
Paid parking in marina

From Gordon Meyer <meyergo@comcast.net>

Date Fri 9/11/2026 7:47 PM

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

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I understand that Berkeley has plans for paid parking in the marina. I was born in Berkeley and have lived here for 70 years. I have been coming to the marina my entire life. I go to this beautiful park to walk my dog, enjoy the world class view and windsurf. I am a senior citizen living on a fixed income in a increasingly expensive city. There has never been paid parking in the marina. There should NEVER BE paid parking in the marina! I understand that to many people paying for parking is no big deal but to many of us it is a valid concern. PLEASE NO PAID PARKING IN THE BERKELEY MARINA!

Paid parking Proposal

From Daniel C. Eckhard <teledan@comcast.net>

Date Sat 9/12/2026 12:47 PM

To BCDC Public Comment <publiccomment@bcdca.gov>

Cc Daniel C. Eckhard <teledan@comcast.net>

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To whom it may concern,

The paid parking proposal for several of the Berkeley Marina lots will raise little if any revenue for the City of Berkeley, and alienate many of the marina's patrons. Please continue to allow free public parking in all these lots so that we can all have equal access to this beautiful area. This is essentially another regressive charge for those with less income. Let Berkeley not become merely another enshittified community that charges for access to the shoreline.

Respectfully,

Dan Eckhard

Marina proposed parking fee

From Daria <dariatimonina1@gmail.com>

Date Mon 9/14/2026 12:44 PM

To BCDC Public Comment <publiccomment@bcdca.gov>

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Hello,

I'm writing about the proposed parking fees at South Cove East, South Cove West, and J/K lots. These lots serve, among other establishments, the Cal Sailing Club. It is a large volunteer-run organization that provides sailing lessons, including free sail days for the community. The Cal sailing club is centered around removing the financial barrier typical to sailing. A parking fee would severely hurt this large non-profit organization, because its hundreds of volunteers would then be paying to volunteer for the community. Many volunteers come several times a week for the entire day and for them the daily parking fee would amount to greater than membership fees. This would dissuade the volunteering that allows the not-for-profit to function. The cal sailing club symbolizes the unique egalitarian aspect of Berkley and a daily parking fee would severely impact this cultural gem.

Thank you,
Daria

Proposed Parking Fee at 124 University Avenue, Berkeley, California

From boon lwmeasurements.com <boon@lwmeasurements.com>

Date Mon 9/14/2026 1:32 PM

To BCDC Public Comment <publiccomment@bcdca.gov>

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Dear Sir

I have been coming to Berkeley to windsurf at the "3rd dock" for 16 years now. The parking is always free.

I come almost daily, or 4-6 days a week, from March to September. I live in Santa Rosa and it takes over an hour to reach Berkeley, with the high gas prices and increased bridge tolls, it costs over \$40 per daily trip. Having to pay for additionally parking would make my trip unbearably expensive.

I understand the need to have paid parking and wonder if you can have a season pass for the regular sea sports visitors, like \$200 for the season from March to September?

This will greatly encourage the regular users like myself, and also the swimmers, kayakers, standup paddlers, wingers and windsurfers to continue our love of water sports at Berkeley.

Thanks greatly for organizing this place. It is so much safer and nicer than 16 years ago.



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Parking at South Cove East, South Cove West, and J/K lots...

From rudy servande <rudesvx@sbcglobal.net>

Date Mon 9/14/2026 2:01 PM

To BCDC Public Comment <publiccomment@bcdca.gov>; Bruce Katz <bkat@polyplus.com>; Rick Servande <rjservande@gmail.com>; Boon Lim <boon@lwmeasurements.com>; s.servande@gmail.com <s.servande@gmail.com>

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To who it may concern...

