




Office of the City Manager

October 24, 2025

To: Honorable Mayor and Members of the City Council

From:  Paul Buddenhagen, City Manager

Re: Berkeley Pier-Ferry Project Update

SUMMARY

This report provides an update on the Berkeley Pier-Ferry Project (Project) at the Berkeley Waterfront. Included in this report are the following:

- A brief history of the pier and ferry service in Berkeley,
- A summary of the role and involvement of the Water Emergency Transportation Agency (WETA),
- An overview of the completed feasibility phase of the Project, and an update on the status of the Project, including public outreach, scope, schedule, cost and upcoming milestones.

A summary of frequently asked questions and figures is also provided. Reports and materials developed by the City and its consultants referenced in this memorandum are available on the Project website¹.

BERKELEY PIER HISTORY

The current Berkeley Municipal Pier was originally constructed by the Golden Gate Ferry Company in 1926. It extended 3 miles into San Francisco Bay and served as an over-water automobile causeway for autos to access a ferry terminal in the Bay just north of Treasure Island for trips to San Francisco. In 1937, when the Bay Bridge was opened and ferry service discontinued, the Pier was acquired by the City of Berkeley and operated as a recreational pier. From 1959-61, the first three thousand feet of the Pier was renovated and operated for public recreation, and the remainder of the pier heading westward into the Bay was abandoned. After the Loma Prieta earthquake in 1989, FEMA operated ferry service from Berkeley to San Francisco for just under two years.

¹ <https://berkeleyca.gov/your-government/our-work/capital-projects/berkeley-pier-ferry-access-project>

In July 2015, the Pier was closed to the public indefinitely due to structural safety issues. On June 21, 2017, after conducting a competitive RFP process, the City contracted with GHD, Inc. to perform a structural engineering assessment to identify feasible options and costs for repairing the Pier (Contract No. 10632, Resolution No. 67,856). The final study identified 11 conceptual options ranging in cost from \$22 million to \$65 million in 2023 dollars. Since completion of that assessment in 2021 the Pier has continued to structurally degrade. Structural engineers currently working on the Pier-Ferry Project have concluded that the Pier has reached the end of its useful life and repair of the Pier is no longer feasible.

WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

For more than 20 years, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) has been working to expand Bay Area public ferry service, while also preparing to respond to a major disaster that affects transbay transportation. Approximately fifteen years ago (2008 through 2011), as part of their regionwide effort, WETA completed a conceptual ferry terminal study and draft environmental impact report (DEIR) for potential commuter ferry service connecting Berkeley to San Francisco. The DEIR studied four ferry terminal locations (3 in Berkeley and 1 in Albany). The project was discontinued due to lack of funding and other technical concerns, and a final EIR was not prepared.

In 2016, WETA adopted a Strategic Plan that envisioned an expansion of the ferry network throughout the Bay Area, including Berkeley ferry service. In 2017, the Berkeley ferry project was endorsed by the multiagency Core Capacity Transit Study led by the Metropolitan Transportation Commission (MTC) as a key medium-term regional project for enhancing transit capacity in the Bay Bridge corridor. In 2021, the final Plan Bay Area 2050 (approved by MTC) included Berkeley Ferry Service as part of its financially constrained long-range Regional Transportation Plan. Plan Bay Area 2050+ is currently underway and will be a limited and focused update to Plan Bay Area 2050; the Berkeley Ferry Service is included in the Plan Bay Area 2050+ Final Transportation Project List, approved by MTC and the Association of Bay Area Government (ABAG) in January 2025.

On June 5, 2018, Bay Area voters approved Regional Measure 3 (RM3), a bridge toll increase, to finance \$4.5 billion in highway and transit projects, and to provide \$60 million each year to operate new bus and ferry services in congested bridge corridors. The RM3 Expenditure Plan includes an allocation of \$300 million for ferry enhancement capital projects and up to \$35 million per year to operate an expanded region-wide ferry system. Over the past 10 years, WETA has successfully constructed 5 new ferry terminal projects (South San Francisco, North Bay Operations & Maintenance Facility, Central Bay Operations & Maintenance Facility, Richmond, Downtown San Francisco Ferry Terminal Expansion). Each of these projects involved a comprehensive environmental review and permitting process.

WETA Berkeley Ferry Service Business Plan

In April 2022, WETA published Version 1.0 of its Berkeley Ferry Business Plan (available on WETA's Berkeley Ferry Project website²). The Plan includes an overview of route selection and ridership analysis, ferry services, economic development opportunities, equity considerations and capital costs and funding. This is a "living" document and regular updates are expected. In summary, the Business Plan (V1.0) contemplates service between Berkeley and San Francisco, as well as Berkeley and Larkspur. The ferry ride between Berkeley and San Francisco is about 25 minutes (door-to-door) in duration; between Berkeley and Larkspur is 35 minutes (door-to-door). In the first year of service, fares between Berkeley and San Francisco are estimated at \$5.41 (one way); between Berkeley and Larkspur \$12.72 (one way).

