
CESP Comments Re City of Berkeley Permit Application on Paid Parking for Waterfront Lots

From Amaya Williams-Segovia <amaya@eastshorepark.org>

Date Thu 9/24/2026 4:41 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>; Goldzband, Larry@BCDC <larry.goldzband@bcdcc.ca.gov>; Martien, Lindsay@BCDC <Lindsay.Martien@bcdcc.ca.gov>; Ilsley, Olivia@BCDC <Olivia.Ilsley@bcdcc.ca.gov>

 3 attachments (1 MB)

2026-09-24 CESP Letter to BCDC Re City of Berkeley Permit Application on Paid Parking for Waterfront Lots.pdf; BWCCletter-major-app-signed.pdf; BCDC letter on parking fees.docx;

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Dear BCDC Commissioners, Executive Director Goldzband, and Analysts Martien and Ilsley,

Attached is a letter from Citizens for East Shore Parks (CESP) regarding the City of Berkeley Permit Application on Paid Parking for Waterfront Lots.

CESP joins in the letters of Berkeley Waterfront Community Coalition and Save the Berkeley Pier, which are also attached.

Best,
Amaya

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Amaya Williams-Segovia
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Jim McGrath
2301 Russell Street
Berkeley, CA 94705
September 8, 2026

Larry Goldzband
San Francisco Bay Conservation & Development Commission
375 Beale St
San Francisco, CA 94105

SUBJECT: Berkeley permit application to institute paid parking at Berkeley Marina

Dear Mr. Goldzband:

INTRODUCTION

BCDC has the authority, and indeed the responsibility, to deny a permit application if it does not provide maximum feasible public access. We believe that the Commission cannot find that this project provides maximum feasible public access. We urge you to recommend denial of this application because it will diminish existing public access and because it is inconsistent with several Bay Plan policies. BCDC correctly designated this area a Waterfront Park; that designation reflects the promise that Berkeley made when this area was originally filled to create a **permanent** recreational resource. We have reviewed the application from the City of Berkeley. We note that there is no discussion of the issue of maximum feasible public access, or indeed feasibility at any level, no discussion of the various Bay Plan policies that mandate protection and expansion of access to the shoreline, no real program for managing parking, enforcing that program, or monitoring outcomes, and no discussion that shows the proposal has been reviewed in accordance with the Commission's policies on equity. Instead of analysis, the city simply claims that instituting paid parking would not "adversely affect existing or future public access." Assertions without support are not substantial evidence. We expect the BCDC staff summary to identify and analyze the relevant Bay Plan requirements that will be discussed below.

BCDC JURISDICTION

Berkeley argues that BCDC does not need a permit to impose parking fees. Berkeley has not submitted a determination of vested right for the areas where they propose to charge parking, and available documents show that the South Basin was not filled to current elevations until well after the McAteer-Petris Act gave BCDC jurisdiction over fill. Further, the entire area where this project is proposed is designated a Waterfront Park Beach priority area on Bay Plan Map 4, giving BCDC reason to evaluate the impacts on park uses. This representation by Berkeley to create a recreational area is the cornerstone of multiple BCDC permits and was critical to approval of fill in 1966. BCDC's staff report cited that commitment by the city in their revised marina plan that eliminated most fill:

One of the important goals...is the retention of maximum open water;" and it [that revised plan] contains under Waterfront Objectives **"Berkeley's portion of the shoreline of San Francisco Bay should be reserved exclusively for public recreation and its related public uses."**

We believe that BCDC has ample jurisdiction to look at the whole of the project and evaluate any impacts that would occur within BCDC's jurisdiction.

BAY PLAN POLICIES AND BCDC GUIDANCE

Berkeley contends that this program would not diminish public access, arguing explicitly that: "There will continue to be significant nearby free public parking within 0.32 miles of specific destinations served by these parking lots." Berkeley makes no effort to consider Bay Plan policies in this assertion. Recreation Policy 3(a)(7) is on point, providing:

Access to marinas, launch ramps, beaches, fishing piers, and other recreational facilities should be clearly posted with signs and **easily available from parking reserved for the public** (emphasis added).

The parking lots in question currently support sailing, kayaking, surf skis, windsurfing, winging, windfoiling, and swimming. It is hard to conceive how such equipment can be dropped off, and users, or wet swimmers, will walk 1/3 of a mile with no adverse impact on access. Such distant parking is clearly not easily available, as the Bay Plan requires.

Equity policies are another area where Berkeley's application falls well short of complete. Environmental Justice and Social Equity Policies 3 and 4 provide in relevant part:

Equitable, culturally-relevant **community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects** and appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities, and such outreach and engagement should continue throughout the Commission review and permitting processes. Evidence of how community concerns were addressed should be provided. If such previous outreach and engagement did not occur, further outreach and engagement should be conducted prior to Commission action.

If a project is proposed within an underrepresented and/or identified vulnerable and/or disadvantaged community, **potential disproportionate impacts should be identified in collaboration with the potentially impacted communities**. Local governments and the Commission should

take measures through environmental review and permitting processes, within the scope of their respective authorities, to require mitigation for disproportionate adverse project impacts on the identified vulnerable or disadvantaged communities in which the project is proposed.

BCDC and Berkeley have received testimony that demonstrates that many of the users of the recreational parking where fees are proposed are of moderate or lower income. Testimony by Gordon Stout using the city's own surveys, established that over 10% of the respondents reported a household income of \$25,000. Berkeley held a contentious public hearing before the City Council when it adopted the proposal to institute fees but otherwise has not complied with these policies by reaching out to the anglers who represent many of the lower income users. Berkeley has provided nothing in its application which assesses the impact on such users. Yet price elasticity in recreational parking is a well-documented area of analysis.

BCDC has provided ample guidance to applicants—which goes unmentioned in Berkeley's application. Perhaps most striking is this language on your website:

Public Access is for everyone. Public access should provide **barrier-free access** for people with disabilities, **people of all income levels**, and people of all ages and cultures. **In general, public access to the Bay should be available to the visiting public free of charge.**

Instead of addressing this directly, Berkeley equivocates. The impacts they anticipate are dismissed with claims like: **“The program will not significantly affect the public nature of the area.”** And **“The program will not unduly interfere with reasonable public use of the public access areas.”** It is difficult to rationalize the “not unduly interfere” qualification the city proffers for the lofty language in the McAteer-Petris Act and the Water Trail Act that describe existing access as inadequate and set policies to increase access.

It has long been established that user fees like parking have a disproportionate effect on people of lower incomes—the majority users of these lots. As long ago as 2000, “Do User Fees Exclude Low-income People from Resource-based Recreation?” Thomas More USDA Forest Service, Northeast Research Station Thomas Stevens Department of Resource Economics, University of Massachusetts found:

A mail survey of New Hampshire and Vermont households shows that although user fees are widely accepted, they may substantially reduce participation in resource-based recreation by those earning less than \$30,000 per year. For example, 23% of low-income respondents indicated that they had either reduced use or gone elsewhere as a result of recent fee increases, while only 11% of high-income users had made such changes. A conjoint analysis also suggests that low-income respondents are much

more responsive to access fees than high-income respondents. And we find that a \$5 daily fee for use of public lands would affect about 49% of low-income people as compared to 33% of high-income respondents. We conclude that potential impacts of this magnitude highlight several critical problems in the design of recreation fee programs.

