce shoreline land, encourages thoughtful transportation choices, and helps ensure that those who use the most space contribute to maintaining it.

For these reasons, I respectfully encourage the Commission to approve the Berkeley Waterfront Parking Project application.

Thank you for your consideration.

Sincerely,

Chris Stratton

2814 Mathews Street

Berkeley, CA 94702

From: [Sarah Levin](#)
To: [BCDC Public Comment](#)
Subject: Re: BCDC Permit Application No. M2026.018.00
Date: Tuesday, August 4, 2026 8:36:45 PM

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

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Sarah Levin
sarahjanelevin@gmail.com

August 4, 2026

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

Re: BCDC Permit Application No. M2026.018.00

Opposition to Berkeley City Council Resolution No. 71,840-N.S. Instituting Parking Fees at the Berkeley Marina

Dear Commissioners,

I am writing to urge the Bay Conservation and Development Commission to review and oppose Berkeley City Council Resolution No. 71,840-N.S., which establishes new parking fees at the Berkeley Marina, including charges of \$1 per hour or \$6 per day at the South Cove East, South Cove West, and J/K parking lots, along with a \$500 annual parking pass. I believe this resolution runs counter to BCDC's core mission of ensuring maximum feasible public access to the Bay for people of all income levels, and I ask the Commission to take a position against it.

Importantly, the City has described this resolution as a revenue measure, intended to help close a long-standing structural deficit in the Marina Fund, rather than as an access management, safety, or environmental measure. It means ordinary recreational visitors are effectively being asked to close a municipal budget gap through a fee that falls hardest on the people least able to pay it, without any access-based justification for why free parking needed to end.

Parking fees will disproportionately exclude low income visitors!

Research on coastal and shoreline access in California consistently shows that the people who rely most on free public shoreline space tend to have lower incomes than the general

population. A recent study published in Nature Communications by researchers at UC Santa Cruz surveyed nearly 1,700 residents from San Francisco to Ventura and found that cost barriers, including parking fees, are a major reason lower income and disadvantaged communities visit the coast less often than wealthier residents. The study's authors specifically recommended reducing parking fees as a policy solution to improve equitable coastal access.

This pattern holds for parking fees generally. Transportation researchers have documented that parking charges are inherently regressive: a flat fee consumes a much larger share of a low income visitor's budget than a higher income visitor's budget, even when the dollar amount is the same. A family visiting the Marina for a free afternoon of fishing, walking, or picnicking will be deterred by a fee that a wealthier visitor would not even notice.

The Berkeley Marina serves as a low cost recreational destination for the region.

The Berkeley Marina offers some of the only truly free, accessible shoreline recreation in the East Bay, including access to walking trails, swimming, watercraft, fishing, picnic areas, playgrounds, and open space. Many of the people who use these lots are not slip holders or boaters who can absorb a fee as a cost of an already expensive hobby. They are families, seniors, young adults, and individuals who come specifically because the Marina has historically been one of the few places on the Bay where a day of recreation does not require disposable income. Instituting parking fees at the lots nearest to Adventure Playground, the fishing pier, playgrounds, UC Berkeley's Aquatic Center and popular shoreline access points will fall hardest on exactly the population that most needs free access preserved.

Parking fees are also an unreliable way to raise revenue.

Beyond the equity concerns, the fee is unlikely to deliver the net revenue the City is counting on. Academic research on curb parking management has found that enforcement, administration, and collection costs routinely consume a large share of gross parking revenue. In one widely cited example, the City of Los Angeles collected almost \$150 million in parking citation revenue in a single fiscal year but netted only about \$41 million after overhead, with the remainder consumed by enforcement and administrative costs. A broader review of curb management practices across 50 U.S. cities found a persistent gap between what on-street parking generates and what it costs to install, administer, and enforce, once infrastructure, staffing, and maintenance are accounted for. Small, low-traffic lots like those at the Marina, which were previously unmetered and unstaffed, are especially likely to see a significant share of any new revenue absorbed by the added cost of enforcement.