For service to San Francisco, it is anticipated that weekday commuter hours would be served by two ferries operating in tandem (i.e. crossing each other in the Bay). Ferries could depart Berkeley every 35 minutes between 6:30 am and 11:15 am, and between 4 pm and 7 pm. Weekend service would include a single ferry, with Berkeley departures occurring every 60 – 120 minutes between 8:30 am and 5 pm. Service to Larkspur, if initiated, would be during weekends only, with ferries departing every 90-120 minutes between 9:30 am and 7 pm. Service during special events, such as sports games, concerts and festivals, would be implemented based on demand forecasting with event-specific fare pricing.

WETA-City Memorandum of Understanding (MOU)

In 2018, WETA staff initiated discussions with City staff about the possibility of a new ferry terminal at the Berkeley Waterfront. In March 2019, WETA and the City Council authorized a MOU Agreement to jointly fund a planning study on the feasibility of rebuilding the Berkeley Pier for ferry service and recreational access (Resolution No 68,782-N.S., adopted on March 12, 2019). In May 2024, the City and WETA amended the MOU to cover the current Design / Environmental Phase (Resolution No. 71,325-N.S., adopted on May 14, 2024). Future MOUs between WETA and the City will be required to implement construction and operation phases of the Project.

PLANNING & FEASIBILITY PHASE (COMPLETE)

The Large-Scale Ferry Feasibility Study (Feasibility Study) was initiated in 2019. The Feasibility Study was funded by a combination of funds from WETA (\$250,000) and the City of Berkeley (\$110,000, T1 funding). The findings of the Feasibility Study, including the preferred alternative, were presented during a City Council Work Session on December 7, 2021. The Feasibility Study explored multiple alternatives for the Pier and Breakwater layout as well as alternative approaches to landside-improvements and parking. The preferred alternative was selected based on community input and includes:

² WETA Berkeley Ferry Project website: <https://sanfranciscobayferry.com/project/berkeley-ferry-project/>

- A pier from the shoreline at Seawall Drive westward to a new breakwater for dual use recreation and ferry boarding (580 ft long, 22-ft wide).
- A new breakwater to create a safe harbor from the predominantly south and westerly wind and waves for ferry boarding on the north side of the new pier (400 ft long). The breakwater will have surface decking to allow public access for recreation.
- An extension of the new pier westward into the Bay for additional recreational use (500 ft long, 22-ft wide).
- Ferry terminal components including ferry berthing floats, float piles, ADA gangways and security gates.
- Renovation of the Seawall parking lot to provide new surfacing, striping and bioswales.
- Improvements at the western terminus of University Ave for public buses, shuttles, and a drop-off zone for rideshare / family vehicles.
- Renovated pedestrian pathways and safety lighting, a new restroom, fish cleaning area, trash cans, public plaza and events space, and other amenities (e.g. drinking fountain, area for potential food trucks, etc.).
- Shifts Seawall Drive vista parking zone from the west side to the east side of the road; and
- A new water access point at the small peninsula at the southwest corner of Seawall Drive.

Feasibility Study Community Process

Between January and October 2021, the City of Berkeley and WETA carried out a series of public outreach efforts (virtual) to inform the Berkeley Pier and Ferry Feasibility Study. These included:

- Three Focus Group Meetings with frequent Marina users to discuss recreational uses, pier design, and access needs.
- Three Community Workshops to introduce the study, present design alternatives, and review the preferred alternative.
- Two City Council Working Sessions to discuss study parameters, fiscal considerations, and review conceptual plans.
- One Questionnaire posted online, with 377 total responses (mostly from nearby residents), asking for feedback on ferry use and pier preferences.
- The City received numerous written communications directly from the public and via public comments received by the City's Parks, Recreation and Waterfront Commission. In addition, the City received a MoveOn Petition and a letter from the Marina Users Group expressing concerns about ferry planning and its impact on the recreational and environmental value of the Marina.

This effort resulted in the selection of the preferred concept presented to City Council on December 7, 2021.

DESIGN & ENVIRONMENTAL PHASE (CURRENT)

In 2023, the City initiated the design and environmental phase of the Project to complete detailed design, environmental analyses and permitting for the preferred concept. In summary, this phase of work includes:

- Detailed engineering analyses including coastal, geotechnical, parking, transportation demand management and sea level rise studies;
- Environmental studies, including existing conditions and project impact analyses;
- Development of an Environmental Impact Report (EIR) in compliance with California Environmental Quality Act (CEQA);
- Analyses and documentation for compliance with the National Environmental Protection Act (NEPA);
- Public outreach and engagement;
- Project permitting, including City, state and federal permitting agencies with jurisdiction over the Project; and
- Development of bid-ready Project plans and specifications.