Perhaps the adverse impact on such groups is what Berkeley describes as “not unduly.”

The city has also not evaluated the policies in the Water Trail Act, which provide further legislative intent to protect and enhance access onto the Bay. Section 66691(b) provides:

Water-oriented recreational uses of the San Francisco Bay, including kayaking, canoeing, sailboarding, sculling, rowing, car-top sailing, and the like, are of great benefit to the public welfare of the San Francisco Bay Area. With loss of public open space, the public increasingly looks to the bay, the region’s largest open space, for recreational opportunities. Water-oriented recreational uses are an integral element of the recreational opportunities that span the San Francisco Bay Area and add to the community vitality and quality of life that the citizens of the region enjoy.

Section 66691(f) provides further the legislature’s intent:

(f) The San Francisco Bay Area Water Trail, established pursuant to this chapter, **shall be implemented consistent with the goals of improving access to, within, and around the bay**

BCDC has implemented this legislation by adopting Bay Plan Policy 3e, which provides that:

Non-Motorized Small Boats. (3) **Sufficient, convenient parking that accommodates expected use should be provided** at sites improved for launching non-motorized small boats. (emphasis added)

This area is a designated Water Trail Trailhead and Berkeley has used grants from that program for some of the improvements that would require paid parking if BCDC approves this application. No consideration of these policies was included in the city’s application. It seems clear that moving parking 1/3 of a mile away conflicts with this Policy.

EQUITY AND FUNDING

The cover letter for the city’s application acknowledges that Berkeley has obtained \$25 million in grant funding for the marina. Those grants were from state and regional sources, given to Berkeley because the marina is public trust land that provides recreation for the region, not just the city. In some of those cases, Berkeley touted the free nature of the recreational opportunities in applying for those grants. In both obtaining permits from your agency and those grants, Berkeley promised to maintain those facilities. But it has not.

Now it claims that these fees will generate \$335,000 in revenue and are somehow essential to meet the commitments the city made when it accepted those grants. (The city uses different numbers as well, the staff report to the City Council dated June 2025, “Marina Fund Fee Increases”, estimates that parking fees could generate \$182,500 a year.) There is no detailed budget that shows how the city arrived at that figure, the costs of the program, or the planned maintenance that would occur. Since Berkeley’s paid parking programs are losing millions of dollars, we are indeed skeptical of such assertions that are not backed by substantial evidence. (In “Parking Funds Status” a report to the Budget & Finance Committee dated October 28, 2025, city staff reported that in FY2025 the parking programs of the city generated \$4.93 million in revenue but had \$6.48 million in costs.) With 273 parking spaces proposed for the paid parking program, each parking space would have to generate \$1227. Yet the proposed annual fee is \$500. This part of Berkeley Marina does receive extensive visitors, data from PlacerAI which we have submitted to BCDC shows about 800,000 visitors in the year ending in mid 2025. But the city has made no effort to determine how many of these visitors now use the lots proposed for fees, or what the impact of charging for parking would have in reducing use. Assumptions are not substantial evidence.

The improvements at two of the three parking lots targeted for parking fees were funded through grant programs. Those include:

- Bay Trail along frontage road and bicycle overcrossing \$3.9 million and \$6.4 million respectively
- Bay Trail Phases 1 and 2. Funded by MTC, the State Coastal Conservancy, and ABAG. Completed in 2014 at a cost of \$2.4 million
- South Cove Parking lot and restroom, funded by the Division of Boating and Waterways, the Cosco Busan Fund, MTC, Coastal Conservancy. Minor funding from the marina fund. Completed in 2018 at a cost of \$2.41 million
- South Cove Bay Trail Phase 3 including docks and gangways. Funded by MTC, the Coastal Conservancy, some funding from the marina fund.
- South Cove West parking lot. Funded by the Coastal Conservancy grant of \$3.77 million, recently completed.

This may not include all grants, and my sources don’t indicate the amount of funding from the marina fund. But the vast majority of this \$18.6 million in improvements were funded to **increase** access to the recreational areas of Berkeley marina as a regional recreational resource.

THE CITY'S PROGRAM IS EXPERIMENTAL AND POORLY DEVELOPED

The city essentially admits that their parking program is not fully developed in their cover letter, where they argue that the city should be allowed to make adjustments as they “learn what does and does not work during implementation.” The objectives of this effort are vague, and to a substantial part, inconsistent with the purposes for which Berkeley was given grants and purposes. The South Basin where two of the lots at issue are located is the home to two sailing centers, three public docks that provide access to the Bay, Shorebird Park, and Adventure Playground. Most of these activities use these parking areas, involve hours of recreation, and are the activities that Berkeley committed to when this part of the bay was filled. Cal Adventures puts on all-day sailing programs in the summer, funded by the city. The creation of these sailing centers and the park was a feature of Permit No. 1966-028. But now, the city states one of its objectives for these fees as “Paid parking necessary to incentivize turnover thereby increasing public access.” Having secured permits and grants to create a sailing center, Berkeley is now seeking to make sure people using those facilities don't stay! This objective conflicts with the very purpose for filling this area.

MONITORING

While we are recommending denial of this permit, if BCDC staff is considering recommending approval as a demonstration project, such a project must have clear objectives and a data gathering effort that is sufficient to evaluate impacts. We have seen that public investment in the Bay Trail, completed in 2014, and the restroom, rigging area and parking improvements completed in 2018 stimulated an increase in public use. Although we only have cell phone data for two years, 2019 and 2025, that data it shows a 20% increase in visitation. While the city may be able to harvest digital use data from parking machines, that provides only a partial set of data of public use. Berkeley is arguing that nearby free parking will prevent significant loss of access. That is a theory that can be tested with an adequate data collection program. However, that program needs to sample all visitation. The most efficient way to do that is with cell phone locational data. Equally important is a time history of changing use. Cell phone records are proprietary data sources and are available back to 2013. Thus, an adequate monitoring program should establish a baseline, including trends and the impacts of the grants that have created the recreational improvements Berkeley now seeks to monetize. We believe that a one-year trial, if an adequate monitoring program is developed and subjected to public scrutiny, is an ample period to test Berkeley's claim that paid parking will not reduce recreational use.

ENFORCEABILITY

Berkeley proposes that marina staff, not the parking bureau, enforce the proposed parking restrictions. While marina staff may have authority to issue citations for parking violations, the enforceability of those citations is questionable. In other parts of the city, and in most

cities, parking violations issued by licensed officers can be enforced by blocking vehicle registration. That is not the case with marina staff issued citations. Moreover, the application before you does not establish a clear program for enforcement, or a track record. Those of us who use the marina know that few marina staff are present during the weekend. We have watched cars park in the loading zones—and remain there all day. Berkeley has not presented BCDC with a track record that establishes the budget, personnel, and past successes to support their claim that they can enforce parking restrictions and protect access.