This concern has already been raised locally. In discussing paid parking at the Marina, Berkeley Councilmember Rashi Kesarwani cautioned her colleagues that enforcement

costs are "not small," since they require additional staff and substantial labor costs, and said paid parking was "not the panacea" it initially appeared to be. City staff did present some fiscal figures when the resolution was adopted, projecting about \$91,000 in first year gross revenue, against roughly \$53,500 in combined infrastructure and operational costs, for a first year net of about \$37,000, with gross revenue eventually reaching an estimated \$182,500 annually. However, that longer-term figure was presented before expenses, and I have not seen a published multi-year net projection that clearly accounts for ongoing enforcement staffing once the system is fully operational. A Berkeleyside opinion piece on the proposal, written by a longtime Marina berth holder and former waterfront commissioner, argued that a smaller parking fee the City tried at the same South Cove lots in the past did not generate evidence of net revenue, and that city staff had described that fee as being for "parking management" rather than for raising revenue. The same critique has been raised about the current fee: that visitors will simply shift to the Marina's many remaining free lots, undercutting the projected revenue while the cost of enforcement remains fixed.

The resolution conflicts with BCDC's public access mandate

Under the McAteer-Petris Act, BCDC is charged with ensuring that public access to the Bay is provided for people of all income levels, and BCDC's own public access design guidelines list free shoreline parking as a recognized and protected form of public access. Converting previously free Marina parking into a paid resource, without a clear and enforceable plan to protect access for low income visitors, is inconsistent with this mandate. I respectfully request the Commission to examine whether the affected lots fall within BCDC's jurisdiction and whether the fee structure adopted under Resolution No. 71,840-N.S. is consistent with the public access requirements that govern shoreline development and use around the Bay.

Requested action

I respectfully ask the Commission to:

1.

Review Review BCDC Permit Application No. M2026.018.00 (City of Berkeley Resolution No. 71,840-N.S.) for consistency with BCDC's public access policies and the McAteer-Petris Act.
2.

Formally express concern to the City of Berkeley regarding the impact of these parking fees on low-income access to the Marina.
3.

Encourage the City to adopt mitigation measures, such as fee waivers, sliding scale

pricing, or a set number of protected free spaces, so that access to the Marina's public shoreline is not determined by ability to pay.

4.

Ask the City to publish a full multi-year net revenue projection for the parking fees, including ongoing enforcement and administrative staffing costs, so that the public and the Commission can evaluate whether the loss of free access is justified by the financial benefit.

Thank you for your attention to this matter and for your ongoing work to protect public access to San Francisco Bay.

Sincerely,

Sarah Levin

From: [Robert](#)
To: [BCDC Public Comment](#); Martien.Lindsay@BCDC; Isley.Olivia@BCDC
Subject: Re: Berkeley Marina Parking Fees? Please Say No: (REVISED-Discard Previous)
Date: Monday, August 3, 2026 6:20:42 PM

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

Please Discard Previous Email Below, sent July 30, 2026, and submit the following revised note instead.

To BCDC Commissioners and Staff,

I am writing to ask you to reject the application from the City of Berkeley to charge for parking in the Berkeley Marina. Allowing their claim would be a severe blow to accessible open space for all, particularly lower income Bay Area residents. Rather, please stand firm in your role as vigilant stewards, preserving our sacred, waterfront park, where all are presently welcome.

Shared, non-commercial, accessible, open spaces are our most valuable community properties; once they are eliminated, or limited access to, the situation is almost never reversed. Let's avoid a sad predictable future, looking back at this planned opening chapter of an over-commercialized Berkeley waterfront, wondering, "What were they thinking? How did this come to pass?"

Charging for parking at the Berkeley Marina, make no mistake, is an integral part of long term planning to commercialize the waterfront, including turning it into—in planner's words—a *transportation hub*, with an outsized ferry operation, plus other inappropriate commercial development. All of this, step by step, relegates non-commercial use of open park space—including, strolling, sketching, daydreaming, swimming, kayaking, sailing, windsurfing and more, to a second-class status of lesser importance.

Please don't allow this to happen! As our society produces ever greater financial and emotional stress for us all, shared community open spaces, insistently non-commercial and *accessible* to all, are vital for citizens' well being—*now more than ever*.