My name is Rudy Servande and I understand that the City of Berkeley is considering/proposing parking fees at South Cove East, South Cove West, and J/K lots. I am against this proposal for the following reasons:

1. I have been an avid windsurfer at the Marina for close to 30 years now when the area was a dirt lot, logs for parking partitions, and donated carpets for windsurfers to rig gear. And all this time, the lot has been free access to all who come and enjoy the scenery and waters. Having access to a parking lot within walking distance to the launch docks allow sailors to hand carry their gear to and from the waters more conveniently. Implementing a fee for parking WILL reduce attendance in the area as it can prevent dedicated sailors, new sailors, students, fisherman, and public from using the lot and will cause a back log of parking in other free adjacent lots at the Marina especially during the major public events.

2. I am also a veteran windsurf instructor at UC Berkeley's Cal Adventures program where I've taught there for over 20 years. Being an instructor and paying \$6/day for a two-day class (weekends) will not be a motivator to attend/teach future classes for me and other fellow instructors. We, at Cal Adventures, are now ramping up the program with more exposure each year after a massive downsizing to the program the year before which limited classes per program. This year we are seeing those numbers climb astronomically as we're having more social media exposure and positive word of mouth from the students and public regarding our programs. The Cal Adventures program and Cal Sailing Club (next door neighbor) has seen dramatic numbers of enrollments in the classes. The proposed fees will dampen the student/public's motivation to participate and enroll if parking fees are added to their limited budget.

3. Other programs are also going to be affected outside of Cal Adventures and Cal Sailing Club as there are swimming, kayak, sailing, and other water sport related clubs who park in the lots to gain access to the waterways.

To me, the Berkeley Marina and its environment, has always been a safe sanctuary for those who want to experience nature in a friendly social environment for both UC students and public. Having to associate any type of monetary gain with the convenience of parking is a travesty to begin with and should NOT be considered or implemented for the sake of the city's budget. Please feel free to reach out if you have any questions.

Sincerely,

rudy servande
510.909.6431

Fwd: Input into staff report for the Berkeley waterfront paid parking project

From Camille Antinori <camilleantinori@gmail.com>

Date Mon 9/14/2026 9:46 AM

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

 1 attachment (788 KB)

BWCCletter-major-app-signed.pdf;

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Dear BCDC,

The Berkeley Waterfront Community Coalition would like to submit the attached pdf document as public comment into your current permit review of the City of Berkeley's paid parking lot plan to be reviewed by BCDC in the October 1 public meeting.

A confirmation that you received this document in good order is much appreciated.

Thank you,

Camille Antinori



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).