CONCLUSION

Berkeley residents have been generous in funding our parks, but for decades the city has refused to use that funding to maintain the Waterfront. In 2014, I convinced the city council to place an increase in the city's parks tax on the ballot and ran a campaign in support. It secured a 76% yes vote and has increased the parks tax fund by more than \$20 million in the ensuing years. Yet the city used none of these funds for maintenance of the recreational facilities at the marina that they had promised BCDC to maintain. In 2024, then chair of the Parks Commission Claudia Kawczynska convinced the city council to put another increase in the parks tax on the ballot, with funds earmarked to maintain the marina parks from the parks fund, not the marina fund. That increase also passed. The city's efforts to use the parks fund rather than other funding sources for the waterfront involves more than an order of magnitude more funds that might be generated by parking fees. In FY2025, the city charged more than \$1.5 million in park maintenance and more than \$500,000 in recreational programs. That practice, which goes back over more than two decades, has hamstrung the ability of the marina fund to meet the commitments it made to BCDC and to grantors to maintain the facilities that support recreation.

Nothing in the city's application establishes a clear budget of what a parking program would cost to operate, what the potential revenue might be, taking into account price elasticity, or a capital program that establishes what maintenance activities would be funded. While Berkeley has argued that cost and feasibility is not an issue under CEQA, it is certainly an issue in the McAteer-Petris Act, which requires maximum feasible public access. The application does not address this or establish a program of monitoring that would test their assertion that access to the shoreline will not suffer. It should be denied.

Very truly yours,

Jim McGrath

For Save the Berkeley Pier



Citizens for East Shore Parks

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September 24, 2026

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San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105
ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley

Via Email Only

publiccomment@bcdcc.ca.gov; larry.goldzband@bcdcc.ca.gov;
lindsay.martien@bcdcc.ca.gov; olivia.ilsley@bcdcc.ca.gov

Re: City of Berkeley Permit Application on Paid Parking for Waterfront Lots

Dear BCDC Commissioners, Executive Director Goldzband, and Analysts Martien and Ilsley,

Citizens for East Shore Parks (CESP) has advocated for access to the Berkeley waterfront since CESP was founded in 1985. It believes that the Berkeley Marina parking should remain free rather than become paid parking. CESP joins in the letters from the Berkeley Waterfront Community Coalition and Save the Berkeley Pier which are attached.

Sincerely,

A handwritten signature in black ink, appearing to read "Arthur Feinstein".

Arthur Feinstein
Board President, CESP

A handwritten signature in black ink, appearing to read "Robert Cheasty".

Robert Cheasty
Executive Director, CESP



Berkeley Waterfront Community Coalition
<https://www.berkeleywaterfrontcommunitycoalition.org/>

September 9, 2026

San Francisco Bay Conservation & Development Commission
375 Beale St
San Francisco, CA 94105
ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley
SUBJECT: City of Berkeley Paid Parking Program for Waterfront

Dear BCDC staff,

Thank you for the opportunity to comment on this matter in August for the first public discussion of the City of Berkeley's Waterfront Paid Parking plan. We share the concerns Commissioners raised in voting to require full review of this permit — specifically, that the project's shoreline band jurisdiction, its location within a BCDC-designated Park Priority Use area, and its equity impacts on lower-income and recreational users together warrant the scrutiny a major permit provides. This letter expands on those concerns with additional detail on ensuring a comprehensive approach, public access impacts, and the plan's financial rationale.

Ensure Comprehensive Approach

BWCC asks that any changes to Marina parking be considered within a broad, forward-thinking plan for the waterfront as a whole, rather than approved lot by lot in isolation. In 2023, 950 people signed a petition asking the city to combine the Waterfront Specific Plan with the Pier-Ferry project as a central planning effort for the waterfront. The petition was sent to the city, and no response has been received to date. A comprehensive planning process would allow the city and BCDC to properly balance the competing needs at stake here, rather than resolving them piecemeal through separate, disconnected approvals.

The paid parking plan in the south waterfront is a central part of the ferry transportation demand management plan (TDM) to create space for ferry parking, and should be treated as such. Paid parking as a TDM is listed in the following ferry parking demand management reports:

- **2022-01-31 Draft Parking and Mobility Framework** – Nelson Nygaard (paid parking strategies, turnover, TDM for ferry, recommends a comprehensive TDM plan, not separating waterfront specific plan from ferry plan).
- **Berkeley-WTPF-Parking-and-TDM-Plan-March-2025-Public-Draft**, Kittelson & Associates (paid parking plans, turnover a concern for ferry parkers rather than recreational usage).
- **DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN**, Public Review Draft, City of Berkeley, 5/8/2026 (paid parking plans in south waterfront area only to address ferry project; turnover concerns directed at recreational users to balance conflict with ferry parkers).

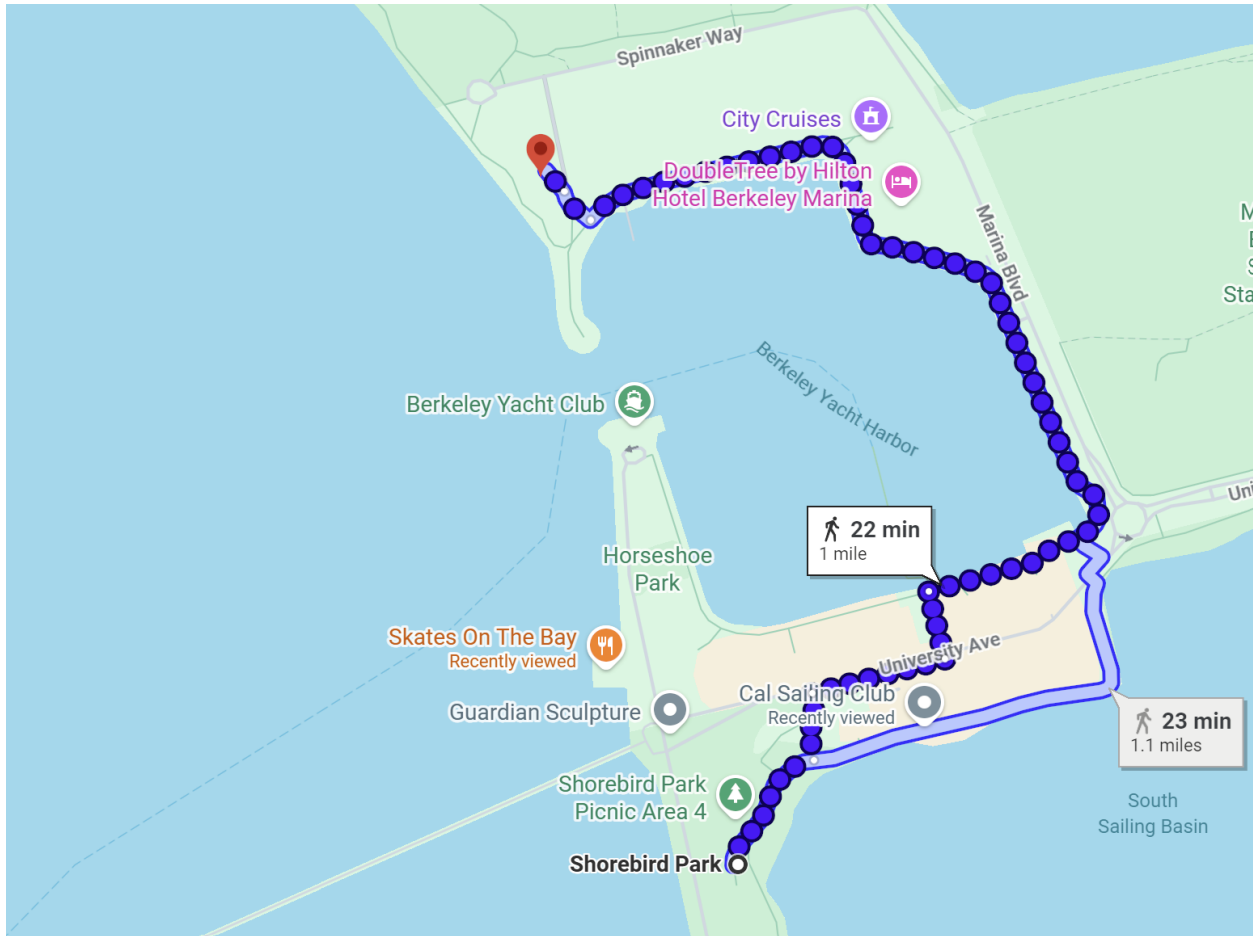
Other waterfront projects currently in discussion bear on the impacts of this plan:

- **Marina Boulevard:** The city has pointed to about 1,000–2,000 other free spaces available in the waterfront as substitutes for these spaces. One example is the Marina Boulevard "lot," which ferry traffic demand management reports list as having 150 spaces some distance from the pier. We would suggest that BCDC request an update on the **Marina Boulevard Shoreline Resiliency and Public Access Improvement** project. It is unclear how many parking spaces will remain under this plan, which has already gone through conceptual design and funding phases.
- **Waterfront Benefits District:** It is important to understand the city's overall plans for paid parking at the waterfront to understand overall impacts. The city is contemplating a waterfront benefits district for the entire waterfront, of which this permit may be an early phase. See <https://berkeleyca.gov/city-council-regular-meeting-eagenda-january-18-2022>. While the city's current parking demand management for the waterfront apparently no longer uses the "benefits district" terminology, it leaves such options open for demand-based adjustments in the future.

Ensure that all Users Have Access to Nearby Parking Commensurate with Needs

The current WETA/City of Berkeley MOU stipulates that ferry service is contingent upon "the City providing parking facilities within a reasonable distance from the access control gate" (Project Memorandum of Understanding, Berkeley Marina Ferry Facility Project, March 12, 2019). We would urge this same logic be applied to recreational users of the Marina as well.

As you can see in the map below, many of the free parking spaces the city points to as substitutes are not a reasonable distance from the lots targeted for fees. Many of the other spaces in the waterfront are actually slipholder-only parking and should be distinguished from free general-public-use parking. Many spaces will be converted to paid and time-restricted lots under the ferry parking plan. Many spaces in the north waterfront area are up to a mile away, depending on destination — a 20+ minute walk carrying gear for picnicking, sailing, swimming, or other water sports. Loading zones where one must drop gear off, leaving items unattended while parking, is impractical.



The city's own MOU recognizes that ferry riders need parking within a reasonable distance of their destination. The same standard should apply to sailors, swimmers, anglers, and families accessing the shoreline for recreation.

Ensure Maximum Equitable Public Shoreline Access

No other area in the waterfront has paid parking except for the Launch ramp on the north side and the hotel guest parking lot. This would be the first paid parking program for general access in the waterfront area. The city received a grant from the State Coastal Conservancy to repave the South Cove West lot, repeatedly describing it as a *free* public resource, important for supporting equitable access to the public shoreline. The [City's subsequent 2025 decision memo](#) in awarding the South Cove West contract explicitly connects the lot's free and proximate nature to its value in providing equitable access, characterizing it as a "*free public resource that provides enhanced equitable access to the waters of San Francisco Bay.*" We forwarded to BCDC staff communications with the SCC after a public request act revealing no written record of a decision later to abandon this conclusion and convert the lot from free to paid (see emails from Antinori to Pan, Martien, and Ilsley beginning May 31, 2026).

Many examples and studies already attest to how paid parking affects access to public resources and parks, including shorelines:

- [Balboa Park in San Diego](#)
- Ernst (2021): *The study finds that in general parking limitations significantly reduce beach usage and disproportionately impact beach usage for POC.*¹
- More and Stevens (2000): *we find that a \$5 daily fee for use of public lands would affect about 49% of low-income people as compared to 33% of high-income respondents.*²
- Martinez (2023) *The further one lives from blue or green space, the more transportation and parking take on greater importance.*³

The city's own visitor survey of these waterfront lots bears this out locally. The south area lots disproportionately serve activities that require gear and close-by parking: 76% of sailing/boating visits, 75% of playground visits, and 70% of swimming visits occur in the south area, compared to activities like walking or running, which lean toward the north. That same survey shows south-area visitors skew lower-income — 20% of all respondents earning under \$75k/year visited the south waterfront, compared to just 8% for the north — meaning the proposed fees are concentrated on exactly the users least able to absorb them.

This pattern is consistent with our own published research on equity and shoreline access. Our study of anglers along the Berkeley shoreline found that nonwhite visitors use this area substantially more than white visitors, despite Berkeley's predominantly white population, underscoring the area's regional importance for equitable shoreline access.⁴ Our demand analysis showing low- and medium income anglers visit more often and derive higher value from angling here are included as **Appendix: Supporting Data**.

Consider other aspects of budget rationale

While BCDC Commissioners noted that BCDC does not involve itself with financial matters of city management, we add comments on this subject because of the city's reliance on a budget rationale to justify the payment plan in the three lots. In addition, the cover letter links passage of a paid parking plan with repair of a hoist motor and seawall in the south basin next to the lots in question. Description of revenues and funding allocations affecting waterfront infrastructure for waterfront access paint a more nuanced story:

¹ Ernst, H. R. (2021). Parking access, beach usage, and race: a study of the relationship between parking access and racial inequality at public beaches in Palm Beach County, Florida. *Environmental justice*, 14(1), 70-75.

² More, T., & Stevens, T. (2000). Do user fees exclude low-income people from resource-based recreation?. *Journal of leisure research*, 32(3), 341-357.

³ Martinez, S. R. (2023). Racism in the water: Access for all in outdoor recreation. *Ecology LQ*, 50, 1.