I will share, I am a proud thirty-year volunteer member of the non-profit Cal Sailing Club, located in the south sailing basin of the Berkeley Marina. We provide the top accessible program in the United States, among the very best in the world (Yes, I'll stand by that claim until someone shows me evidence to the contrary). Among other community benefits, we offer numerous monthly free open house events; volunteering, I have given thousands of people rides over the decades.

I can attest, there is nothing like the expression of a kid, first time on the water, hands on the helm, starting out quite nervous, now smiling broadly, steering the boat with confidence. This beats seeing kids with developing "phone-neck" at an early age (where children are already hunched over, incessantly staring at their phone screens). At the Cal Sailing Club, we plant

seeds.

So many new members, from the Bay Area and beyond, start out, not knowing how to sail or windsurf, but with great relief, find the Club a safe, accessible space to challenge themselves for growth. All of our teaching and boat repairs, are done by volunteers. Many of our most active volunteers, the foundation of our organization, drive long distances to selflessly offer their time, energy and experience, teaching and fixing boats. We often pack a lot of gear. The free parking adjacent to the Cal Sailing Club facilitates what we do. Charging for parking will only discourage our most active volunteers and degrade this singular community organization. Most importantly, If parking fees are allowed to go into effect, residents from around the region, far more than just CSC members, will be negatively impacted.

To sum up, I respectfully suggest it is your responsibility, the last firewall, as stewards of our waterfront park, to not upset the delicate, successful, equilibrium now in place. Please reject the City of Berkeley's request to charge for parking and let's keep our waterside park, open and accessible to all for generations to come.

One more note: Please come visit our next CSC Open House event Aug. 30 and see for yourselves the dozens volunteering, and all the children's smiling faces.

Thank you for your consideration,

Robert Ofsevit

PS To be clear, I write on my own behalf, not speaking officially for the Cal Sailing Club.

On Jul 30, 2026, at 8:26 PM, Robert <robert@alamolighting.com> wrote:

To BCDC Commissioners and Staff,

I am writing to ask you to reject the application from the City of Berkeley to charge for parking in the Berkeley Marina. Allowing their claim would be a severe blow to accessible open space for all, particularly lower income Bay Area residents. Rather, please stand firm in your role as vigilant stewards, preserving our sacred, waterfront park, where all are presently welcome.

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I can attest, there is nothing like the expression of a kid, first time on the water, hands on the helm, starting out quite nervous, now smiling broadly, steering the boat with confidence. This beats seeing kids with developing "phone-neck" at an early age (where children are already hunched over, incessantly staring at their phone screens). At the Cal Sailing Club, we plant seeds.

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To sum up, I respectfully suggest it is your responsibility, the last firewall, as stewards of our waterfront park, to not upset the delicate, successful, equilibrium now in place. Please reject the City of Berkeley's request to charge for parking and let's keep our waterside park, open and accessible to all for generations to come.

One more note: Please come visit this Sunday, Aug. 2, 1-4 pm, at the next CSC Open House event, and see for yourselves the dozens volunteering, and all the children's smiling faces.

Thank you for your consideration,

Robert Ofsevit

From: [Liberty Hill Missionary Baptist Church, Berkeley](#)
To: [BCDC Public Comment](#)
Subject: Waterfront Parking Fees - OPPOSED - Marina Fee Increases
Date: Monday, August 3, 2026 11:19:53 PM

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The members of Liberty Hill Missionary Baptist Church, located at 997 University Avenue, are opposed and very disturbed to receive notification that there are plans to charge fees for parking at South Cove East, South Cove West & J/K lots.

Quite a few members of our congregation, including myself, have been living in this area of Berkeley for over 60 years. We have used the Marina as a place to fellowship and rest. We have seen a lot of changes take place in Berkeley and most without consideration of the effect on the community.

It seems that at this time, due to the increase of people who have moved into the area, that the City of Berkeley find it to be a good time to take advantage of this increase by planning to charge fees for parking in an area that is highly used because of the need to have an outlet to release themselves of all of the uncertainty that is happening.