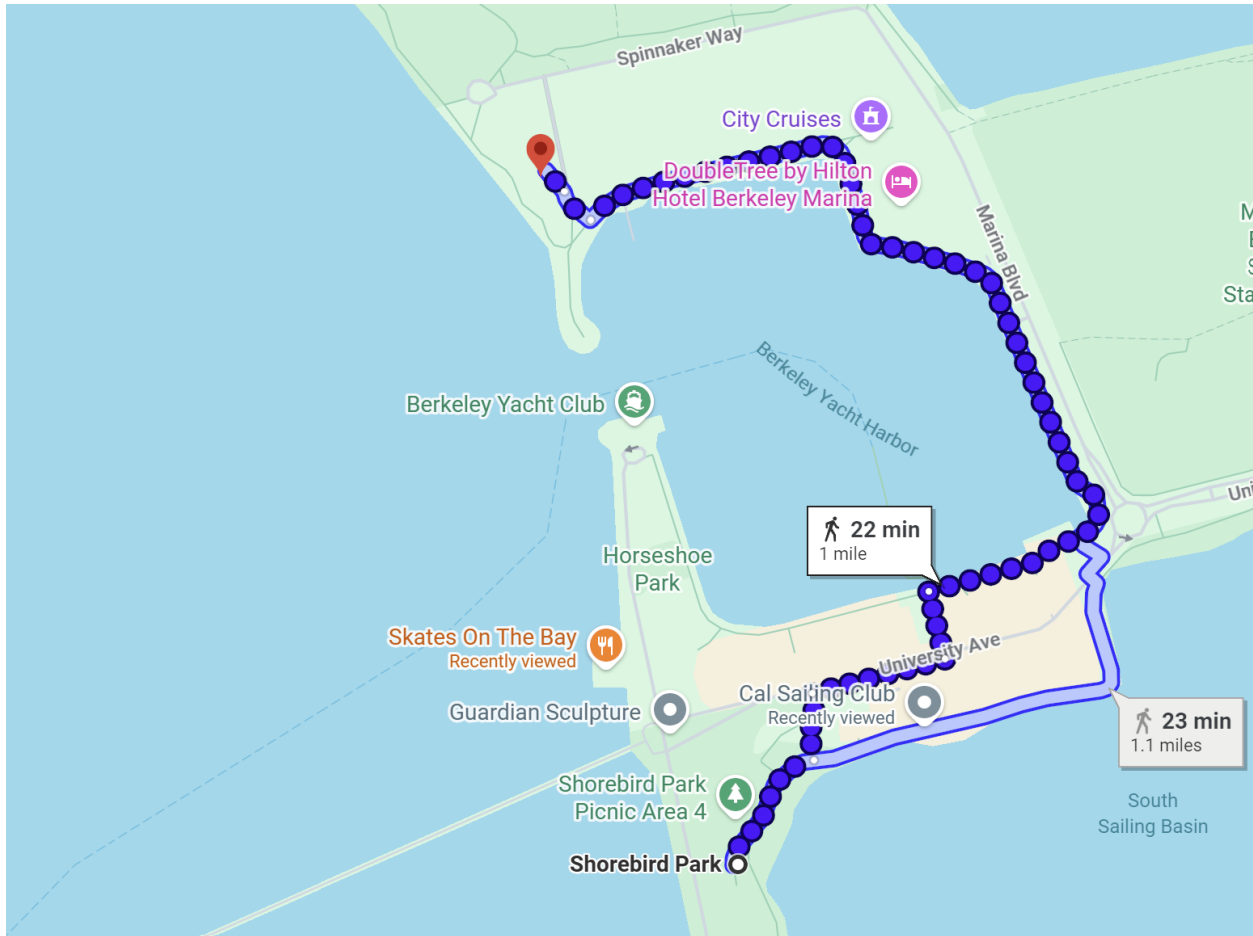
Other waterfront projects currently in discussion bear on the impacts of this plan:

- **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.

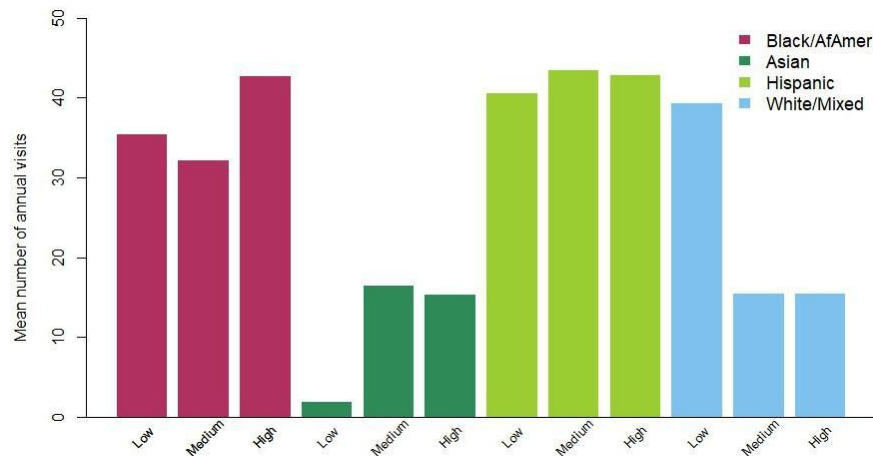


Figure 1. Sample mean current trips, by race/ethnicity and income (Antinori et al., 2026)

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.