The Project involves several state and federal agencies with jurisdiction over portions of the Project. These include California State Lands Commission, the Bay Conservation and Development Commission (BCDC), the United States Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB). City staff have initiated early consultation with many of these agencies and will continue to work closely with them to coordinate permit applications, reviews, compliance and issuance.

Design & Environmental Phase Community Process

Between January and June, 2025, City staff conducted outreach efforts to provide a Project update and gather additional feedback from the public, with a focus on environmental justice and equity engagement strategies. This effort included:

- 17 presentations to local community groups and organizations.
- Participation at 4 Community outreach events (Community Partners Resource Night, MLK Equity Family Night, Bay Festival and Egg Hunt Extravaganza).
- Two Focus Group Meetings with swimmers and small watercraft users to discuss the approach to water access improvements adjacent to 199 Seawall Ave.
- Two presentations to the Berkeley Parks, Recreation & Waterfront Commission;
- Presentation to the Berkeley Youth Commission; and
- Public meeting to receive comments on the Notice of Preparation (NOP) of the Project EIR.

Feedback from the community has been incorporated into the design in multiple ways. Community outreach and engagement will continue throughout this phase of work, including a formal public process in compliance with CEQA. Answers to frequently asked questions are provided in Attachment 1.

PIER FERRY DESIGN UPDATES

The detailed design process has resulted in changes to the preferred concept presented to Council in December 2021. Table 1 summarizes the design updates, and a detailed discussion is provided below. Project exhibits are provided in Attachment 2.

Table 1: Summary of Pier-Ferry Design Updates

| Feasibility Study Scope | Design Update | Reason for Change |
|---|---|---|
| New pier from the shoreline at Seawall Drive westward to a new breakwater for dual use recreation and ferry boarding (580 ft long, 22-ft wide). | No change | NA |
| New breakwater (400 ft long) with surface decking to allow public access for recreation. | Breakwater length reduced | Detailed coastal engineering analyses |
| Extension of the new pier westward into the Bay for additional recreational use (500 ft long, 22-ft wide). | No change | NA |
| Ferry terminal components including ferry berthing floats, float piles, ADA gangways and security gates. | Reduce to a single ferry terminal berth | Detailed WETA analyses |
| Renovation of the Seawall parking lot to provide new surfacing, striping and bioswales. | Addition of EV charging, shoreline erosion repairs and solar panels alternative | Code compliance, detailed design & WETA |
| Improvements at the western terminus of University Ave for public buses, shuttles, and a drop-off zone for rideshare / family vehicles. | Addition of CycleTrack on University Ave | Public feedback |
| Renovated pedestrian pathways and safety lighting, a new restroom, fish cleaning area, trash cans, public plaza and events space, and other amenities (e.g. drinking fountain, area for potential food trucks, etc.). | Removal of event space (amphitheater) | Public feedback |
| Shift of Seawall Drive vista parking zone from the west side to the east side of the road | Some Seawall Drive vista parking spaces on west side of road retained | Public feedback |
| New water access point at the small peninsula at the southwest corner of Seawall Drive. | Removed from scope for additional study | Public feedback & design constraints |

Breakwater

The length of the breakwater will be reduced by up to 150-feet (resulting in a 250-foot long breakwater). The purpose of the breakwater is to create a safe calm-water zone for ferry berthing and boarding. Detailed coastal engineering analyses have concluded that this can be achieved with a shorter breakwater. Reducing the length of the breakwater is anticipated to reduce both construction costs and environmental impacts. The detailed coastal modeling and environmental analyses are currently underway, and the final length of breakwater will be based on these findings.

Ferry Terminal

The preferred concept included two ferry berths (each of which consists of float piles, an electric charging float, gangway, platform and gate). WETA has continued to refine vessel operations projections and now anticipates that ferry service performance criteria can be met with a single berth for at least the initial 10-15 years of the Project. As such, the design documents, permit applications and initial construction will include only a single WETA ferry berth. The EIR will include a second berth in the Project description for CEQA coverage, however future construction of a second berth would be subject to City and other jurisdictional agency permitting.

Seawall Parking Lot

The improvements to Seawall Parking Lot will increase the number of stalls from 320 spaces to about 430 spaces. Of these, approximately 40 parking stalls will be dedicated to electric vehicle charging (per City adopted California Building Code).

While completing topographic and bathymetric surveys for the Project, consultants identified a location where the existing shoreline has eroded at the south-eastern side of the Seawall peninsula. Repair of this erosion is required to ensure the parking lot improvements are not undermined. This repair, which will consist of placing new rock riprap, has been added to the Project scope.