Our administration has taken away needed and necessary programs in our state and community, has created tariffs which creates an increase in prices and our world is troubled and confused which causes depression and anxiety among the people.

The Marina area is a place that we can go to for relaxation and rest. Many of us use the area as a place for consecration and peace with God. Some of you may not understand what that means, but the bottom line is - it keeps our minds sane.

For our neighborhood seniors, a very important part of our community, this place can be taken away from us which can add to our anxiety, depression, uncertainty and confusion, by charging fees. This would be a problem because for some; their income may not allow them to have the extra finances to "pay for peace", to take a walk/exercise, to sit and enjoy the calmness of the water. One dollar (\$1.00) may not be a lot to you, but it can add up and make a huge difference to someone who has a limited income and who needs an outlet to keep them from having stress "bouts".

Bottom line: We are against the idea of being charged fees to park in these lots for the purpose (and we all know it) making money. The City of Berkeley are not financially challenged to the extent that it needs to take advantage of the community by charging us to park to have a space to relax, consecrate, and de-stress. If it is, they can and should find another solution.

For those who cannot afford to park in these lots, they will have to park further down the road which will eventually come to the point of facing this same issue: Pay to Park.

Our prayer is that this proposal will be declined.

God bless you!

Rev. Mary C. Breland, Pastor

From: I
To: [BCDC Public Comment](#)
Subject: proposed parking fees at the Berkely marina waterfront
Date: Tuesday, August 4, 2026 9:29:45 AM

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Hello City of Berkeley

Good morning. I would like to make public comment about your proposed parking fees for general public parking around the Berkeley Marina waterfront.

I don't think you should do this because it prohibits the use of the park by the general public. People should not have to pay to go to a park or beach front area. There is also no need to do this because you have plenty of revenue from property tax. Also there has never been parking fees before. This is just a money grab that is unnecessary

Please do not tax the poor people in this way

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Regards

Terry Latham

From: [Martien, Lindsay@BCDC](mailto:Martien,Lindsay@BCDC)
To: [BCDC Public Comment](#)
Cc: [Ilsley, Olivia@BCDC](mailto:Ilsley,Olivia@BCDC); [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC); [Peterson, Sierra@BCDC](mailto:Peterson,Sierra@BCDC)
Subject: Fw: Parking Fees proposed in Berkeley marina
Date: Wednesday, August 5, 2026 12:52:12 PM
Attachments: [BCDC marina parking letter.docx](#)

Forwarding this public comment letter from Jim McGrath. Please include for the Commission for the August 6 meeting.

Lindsay Martien

San Francisco Bay Conservation and Development Commission
Principal Shoreline Development Analyst
Direct: (415) 352-3635 | lindsay.martien@bcdc.ca.gov

From: James McGrath <macmcgrath@comcast.net>
Sent: Monday, July 13, 2026 10:49 AM
To: Goldzband, Larry@BCDC <larry.goldzband@bcdc.ca.gov>
Subject: Parking Fees proposed in Berkeley marina

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A comment letter is attached. Please include this in any mailing to the Commission. You may also be interested in reviewing BCDC's minutes for the original approval of the fill where commuter ferry parking is now proposed. Two quotes stand out to me. In response to a Commissioner question about the parking lot, the city representative, James Barnes: "...said it would be used primarily for patrons of the restaurant, park, and beach." A bit later Sylvia McLughlin supports the application, stating: "...that Berkeley's master plan affirms in its waterfront policy that ...**Berkeley's portion of the shoreline of the Bay should be reserved exclusively for public recreation** and related public use."