⁴ Antinori, C., Börger, T., King, P., & Peterson, M. (2026). Normal for whom? Exploring socioeconomic variation in a travel cost analysis of urban shoreline fishing. *Ecological Economics*, 241, 108872.

- A Berkeley parks tax increase in 2024 allocated \$650k to capital infrastructure and a total of \$1.5 m a year expressly to the Marina Fund to cover landscape and maintenance of the waterfront parks, which has been held responsible for those expenses while other city parks are managed directly from their parks funding.
- The city reassigned \$2.9 million from the state for marina infrastructure towards planning documents for the ferry project.
- The city is currently requesting from the Metropolitan Transportation Commission \$25m for its portion of costs for the WETA ferry project.
- D&E docks are set to open shortly, increasing berth revenues, the main driver of the Marina Fund.
- Funding for seawall at the South Cove Sailing Basin is identified as "Capital Improvement Fund" item (<https://berkeleyca.gov/your-government/our-work/capital-projects/south-cove-sailing-basin-seawall-study>) and has been slated for repairs for at least 20 years.
- The city has collected rent from the recreational organizations next to the hoist and seawall for many decades. They have, however, funded the recent installation of metal barriers to block use of the road, leaving the hoist motor out of service, and spent \$13k on the parking lot specifically to install kiosks.
- The projected paid parking revenue figures given are gross and not net of expenses and do not include enforcement costs. The city has indicated that waterfront employees would carry out enforcement duties, but recent city reports state that waterfront employees have not been able to fulfill existing basic responsibilities, with further job cuts on the horizon (Parks, Recreation and Waterfront Commission meeting, September 9, 2026). Nor would the city have the funding or capacity to carry out a credible monitoring program for this plan.

No other parks in the city have paid parking as a condition to visit.

We support the city in working with the DoubleTree Hotel to meet its rent obligations and finding positive ways to manage the waterfront for all.

Recommendation

There is no compelling need for Berkeley to implement paid parking in the three targeted south lots — J&K and South Cove East and West — at this time. As detailed above, the proposal should be evaluated as part of a comprehensive waterfront plan rather than in isolation; nearby "free" alternatives are not within reasonable distance for recreational users, by the same standard the city applies to ferry parking; and the costs to public access are real and fall disproportionately on lower-income visitors, older persons, and those seeking access to water sports. We ask that the plan be treated as part of traffic demand management for the ferry project, with Berkeley including the paid parking plan as part of the ferry permitting process and forego any paid parking proposal permit until a comprehensive review has been conducted.

Thank you again for your consideration of this matter,



Camille Antinori

On behalf of Berkeley Waterfront Community Coalition

Appendix: Supporting Data

Table 1. Visitation by activity, south vs. other areas from general parking survey. *Source: City of Berkeley parking survey intercept data*

	South area %	Other areas %	# responses
Walking	37.9	62.1	177
Sailing/boating	76.2	23.8	105
Sightseeing/photography	51.3	48.7	78
Dog walking	40.8	59.2	76
Wildlife viewing	52.8	47.2	53
Dining	65.1	34.9	43
Picnicking	54.3	45.7	35
Playground	75.0	25.0	24
Biking	57.1	42.9	21
Swimming	70.0	30.0	20
Running	31.6	68.4	19
Shoreline fishing	43.8	56.2	16
Charter fishing	50.0	50.0	8
Cruise	66.7	33.3	6
All respondents	49.6	50.4	381

Table 2. Visitation by south/north area and income from general parking study. *Source: City of Berkeley parking survey intercept data*

	Under \$75k %	\$75k or more %	Total %
South area	20.0	31.5	51.5
North area	7.9	16.1	23.9
All respondents	36.1	63.9	100.0
# responses	119	211	330

Table 3. Mean visits per year by income level from general parking study. *Source: City of Berkeley parking survey intercept data*

Income Level	Number of Respondents	Mean # Visits per yr
\$0–\$24,999	36	117
\$25,000–\$49,999	24	165
\$50,000–\$74,999	49	113
\$75,000–\$99,999	33	122
\$100,000–\$124,999	39	114
\$125,000–\$149,999	18	76
\$150,000–\$174,999	22	87
\$175,000–\$199,999	17	112
\$200,000 and up	48	116
Total	286	115

Table 4. Mean one-way distance traveled to waterfront by income level from general parking study.

Source: City of Berkeley parking survey intercept data

Income Level	Number of Respondents	Mean Distance
\$0–\$24,999	36	14.40
\$25,000–\$49,999	24	2.79
\$50,000–\$74,999	49	11.80
\$75,000–\$99,999	33	6.92
\$100,000–\$124,999	39	9.89
\$125,000–\$149,999	18	7.59
\$150,000–\$174,999	22	15.30
\$175,000–\$199,999	17	11.60
\$200,000 and up	48	14.30
Total	286	10.96

Using this data, we estimated a demand function using standard econometric techniques to understand the factors explaining visitation frequency. The visitor-specific variables *positively explaining visitation* are:

- Sailing/boating as reason to visit
- age ranges 60 and older
- age range 40-49
- dog walking

These are precisely the conditions for which you would see more usage of parking lots. These are not people who could come by bike or bus instead or park in any location in the waterfront but visitors who drive because of gear for targeted activities, pets and physical abilities. Using the estimated demand function, on average a person in the 60-69 age range comes 145 times a year to the waterfront while a person in the 18-29 age range comes 75 times a year. The older group therefore comes almost double the amount of time the 18-29 group visits.

The visitor-specific variables that *negatively explain visitation* are:

- walking as a reason to visit
- cost (as measured by roundtrip distance traveled from home zipcode, using AAA's \$0.77/mile mileage costs).

Increases in cost typically lead to less quantity demanded, as they do here for travel cost and visitation.

Furthermore, our study⁵ on anglers along the Berkeley shoreline underscores the equity considerations of free access to the waterfront. The figure below shows the breakdown of anglers by race/ethnicity and income. Nonwhites use this area substantially more than whites despite Berkeley’s predominantly white population, showing the regional importance of this location for shoreline access for diverse populations.

