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## No to Berkeley Ferry

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From Alejandro Huneus <ahuneus@gmail.com>

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To BCDC Public Comment <publiccomment@bcdca.gov>

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Dear Commissioners,

I write as a Berkeley resident to express my opposition to the proposed Berkeley ferry terminal project, and to urge the Commission to scrutinize it carefully under the McAteer-Petris Act and the policies of the San Francisco Bay Plan.

My concerns fall within several areas of the Commission's jurisdiction:

1. Impact on existing water-oriented recreational use. The Berkeley Marina and surrounding waterfront are an extraordinary regional recreational resource — used daily for sailing, windsurfing, kiteboarding, kayaking, paddleboarding, fishing, birdwatching, and shoreline walking. These are precisely the kinds of water-oriented priority uses the Bay Plan is meant to protect. A ferry terminal, with its associated vessel traffic, wake, exclusion zones, and terminal infrastructure, would degrade the quality and safety of these uses in one of the few places on the Bay where they currently thrive. I have personally experienced how the addition of ferries in Richmond has impacted the recreational use along the Potrero Reach because of the increased commercial traffic.
2. Dredging and impacts to subtidal habitat. I understand from BCDC's own correspondence on this project that the proposed dredge footprint has not been dredged in over twenty years, meaning an established benthic community has developed there. The project should therefore be evaluated as new-work dredging, with full analysis of habitat loss and meaningful, equitably developed compensatory mitigation, consistent with the Bay Plan's mitigation policies.
3. Public access. State law requires projects in BCDC's jurisdiction to provide maximum feasible public access. The current waterfront already provides exceptional, flexible public access. A ferry terminal will likely fence out and operationally restrict the shoreline and reduce parking availability for recreational users. I would urge the Commission to require that any approval demonstrably increase — not diminish — public access, and that commitments be secured through permanent mechanisms such as deed restrictions.
4. Fill and substantial change in use. The project would involve placement of fill and a substantial change in the use of Bay waters and shoreline currently devoted to recreation. Given the availability of robust regional transit alternatives serving Berkeley (three BART stations and extensive AC Transit service), the project does not appear to meet the threshold of need that

would justify these impacts on the Bay. The location of the ferry terminal in the outer edge of the city makes it very impractical compared to existing services from the more populated sections and connecting to the whole bay area instead of only the Ferry Building.

Finally, I would note that portions of the Berkeley waterfront are held by the City subject to public trust and conditional-use restrictions for recreation, which I believe warrants careful review for consistency with both state tidelands law and the Bay Plan's recreation policies.

I respectfully urge the Commission to deny or substantially condition any permit for this project, and at minimum to require a thorough EIR analysis of the issues above before proceeding.

Thank you for your attention and for the Commission's continued stewardship of the Bay.

Sincerely,

Alejandro Huneus and family  
Berkeley Hills

Alejandro Huneus and family  
The Berkeley Hills - Cragmont neighborhood.