Jim McGrath

Jim McGrath
2301 Russell Street
Berkeley, CA
July 13, 2026

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

Submitted via email

Subject: Application of the City of Berkeley to establish parking fees at three recreational lots in the marina, Application 2026-05-06

Dear Mr. Goldzband:

I understand that the City of Berkeley has applied for a BCDC permit to install the infrastructure for paid parking and begin charging for recreational parking in three lots in Berkeley marina. I write to urge you to schedule this matter for a public hearing or delay the permit and hear it as part of consideration of the City's proposal to develop a ferry terminal in the marina. I understand that ordinarily, establishment or modification of parking fees would only be subject to limited review by BCDC. Section 15273(a) of the CEQA regulations provides a pathway for exempting parking fees and thus limiting the scope of BCDC's inquiry. Those regulations go on to limit the scope of any potential exemption to cover only routine maintenance and requires the public agency to set forth "**with specificity the basis for the claim if exemption.**" The material submitted by the city simply claims a potential revenue of \$185,000 without providing any specifics about the costs of implementation or the maintenance that would be accomplished with any net funds.

In this case, parking fees at those lots are part of a single large project to redevelop the marina, substantially remodel the old restaurant once known as H's Lordships, and develop a ferry terminal. The latter two projects, and portions of the current project are all within BCDC jurisdiction, and in such circumstances, BCDC has broad discretion to review the whole of the project for consistency with the McAteer-Petris Act and the Bay Plan. There are multiple Bay Plan policies that thus apply and must be considered.

JURISDICTION

Staff from the City of Berkeley have submitted materials arguing that BCDC has only shoreline jurisdiction at the two South Cove lots and thus has only limited jurisdiction over the city's proposal. I have reviewed the material submitted by the city, which shows that the city had begun construction of bay fill to implement their April 15, 1964, Berkeley Marina Master Plan. An aerial photo submitted by the city shows that a partial dike had been construction as of May 15, 1965, but the dike had not been completed at that time, nor had fill been placed. Another aerial photo, undated, shows the dike completed but much of the area still not filled. None of the material submitted by the city includes a vested right acknowledged by BCDC at that time—the procedure included in the McAteer-Petris Act to recognize projects that had been sufficiently completed and were not subject to BCDC's authority. As you know, there was extensive

litigation regarding vested rights, but there is no evidence that we have seen that Berkeley successfully claimed a vested right over the land where parking fees are now proposed. Indeed, the material submitted by the city shows that elements of the current shore line—the sheet pile breakwater now failing, imported fill at the south basin, and imported sand to form the beach now in Shorebird Park, were all constructed under BCDC permits.

The record makes it clear that Berkeley has long considered imposition of parking fees an implementation strategy for the pier ferry project and the Waterfront Specific Plan (WSP). As early as February 16, 2021, city staff advised the City Council that:

Paid parking at various locations at the Waterfront could generate additional revenue for the City's Marina Fund, while simultaneously disincentivizing car-based traffic to the Waterfront.

While disincentivizing car-based traffic to a new ferry terminal to protect the park character of the marina, or to protect recreational use may be goals consistent with your mission, it poses conflicts with recreational access that requires car-based travel. To date, the city has not successfully rationalized these objectives. The assertion that parking fees will generate sufficient additional revenue to offset the disincentive to recreational access is not supported by the material submitted for this permit. The city merely claims, without providing any supporting details, that fees will generate \$185,000 a year. In a parallel effort, the city has generated a parking management plan for the pier-ferry project that would require modification of the proposal in this application within three years. The marina has an identified need for \$131 million in unfunded infrastructure. Most recently, the fill behind the seawall in front of the two sailing centers has begun to fail, developing a sinkhole which has required closure of the road. That seawall was developed under a BCDC permit which required the city to maintain those facilities. The possible failure of the seawall was identified as an urgent issue many years ago, but the city has not set aside funds for that maintenance, which was required by their BCDC permit. The current proposal, which would charge those who seek to use those facilities, would not generate the necessary revenue. To a substantial degree, the maintenance shortfall at the marina is the result of self-inflicted wounds as the city charged \$1.5 million in city park maintenance and over \$500,000 in recreation programs to the marina fund in FY2005. The city has charged the marina fund for those expenses, covered elsewhere in the city by the parks tax and general fund, since at least 2003.