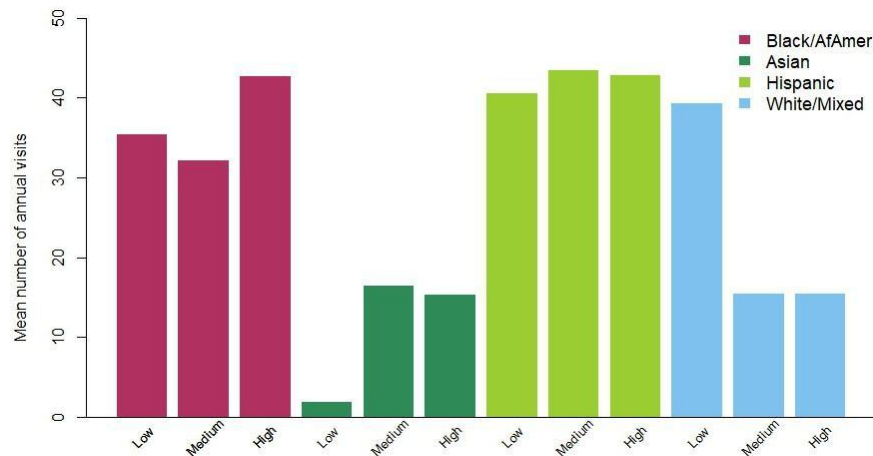


Figure 1. Sample mean current trips, by race/ethnicity and income (Antinori et al., 2026)

Table 5 shows that low- and medium-income anglers derive substantially greater value from visiting the Berkeley shoreline to fish. Consumer surplus is a common economic measure of welfare and comes in this case from estimating the demand function on the data set of anglers, as we did above for the general parking visitors.

Table 5. Average Consumer Surplus per Trip by Income (Antinori et al., 2026)

	Consumer Surplus	Confidence interval
Low income	\$73.96	[\$62.18 - \$91.42]
Medium income	\$90.66	[\$74.08 - \$117.19]
High income	\$45.33	[\$40.64 - \$51.09]

Table 6 shows visitation is higher for low- and medium-income visitors than for high-income anglers.

Table 6. Average Predicted Visits by Income (Antinori et al., 2026)

	Expected trips in following year	Confidence Interval
Low-income anglers	29.98	[26.06 - 30.74]
Medium-income anglers	33.71	[29.69 - 35.23]
High-income anglers	26.65	[25.07 - 29.22]

We also asked about visitation if the pier were to reopen out to 3000’ for a recreation-only (not with the planned ferry) to fishing, and visitation jumped substantially – 96%.

⁵ Antinori, C., Börger, T., King, P., & Peterson, M. (2026). Normal for whom? Exploring socioeconomic variation in a travel cost analysis of urban shoreline fishing. *Ecological Economics*, 241, 108872.

Please see our report [here](#) for more details.

Parking in North Berkeley Waterfront Park

From Katherine Westine <kawestine@gmail.com>

Date Thu 9/24/2026 9:00 AM

To BCDC Public Comment <publiccomment@bcdc.ca.gov>

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ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley

Dear Commissioners,

My name is Katherine Westine. I live in North Oakland and I come to the marina to walk myself and my dog — also to enjoy the beauty of open space and looking out at the bay. Parking fees go against what I think of for a park. Let everyone who respects the park enjoy it, free of charge.

Today, I'm writing as a concerned resident and visitor to the Marina to ask that BCDC reject the current parking permit application.

- The parking lots that the city now wants to charge for have always been free, and the City itself has described them that way - including in its own 2025 decision memo, which called the South Cove West lot a "free public resource" that provides "enhanced equitable access" to the Bay. Turning free lots into paid ones is a real change in who gets to use our shoreline. Research on parks and beaches elsewhere consistently shows that parking fees fall hardest on lower-income visitors.
- The paid parking proposed in the permit application states that there is alternative free parking elsewhere in the waterfront (such as the Marina Boulevard lot) as substitutes for the spaces that the city wants us to pay for in the future. But many of those substitute spaces are a mile or more away from the lots being converted, a 20+ minute walk while carrying gear for sailing, swimming, or picnicking. Some of what the City counts as available parking is also slip holder-only, reserved for boat owners and not actually open to the general public at all.

The City of Berkeley has stated previously, that adding more paid parking to the Marina is an essential component of the much larger, as yet unapproved, Pier-Ferry project — but it's being brought forward on its own, separately from the ferry permitting process and separately from the broader Waterfront Specific Plan. Reviewing parking changes piecemeal makes it impossible to see the full picture of what's happening to our shoreline.

Therefore, I'm asking BCDC to reject the current parking permit application.

Thank you for your consideration,

Katherine Westine
Rockridge, Oakland

Sent: Tuesday, September 22, 2026 1:25 PM

Hello, my name is Elizabeth Starr. I live in Berkeley, California. Please feel free to leave a detailed voicemail, but not a text. I do not text. I'm calling about the City of Berkeley wanting to charge \$6 a day to park at the Berkeley Marina, parking at South Cove East. I am not able to e-mail you due to disability, so I'm invoking the ADA for you to take these, take notes of what I'm going to say now. It is that So I'm disabled. It's unknown whether the handicap blue placards will be accepted or not. This is an area I like to go and walk at three to four times a week. I am unable to walk in my own neighborhood due to technology that gets me sick, including cell towers. So I really count on the marina. Being an elder who's disabled, I also kind of being able to use a restroom. And this is one of the only areas that has public bathroom facility. And so \$6 a day times three times a week, you know, it's adding up to be, you know, 20 bucks a week, 80 bucks a month. I'm on a fixed income, Social Security. I wouldn't be able to access the waterfront. And also, I'm concerned about other people being able to access it too, including the children who go to the Shorebird Park and the little area where they build things. Very helpful for kids to have these areas. Berkeley is the most dense city in California. We need more open space, not less. Any open space should be accessible to everyone. So working class families with kids certainly cannot afford, you know, six bucks a day and take them a few times a week. I mean, that's, you know, say 80 bucks a month. People don't have money during all this horrible inflation under Trump. The last thing you should be doing is taking away access to the waterfront for small children who really need this outdoor space. So not only for myself, but for the kids and for all other people, I am saying please do not charge money for this. The city of Berkeley does not need the money. They spend money recklessly. And It's the marina needs to be available to everybody, all ages, intergenerational. People don't have a lot of money and they have a right to walk and get the clean air. There aren't many places to walk in Berkeley. And again, Berkeley is the most dense. city in California. We need to keep open space available. The pier has been closed for over 10 years. It was a great open space where people could walk. That's not open anymore. So it really cuts back and it's wrong to charge families with small children who just want to go play like everybody else, you know, 80 bucks a month or whatever for them to go a few times a week. Please vote against this and please, I'm invoking the Americans with Act when I ask you to take these take my message and transcribe it and give it to the board because I cannot into the Commission because I cannot send you an e-mail due to disability please confirm that you will do this I'm Elizabeth S T A R R Berkeley resident for over 30 years thank you very much

Berkeley's Assault on Waterfront Parking

From Mary Lee Noonan <mleenoonan@gmail.com>

Date Fri 9/18/2026 1:29 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

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To the BCDC Board:

This week I enjoyed a wonderful walk at the Berkeley Marina with my adult children who were visiting from New York and Washington, D.C., a special outing that took us back to countless walks we have taken there over the years. We would not have gone if we knew that a struggle for parking lay ahead. How could we ever compete with countless ferry passengers who had arrived before us? Our Berkeley life would be sadly diminished.

Please reject the City of Berkeley's permit application for Paid Parking on our waterfront.