WETA has requested that the City include solar panels to provide power for the electric ferry charging in the Project description and design effort. The solar panel design is being developed as an “add alternative” which allows it to be an ‘optional’ element of the Project. Whether solar panels are included in the final project construction is dependent on detailed electric load and rate modeling conducted by WETA. If constructed, the solar panels would be installed on raised, ground-mounted canopies that cover most parking spaces, with vehicles parking underneath.

University Avenue

As a result of feedback from the public and bicycle safety advocates and findings of the Pier-Ferry Parking and Transportation Demand Management Plan, the Project scope was expanded to include a dedicated Cycletrack on University Avenue connecting the Bay Trail at the entrance to the Waterfront to the Pier Plaza via University Avenue. The Cycletrack will encourage bicycle use by providing a safe and active mode of transport for bicyclists traveling to the ferry while decreasing conflicts on the Bay Trail, which

provides a more leisurely and scenic route along the southern shoreline of the Waterfront.

Events Space

The Feasibility Study included a concept for an events space / amphitheater on a portion of the Seawall Parking Lot. Project impacts on parking availability is a common concern of the public regarding this Project. Construction of an amphitheater on a portion of the Seawall Parking Lot would reduce the number of parking stalls considerably (~100+ stalls). Due to public concern regarding parking impacts this element of the Project has been removed from the scope.

Seawall Drive

The Feasibility Study proposed relocating all parking currently on the west side of Seawall Drive, facing the Bay, to the eastern side of the road. Although some relocation of parking along Seawall Drive is required to allow for construction of other Project elements (most notably the new segment of the Bay Trail), the City received consistent feedback from the public that preserving parking on the western side of the road to maintain 'in-car Bay viewing' as a key public amenity is a priority. Given this feedback, the design will include not only the new Bay Trail segment but also parking stalls on the western side of Seawall Drive where feasible.

Water Access Point

The preferred concept from the Feasibility Study included construction of a formal water access ramp at the southwest corner of Seawall Drive (adjacent to the restaurant building at 199 Seawall). Currently, during low tide events when water access via the South Sailing Basin public docks is challenging, users (primarily swimmers and windsurfers) walk down the steep rock riprap slope to reach the water. The improvement conceived of in the Feasibility Study was a simple on-land ramp structure (i.e. no construction in the water). After completion of detailed topographic and bathymetric surveys, multiple alternatives for an on-land ramp structure were developed. The design is constrained by a steep slope, accessibility requirements, and safety concerns related to placement of concrete in water (which allows the growth of slippery green algae on its surface). City staff conducted multiple focus group meetings to review the alternatives and Project goals with current waterfront recreation users and consulted with engineers responsible for the design of other water access improvement projects in the East Bay.

The conclusion reached through these efforts is that construction of a safe and accessible water access point in this location that meets the needs of users will require significant expansion of the scope to include piles, a gangway, floating dock and breakwater. The design costs for this expanded scope significantly exceed what was anticipated and budgeted for based on the original concept, and no additional funding for this expanded scope of work currently exists. As such, the water access point scope will be separated from the Pier-Ferry Project. The Pier-Ferry Project will not include the water access point. The remaining funds that were allocated for design of the original

water access point scope will be re-allocated to further develop the conceptual design of the expanded scope and identify the next steps. These remaining funds are not sufficient to complete detailed design for the expanded scope of the water access point and additional funds would be required to complete the design.

PIER-FERRY PROJECT COSTS

The design and environmental phase of work is funded via a combination of City, WETA and grant funding sources. In FY2022, the City received a one-time allocation of \$15 million for Berkeley Waterfront improvement projects administered by the State Coastal Conservancy (SCC). On December 13, 2022, the City Council approved the execution of five grant contracts with SCC, one of which allocated \$2,960,900 of the total \$15 million to the Berkeley Pier-Ferry Project (Resolution No. 70, 629-N.S.). In May 2023, the City was awarded a \$5,139,000 grant from Alameda County Transportation Commission for the environmental analyses and permitting for the Project (Resolution No. 70,950-N.S., adopted July 11, 2023).

Construction funding has not been identified. It is anticipated that the Project may be constructed in multiple phases, based on funding sources and timing. Table 2 provides a summary of the current construction cost estimate. This cost estimate is preliminary and expected to change as the design progresses.