Even if Berkeley had obtained a vested right, the imposition of parking fees is part of the city's plans for redevelopment of the marina and development of a ferry terminal. Berkeley staff have reviewed parts of the overall project with BCDC staff and the Design Review Board but have not discussed the other projects under consideration. The EIR did not consider the redevelopment of the marina, describing it as not foreseeable. Yet on July 7, 2026, the City Council approved a referral to city staff to begin preparing an EIR for the Waterfront Specific Plan (WSP), initiated earlier as the Berkeley Marina Specific Plan (BMASP). Under such circumstances, BCDC has jurisdiction to review the whole of the project, not merely the imposition of parking fees in the three South Basin lots. The city and its consultants have made it clear that parking fees are an implementation strategy for the large project—but has not discussed the whole of the project in a cumulative impact discussion in the pier-ferry project draft EIR. Specifically, the January 2022

report “PARKING AND MOBILITY FRAMEWORK Berkeley Marina Area Specific Plan (BMASP) | January 2022”, by Nelson\Nygaard stated:

A parking framework for the waterfront should address parking needs of the build-out of the draft land use scenario developed for the BMASP.

The record is peppered with comments like:

Paid parking is an effective tool for managing demand and turnover in the most convenient, high-demand parking spaces, (Nelson Nygaard)

Developing a comprehensive parking management plan that does not discourage recreational use is far more complicated than the proposal currently before you. As Kittelson, their consultant pointed out, “implementing paid parking presents a logistical and political challenge.” Distinguishing ferry commuters from recreational users and enforcement remains profoundly difficult. Berkeley is now modifying a draft parking management plan that would require modification of the plan before you for a permit. In their parking management plan the city proposes to include 65 spaces at the Skates parking lot, while they are also considering a WSP plan that proposes to develop a hotel on that site and makes no mention of ferry parking on the site. The draft parking plan for the ferry does not include a parking rate and instead proposes a “dynamic management” approach that would allow adjustments to the rate structure without approval from the city council or BCDC. The MOU between Berkeley and WETA establishes that ferry service is contingent upon “... City providing parking facilities within a reasonable distance.” There is no commitment to the cost of those parking facilities, or whether they will generate the revenue necessary to maintain the facilities and enforce parking restrictions that would protect recreational users. At the same time, the City Council is now proposing to move the WSP into the EIR process. That plan proposes to allow a tripling of the commercial space in the marina—but does not include a parking plan that would protect existing recreational users. The WSP began as the Berkeley Marina Area Specific Plan, or BMASP over six years ago.

The city has options outside of BCDC jurisdiction that could provide parking needed for any proposed ferry. The city’s parking bureau, a non-trust use, is within an easy walk of the proposed ferry terminal. Yet the city has not considered that as an alternative location for ferry parking.

Under CEQA, these various projects cannot be considered piecemeal. Nor should BCDC issue a permit for paid parking facilities without understanding the cumulative impact of such an approach on protecting access for recreational users, as required in various Bay Plan policies. Establishing paid parking for the whole waterfront and controlling access to the marina with an entry kiosk was proposed at the early stages of that effort. While that would probably leave more spaces open on weekends for users with the means to pay or buy an annual pass, it would certainly lead to adverse equity impacts. BCDC should weigh the equity impacts and the city’s process to engage disadvantaged communities against your Bay Plan policies, not merely issue an administrative permit and ignore the impacts.

OUTCOME MONITORING

Berkeley's application states:

City staff will continue to monitor parking demand and visitor use patterns and adjust this program to ensure that our parking management improves public access to the Waterfront.

This conclusion is inconsistent with the recreational user surveys taken during the planning effort which show many of the visitors to the south side of the marina come from outside Berkeley and make less than the median income. If BCDC staff is inclined to accept this argument, despite that evidence, we ask that you issue any permit for only a trial period and include monitoring. Cell phone data companies like Placer AI have records of visitors to Berkeley's Waterfront, and Berkeley funds Visit Berkeley with tax funds that come in part from the marina. Visit Berkeley in turn has access to Placer AI data for marketing the city's business. We ask that you include a monitoring condition that tracks visitation to the marina and the impact of fees. Comparing the three years of access patterns before fees were imposed to the three years that followed should demonstrate factually whether Berkeley's claim is true.

Thank you for your consideration.

Very truly yours,

Jim McGrath
Founder, Save the Berkeley Pier