Sincerely yours,

Mary Lee Noonan

Public Parking at the Marina

From Mateo Rutherford <mateo_rutherford@yahoo.com>

Date Sun 9/20/2026 9:36 AM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

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Dear Commissioners,

My name is Mateo Rutherford-Rojas. I've lived in West Berkeley for 31 years. I come to the marina with my husband and two dogs to enjoy the beauty of the bay, exercise, have coffee and now that we are retired, we are looking at affordable options for kayaking on the Bay. As semi-retired persons we are really feeling the economic pinch of the cost of living in Berkeley. We have seen the gentrification of our neighborhood as our long-time neighbors have had to leave their beloved Berkeley due to the cost of living. When parking fees were added to San Pablo Ave. the impact was immediate in our neighborhoods as everyone who works and shops there filled our streets. Parking fees at the Marina will further impact the ability of low and fixed-income residents to enjoy the waterfront and further the process of gentrification in Berkeley.

I understand there is a plan to add ferry service from the Marina to SF, and that would significantly impact parking at the Marina. I support public transportation and would recommend planning appropriately so people can easily access ferry services at the Marina without having to drive there. Alternatively, parking could be free for 4 hours to allow people to enjoy the waterfront for free, while discouraging commuters from driving to the Marina for ferry service.

Please take under consideration:

- The parking lots that the city now wants to charge for have always been free, and the City itself has described them that way - including in its own 2025 decision memo, which called the South Cove West lot a "free public resource" that provides "enhanced equitable access" to the Bay. Turning free lots into paid ones is a real change in who gets to use our shoreline. Research on parks and beaches elsewhere consistently shows that parking fees fall hardest on lower-income visitors.
- The paid parking proposed in the permit application states that there is alternative free parking elsewhere in the waterfront (such as the Marina Boulevard lot) as substitutes for the spaces that the city wants us to pay for in the future. But many of those substitute spaces are a mile or more away from the lots being converted, a 20+ minute walk while carrying gear for sailing, swimming, or picnicking. Some of what the City counts as available parking is also slip holder-only, reserved for boat owners and not actually open to the general public at all.

Therefore, I'm asking BCDC to reject the current parking permit application.

Thank you for your consideration,

Mateo Rutherford-Rojas
West Berkeley Resident for 31 years.

City of Berkeley Permit Application on Paid Parking for Waterfront lots

From LORI LEE <loriannlee@icloud.com>

Date Fri 9/18/2026 6:51 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

Cc Bwccoalition@gmail.com <Bwccoalition@gmail.com>

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Dear BCDC commissioners-

I am respectfully asking you to reconsider charging for parking at the former Chavez Park. I have been a Bay Area resident for over 30 years and during that time I used to come to the marina and Park fairly regularly. As a college student, I did not have money to pay for many things and having access to a public park for free was one way that myself and my friends could enjoy living in Berkeley. Currently I take my dogs to the park enable to enjoy walking with them at one of the few open space dog parks nearby. There are many low income people in Berkeley who also enjoy going to the park for free. I am hoping that you will reconsider charging a fee as this will limit access to people who are able to pay Park should . Park should be for everybody not just those who can pay to use them. Many of my low income clients also go to the park for mental wellbeing. As a therapist open spaces are very important for people's mental health. During covid the parks were one place that everyone could access. Please reconsider parking fees and keep the marina free parking.

Sincerely,

~Lori Lee 

City of Berkeley Permit Application on Paid Parking for Waterfront lots - no paid parking please

From Joanna Ong <joanna.e.ong@gmail.com>
Date Fri 9/18/2026 5:44 PM
To BCDC Public Comment <publiccomment@bcdcc.ca.gov>
Cc bwccoalition@gmail.com <bwccoalition@gmail.com>

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To whom it may concern,

Today, I'm writing as a concerned visitor to the Marina to ask that BCDC reject the current parking permit application.

The parking lots that the city now wants to charge for have always been free, and the City itself has described them that way - including in its own 2025 decision memo, which called the South Cove West lot a "free public resource" that provides "enhanced equitable access" to the Bay. Turning free lots into paid ones is a real change in who gets to use the public shoreline. Research on parks and beaches elsewhere consistently shows that parking fees fall hardest on lower-income visitors.

Further, enforcing paid parking fees changes the nature of the park from one that is public to one that is private. Please ensure that, at the very least, the ethos behind the public park remains the same by ensuring free parking in the park areas.

Thank you,

Joanna

We are all the leaves of one tree. We are all the waves of one sea. - Thich Nhat Hanh

Marina parking fees

From robvincent <robvincent1@gmail.com>

Date Mon 9/21/2026 1:31 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

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Please don't.

Life is expensive enough, and life really isn't very pleasant these days -except for access to the parks around the marina and all the other parks in the East Bay that we all enjoy.

Fees for parking are just not fair- for everybody.

Parks are there to be parks, and everyone, and anyone, should be able to access them without having to pay for parking.

It's not relevant to comment on how the city of Berkeley decides to spend its money , but one of the things that everyone depends upon is access to the outdoors in a free and open way, so that all may enjoy the beauty of the area that we live in.

Thanks, please make the right decision. It's just not fair to have to pay to go to a park.

Rob Vincent

551 58th St.

Oakland

Please reject the proposed parking fees at Berkeley Marina waterfront lots

From Dana Ludwig <dana.ludwig@gmail.com>

Date Sun 9/20/2026 11:58 PM

To BCDC Public Comment <publiccomment@bcdca.gov>

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I am a homeowner and resident of Berkeley, and I am strongly opposed to the City of Berkeley imposing parking fees in the Berkeley Marina recreation area.

Parking fees in any public park are highly unusual. Public parks are a taxpayer paid enhancement to health and recreation for the residents, and a parking fee goes against that objective, and make it no different than any other revenue generating business, which is not the purpose of a city government. We have plenty of private business opportunities in Berkeley and we don't want our property taxes used to create a taxpayer subsidized competitor to those businesses. This is not the role of government.

If you create such a barrier to use of our parks, residents will be forced to seek other recreational opportunities. This will result in wealthy boat owners being the primary and perhaps sole user of this vast amount of open space. This will be viewed as wasted space, and result in even less public support for the recreational facility.

As a comparison, look at the parking lots and occupancy of the Double Tree Hotel. They are charging an unbelievable price for their parking spaces (I believe it is \$40/day) in an area with excess open space. Note what a small percent of those parking spaces are actually filled with cars. As a result, their business has fallen and they can't now afford to pay their leases to the City of Berkeley for that space. Don't fall into that trap, and thereby destroy the entire Berkeley Marina in the process.

Beyond being a self-destructive government policy, consider the obvious equity issue here. Berkeley residents, including myself, don't want to think of their city as an exclusive enclave for the wealthy. That has never been the appeal of living in Berkeley, and if the concept of equity for all residents is violated, Berkeley will lose it's appeal resulting in a net movement of residents and homeowners, and therefore commercial businesses out of Berkeley. That will help no one.