Table 2: Preliminary Construction Cost Estimate (\$)

| | |
|--|--------------------|
| Demolition | 3,010,995 |
| Pier Construction | 11,408,382 |
| Breakwater Construction | 6,810,050 |
| Ferry Terminal | 27,689,878 |
| Dredging | 25,951,602 |
| Electrification / Utilities | 5,648,563 |
| Seawall Parking Lot | 8,624,555 |
| Bay Trail Extension | 1,612,262 |
| University Avenue | 6,145,053 |
| Seawall Drive | 1,840,957 |
| Plaza | 4,897,171 |
| Total Preliminary Cost Estimate | 103,639,467 |

This preliminary cost estimate above incorporates the updated scope described above except for the reduction in breakwater length and addition of solar panels, both of which are still being studied. The preliminary construction cost estimate does not include the cost of ferry vessels.

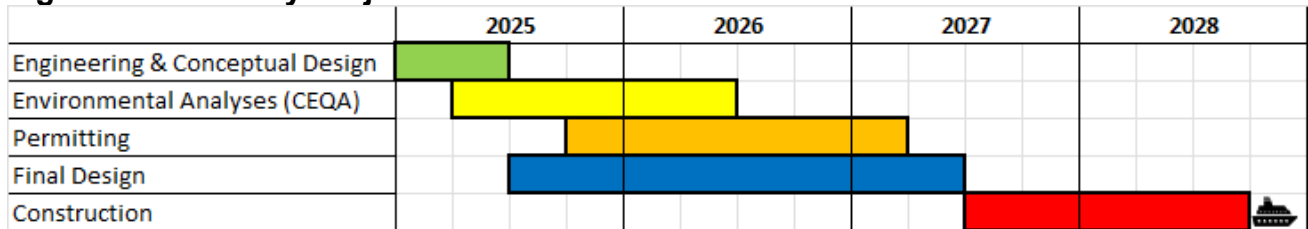
PROJECT SCHEDULE & NEXT STEPS

Upcoming milestones for this phase of the Project are:

- Publish Draft EIR: February 2026
- Council Consideration of Final EIR: July 2026
- Permits issued & Plans and Specifications Finalized: Spring, 2027

Figure 1 below provides the overall Project schedule.

Figure 1: Pier-Ferry Project Schedule



Attachment:

1. Project Frequently Asked Questions
2. Pier-Ferry Project Exhibits

cc:

David White, Deputy City Manager
Jenny Wong, City Auditor
Farimah Brown, City Attorney
Mark Numainville, City Clerk
Matthai Chakko, Assistant to the City Manager

Berkeley Pier Ferry Project Update
Attachment 1 - Frequently Asked Questions
October 22, 2025

FREQUENTLY ASKED QUESTIONS

This attachment provides answers to some of the most frequently asked questions about the Project.

1. Will the City have to subsidize WETA operation of the ferry?

No, Berkeley is not required to subsidize WETA ferry operations. WETA funds its services through a combination of funding sources including Regional Measure 3 funds, farebox revenue and other operation funds. The City may choose to support WETA's efforts to secure competitive funding opportunities that benefit Berkeley residents and businesses through lower fares and enhanced service. This approach is consistent with WETA's expansion policy, which requires a dedicated funding source for at least ten years of operations for any new routes.

2. How many people will ride the ferry each day, and where will they park?

WETA predicts an average of 955 weekday riders boarding the ferry in Berkeley. After considering different modes of transportation and the Project transportation demand management (TDM) strategies, including the University Avenue cycletrack and implementation of paid parking in some lots, this ridership results in a need to plan for 318-351 parking stalls for cars. The City has conducted extensive studies of existing parking demand and availability in the Berkeley Waterfront and has identified three parking locations that are currently under-utilized and well suited to shared use – the Seawall Lot, Skates/N Lot and Marina Blvd street parking. These locations currently have sufficient unoccupied parking stalls, even during peak visitations periods (excluding special events), to accommodate the anticipated new parking demand. The parking management plan will not allow all-day parking by ferry riders at the South Cove East and West Lots nor at the J&K Lot.

City staff have developed a preliminary parking management plan that combines free, paid, permit and time-limited parking strategies. Additional public and jurisdictional feedback will continue to inform the parking management plan.

3. What if more people than WETA predicts come to ride the Ferry? Won't those additional riders take up recreation parking spaces?

The City will develop and enforce parking management strategies to prohibit full-day parking by ferry riders outside of the allocated spaces described above. The City has identified additional long-range transportation demand management strategies that can be implemented in the future if the parking demand warrants it. This includes the use of shuttles, valet parking, additional bike infrastructure, and improvements to Marina Blvd. Like any regional transportation station (BART, Amtrak, etc.), riders will be required to adjust their plans and transportation modes when the allocated parking spaces are full.

4. Will the ferry have zero carbon emissions?

Yes. WETA is committed to operating the cleanest ferry system possible and is actively transitioning to zero emissions operations. WETA's 2050 Service Vision calls for electrifying the ferry system through procurement of new electric vessels, conversion of existing vessels where feasible, and installation of terminal charging infrastructure. In Spring of 2023, WETA completed its Blueprint for Zero Emission Vessel Transition, which outlines the pathway to achieve 50% zero emission vessels by 2035, with all electric ferry service planned for Berkeley as a key component. To date, WETA has executed contracts for the delivery of five electric vessels, the first of which is expected in early 2027.

5. Does the Project account for sea level rise?

Yes. The Pier and Plaza will be elevated 5-6 feet above their current elevations to ensure protection from Sea Level Rise (SLR). SLR analyses are based on a 50-year design lift (2075 planning horizon) and the Intermediate Scenario from the 2024 California Sea Level Rise Guidance.

6. How is this Project related to the Waterfront Specific Plan?

The City published the most recent draft of the Waterfront Specific Plan (WSP) in November 2024. On November 18, 2024, City Council directed staff to (1) complete the Pier-Ferry Parking and Transportation Demand Management Strategy, (2) prepare a nature and recreation-based conceptual plan for Cesar Chavez Park, (3) proceed with the EIR with the highest development scenario and (4) return to Council with the revised specific plan and certification of the WSP EIR. The Final Draft Pier-Ferry Parking and Transportation Demand Management Study is complete and published on the Project website. Per City Council direction, it considers the highest WSP development scenario when analyzing future conditions. The conceptual plan for Cesar Chavez Park is currently on hold, pending

ongoing environmental compliance activities at the former landfill (refer to June 5, 2025 Off-Agenda Memorandum Re: Environmental Compliance Updates at former Landfill at Cesar Chavez Park³). Currently, there is no funding identified to complete the WSP.

Although both occur within the Waterfront, the Pier Ferry Project and WSP are two separate projects: one is a capital project, and the other is a planning document. The Pier-Ferry Project does not depend on adoption of the WSP to occur. Consistent with Council direction, the Pier-Ferry Project will use the highest development scenario presented in the Draft WSP when considering future conditions at the Waterfront.

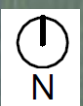
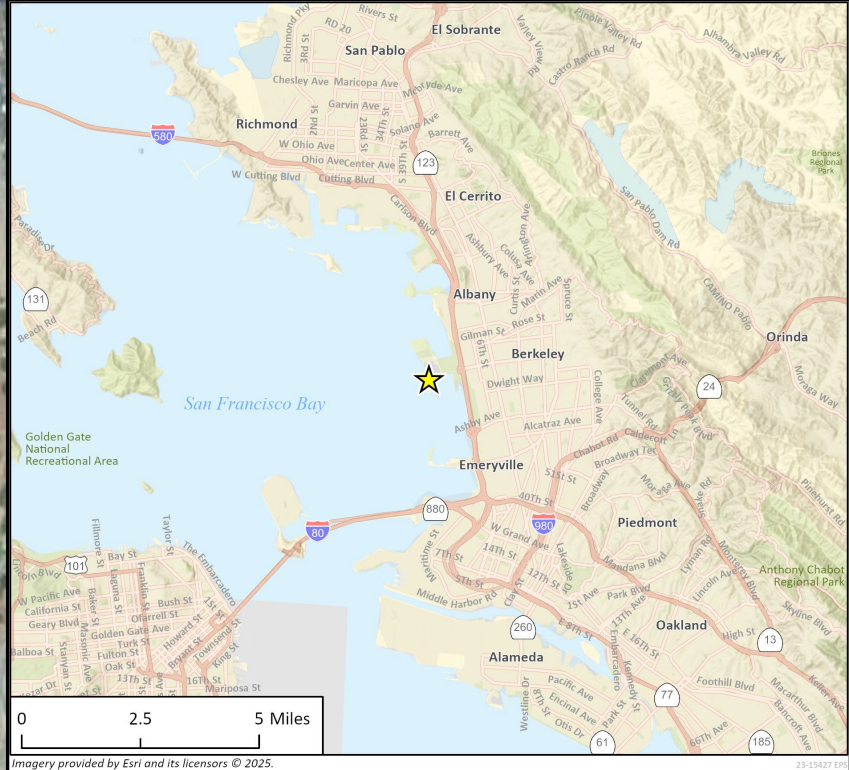
³ June 5, 2025 Off Agenda Memorandum: <https://berkeleyca.gov/sites/default/files/documents/2025-06-05%20%20%20Environmental%20Compliance%20Updates%20at%20former%20Landfill%20at%20C%3%A9sar%20Ch%C3%A1vez%20Park.pdf>