Best Regards,
Dana Ludwig
West Berkeley

City of Berkeley Permit Application on Paid Parking for Waterfront lots

From Jennie Orland <jennieorland@yahoo.com>

Date Tue 9/22/2026 10:05 AM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

Cc Bwccoalition@gmail.com <bwccoalition@gmail.com>

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ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley

Dear Commissioners,

My name is Jennie Orland. I live in Berkeley, in District 5. My family members and I go to the marina at least three times a week to walk our dog on leash, watch the sail boats and wind surfers, enjoy a cup of coffee, and even shoot baskets at the lone hoop. It is a beautiful interval in the day. Parking fees with definitely reduce the frequency of our visits, and possibly require us to recreate elsewhere entirely. The impact on other low income people and families is sad to consider.

As a concerned resident and frequent visitor to the Marina, I respectfully ask that BCDC reject the current parking permit application.

The parking lots that the application requests to charge for have always been free. The City of Berkeley has (in a 2025 decision memo) called them a "free public resource" providing "enhanced equitable access" to the bay. Charging for lots that are now free will clearly impact lower income visitors to the marina.

Please, BCDC, reject the current parking permit application

Thank you,

Jennie Orland
District 5

City of Berkeley Permit application on paid parking for waterfront lots

From Kirsten M <kirsten_mahoney@hotmail.com>

Date Sun 9/20/2026 2:25 PM

To BCDC Public Comment <publiccomment@bcdc.ca.gov>

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ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley

Dear Commissioners,

My name is Kirsten Mahoney. I live in Albany, California. I come to the marina a few times a week to spend time with friends and enjoy water sports like wing foiling, paddle boarding, kayaking and swimming. Parking fees will impact my ability to enjoy the waterfront by placing a financial limit on the length of time I can stay and the amount of times I can come.

Today, I'm writing as a member of the Berkeley Waterfront Community Coalition to ask that BCDC reject the current permit application and require the City to defer any move towards paid parking until the public and the BCDC can review the entire waterfront plan.

The parking lots that the city now wants to charge for have always been free, and the City itself has described them that way - including in its own 2025 decision memo, which called the South Cove West lot a "free public resource" that provides "enhanced equitable access" to the Bay. Turning free lots into paid ones is a real change in who gets to use our shoreline. Research on parks and beaches elsewhere consistently shows that parking fees fall hardest on lower-income visitors, and Berkeley's own visitor survey backs this up: the south waterfront lots see far more lower-income visitors than the north waterfront does, and they're the lots this plan targets.

The paid parking proposed in the permit application states that there is alternative free parking elsewhere in the waterfront (such as the Marina Boulevard lot) as substitutes for the spaces that the city wants us to pay for in the future. But many of those substitute spaces are a mile or more away from the lots being converted, a 20+ minute walk while carrying gear for paddling, swimming, or picnicking. Some of what the City counts as available parking is also slipholder-only, reserved for boat owners and not actually open to the general public at all.

Importantly, as the city itself has stated previously, adding more paid parking to the Marina is an essential component of the much larger, unapproved, Pier-Ferry project — but it's being brought forward on its own, separately from the ferry permitting process and separately from the

broader Waterfront Specific Plan. Reviewing parking changes piece by piece makes it impossible to see the full picture of what's happening to our shoreline.

BCDC's mission is to protect and enhance San Francisco Bay and to encourage the Bay's responsible and productive use for this and future generations. BCDC's own guidance states that public access is for everyone - that it should provide "barrier-free access for people with disabilities, people of all income levels, and people of all ages and cultures, and that in general, public access to the Bay should be available to the visiting public free of charge." In keeping with that mission and standard, I'm asking BCDC to reject this permit application, and require the City to bring back a comprehensive waterfront parking plan, not standalone lot-by-lot approvals.

Thank you for your consideration,

Kirsten Mahoney
Albany, CA

City of Berkeley Permit Application on Paid Parking for Waterfront lots

From Mud Hut <brokenbrokenrecord@gmail.com>

Date Mon 9/21/2026 9:44 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

Cc Save CC <savecc6@gmail.com>; bwcccoalition@gmail.com <bwcccoalition@gmail.com>

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ATTN: Larry Goldzband, Lindsay Martien, Olivia Ilsley

Dear Commissioners,

My name is David Laskin. I've lived in Berkeley for 32 years, and I'm a worker-owner at Three Stone Hearth on University Ave. I come to the Marina literally every day to walk my dog and walk with friends. It's become the most regular social activity in my life since i started coming in 2020 during covid. Parking fees will impact my ability to enjoy the waterfront because paying every day is more than i can afford -- especially with the recent rise in gas prices!

I'm writing as a concerned resident and visitor to the Marina to ask that BCDC reject the current parking permit application.

The parking lots that the city now wants to charge for have always been free, and the City itself has described them that way - including in its own 2025 decision memo, which called the South Cove West lot a "free public resource" that provides "enhanced equitable access" to the Bay. Turning free lots into paid ones is a real change in who gets to use our shoreline. Research on parks and beaches elsewhere consistently shows that parking fees fall hardest on lower-income visitors.

One of the things i appreciate so much about the Marina is the egalitarian nature of who comes there, which has become a rare and precious thing in our world, and sadly even in Berkeley! Groups of women in burkas and gay men in short shorts, hang gliders and fisher folk -- and everything in between!

These days, the Marina is where i feel most connected to the people around me. (Once upon a time that probably was telegraph Ave, and then around the movie theaters downtown, and both of those scenes have seriously diminished.)

The paid parking proposed in the permit application states that there is alternative free parking elsewhere in the waterfront (such as the Marina Boulevard lot) as substitutes for the spaces that the city wants us to pay for in the future. But many of those substitute spaces are a mile or more away

from the lots being converted, a 20+ minute walk while carrying gear for sailing, swimming, or picnicking. Some of what the City counts as available parking is also slip holder-only, reserved for boat owners and not actually open to the general public at all.

The City of Berkeley has stated previously, that adding more paid parking to the Marina is an essential component of the much larger, as yet unapproved, Pier-Ferry project — but it's being brought forward on its own, separately from the ferry permitting process and separately from the broader Waterfront Specific Plan. Reviewing parking changes piecemeal makes it impossible to see the full picture of what's happening to our shoreline.

Therefore, I'm asking BCDC to reject the current parking permit application.

Thank you for your consideration,

David Laskin, Berkeley

Public parking fees!

From Liz Lawhun <lizlawhun@aol.com>

Date Sat 9/19/2026 6:19 PM

To BCDC Public Comment <publiccomment@bcdcc.ca.gov>

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Thanks so much for allowing public comment on the proposed parking fees at the Berkeley Marina.

.
As a regular user of both the swimming area and Cesar Chavez Park I feel it very important to keep these areas free and available to everyone.

The enjoyment of these areas hinges on being able to freely access recreational opportunities and not be hinged to worrying about fines and time limits.

Not every aspect of our lives needs to be monetized!

I know there are always costs involved but the annoyance of meter maids does not belong in this environment. There are other ways to cover these costs.

Thanks for allowing these comments

Liz Lawhun

Sent from my iPhone