Berkeley Pier Ferry Project

Berkeley City Council Off-Agenda Memorandum Attachment 2: Project Exhibits



Robin Chiang &
Company
381 Tehama Street
San Francisco, CA 94103






400 ft



- Existing Bay Trail
- Existing Connector Trail
- Future Bay Trail

Source: MTC Bay Trail Gap Closure Implementation Plan

- AC Transit (51B)
- Amtrak
- Bicycle Blvd
- Future Ferry Route

-  AC Transit 51B Stop (Existing)
-  Amtrak Stop (Existing)
-  Ferry Terminal (Proposed)



Berkeley Marina

- Boat Slips
- Charter Boats
- Sailing Lessons
- Dragon Boat Club

South Sailing Public Docks & Water Basin

- Sailing Clubs
- Windsurfing
- Kayaking
- Paddleboarding
- Swimming

Shorebird Park

- Playground
- Picnic Areas
- Nature Center
- Shorebird Beach
- Summer Camps
- School Fieldtrips

Informal Water Access

- Swimming
- Boardsailing

Seawall Drive

- Fishing
- In-Car Bay Viewing

City Buildings

- Marina Office & Maintenance Yard
- Traffic Enforcement
- Office Building (leases)



Berkeley Yacht Club

Berkeley Marina

Restaurant (Hana Japan) & Sport Fishing Shop

Restaurant (Skates on the Bay)

City Buildings

South Sailing Public Docks & Water Basin

Adventure Playground

Shorebird Park

Seawall Drive

Restaurant (Vacant)

Informal Water Access

400 ft



X - Y / Z Minimum – Average Spaces Available / Total Spaces

Existing Parking Demand

- Pedestrians / Bay Trail Access
- Swimmers
- Sailing
- Slip holder
- Kayak, windsurfing, paddle, etc.
- Charter Boat Customers
- Restaurant / Yacht Club Patrons
- Fishing
- In-Car Bay Viewing
- Park / Playground Visitor/Drop-Off
- City Staff

Post-Project additions

- Pier Recreational Access
- Ferry Riders

NOTES

1. Weekdays: Mon - Fri, 6 am – 6 pm
2. Total Parking stalls in mapped area: 1,248
3. Availability based on data collected over 588 Days (May '21 – Aug. '24)
 - 5 Days Continuous Car Counts (April & August 2024)
 - 583 Daily Car Counts
 - 523 Days (10 am & 8 pm)
 - 60 Days (2 pm & 4 pm)
4. Seawall Lot frequently closed during 2021 – 2025; excluded from data analysis
5. "Average" based on 60 midday (2 pm / 4 pm) April – August 2024 data points



400 ft



X - Y / Z Minimum – Average Spaces Available / Total Spaces

Existing Parking Demand

- Pedestrians / Bay Trail Access
- Swimmers
- Sailing
- Slip holder
- Kayak, windsurfing, paddle, etc.
- Charter Boat Customers
- Restaurant / Yacht Club Patrons
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4. "Average" based on June, 2021 – 2024 data points




400 ft



Marina Blvd (Street Parking; 150 Spaces)

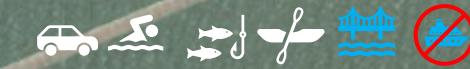
 Proposed: Free Full Day Parking allowed

Skates/N Lot (137 Spaces)


 Proposed: Paid Full Day Parking allowed in ~75 spaces
Time Limited Parking in remaining ~62 spaces
Evenings free / no time limits
Shared recreation / ferry / restaurant use

Seawall Drive (Existing: 90 Spaces / Post Project: ~20 Spaces)

Stalls removed for Bay Trail improvements & stormwater treatment



Seawall Lot (Existing: 320 Spaces; Post Project: ~430 spaces)


 Proposed: Paid Full Day Parking in ~200 spaces.
Time Limited Parking in remaining ~230 spaces
Evenings free / no time limits
Shared recreation / ferry / restaurant use

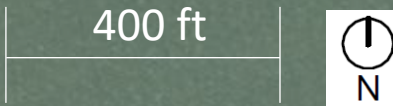
0.3 Mile
5-6 min walk to Ferry plaza

0.1 Mile
2-3 min walk to Ferry plaza

0.5 Mile
10-12 min walk to Ferry plaza

NOTES

-  Time limits & permit program will prohibit full-day parking by ferry riders
- Ferry Parking Demand of 267-351 spaces met as follows: 275 paid (Skates/N + Seawall Lot), up to 76 free (Marina Blvd)
- >850 spaces in southern Waterfront remain available for existing & new uses: recreation, slip holders, City staff, Pier & restaurant visitors



Ferry Parking Demand
Weekday: 318 – 351 spaces
Weekend: 267 – 300 spaces

- Project Transportation Demand Management (TDM) Measures**
- University Ave. CycleTrack
 - Secure Bike Parking
 - Paid Parking
 - Rideshare loading zones
 - Shared Micromobility Stations

- Future TDM Measures**
- Increased AC Transit Shuttle Services
 - Valet Parking
 - Marina Blvd. Improvements
 - Additional Bike Parking
 - Expanded Micromobility Stations



7. Project Site Footprint



Electrification Equipment

- PG&E Transformer
- Switchboard
- Service Cabinet
- Distribution Panel Board (2)

Ferry Terminal

- Gate / Platform
- Gangway
- Float

Public Gate

Plaza

- Public Restroom
- Bike Lockers & Parking
- Benches / Seating

University Avenue Cycle Track

Relocated / Enlarged Bus Stop

Seawall Parking Lot Improvements

- Accessible Parking
- Permeable Paving at Stalls
- Electric Vehicle Charging
- Improved Lighting
- Crosswalks / Connectivity

New Pier & Breakwater

- Shade Canopy
- Fish Cleaning Station
- Benches / Seating

Bay Trail Extension

400 ft





Pier-Ferry
 Plaza
 Pier & Breakwater
 Ferry Terminal
 Dredging

University Avenue
 Raised Cycletrack
 Repaving
 Sidewalk Repair / Replacement
 Bus Stop Re-location
 Loading / Dropoff Zone

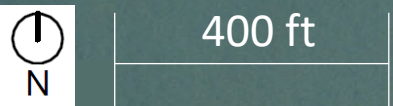
South Seawall Drive
 Bay Trail Improvements
 Seawall Drive Re-Alignment / Repaving
 Seawall Parking Lot Improvements
 Electric Vehicles Charging Stations
 Solar Panels*

Berkeley Pier-Ferry Project potential construction phasing:

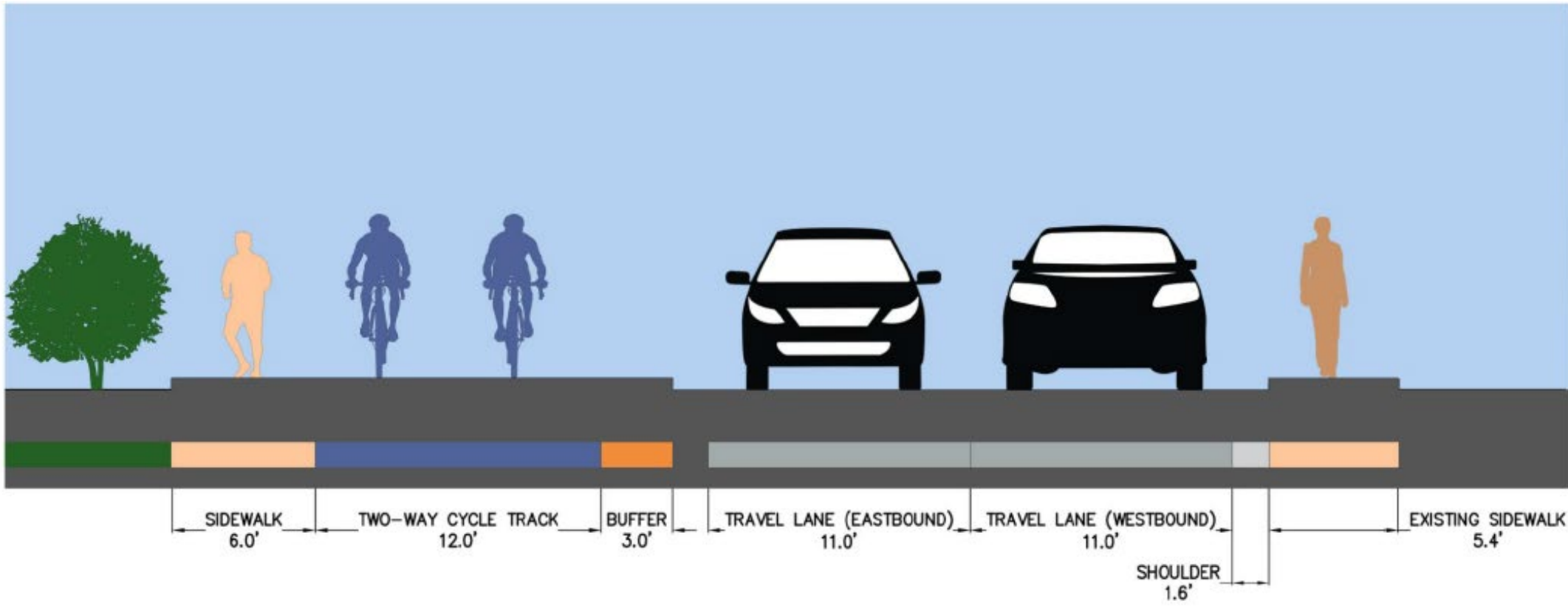
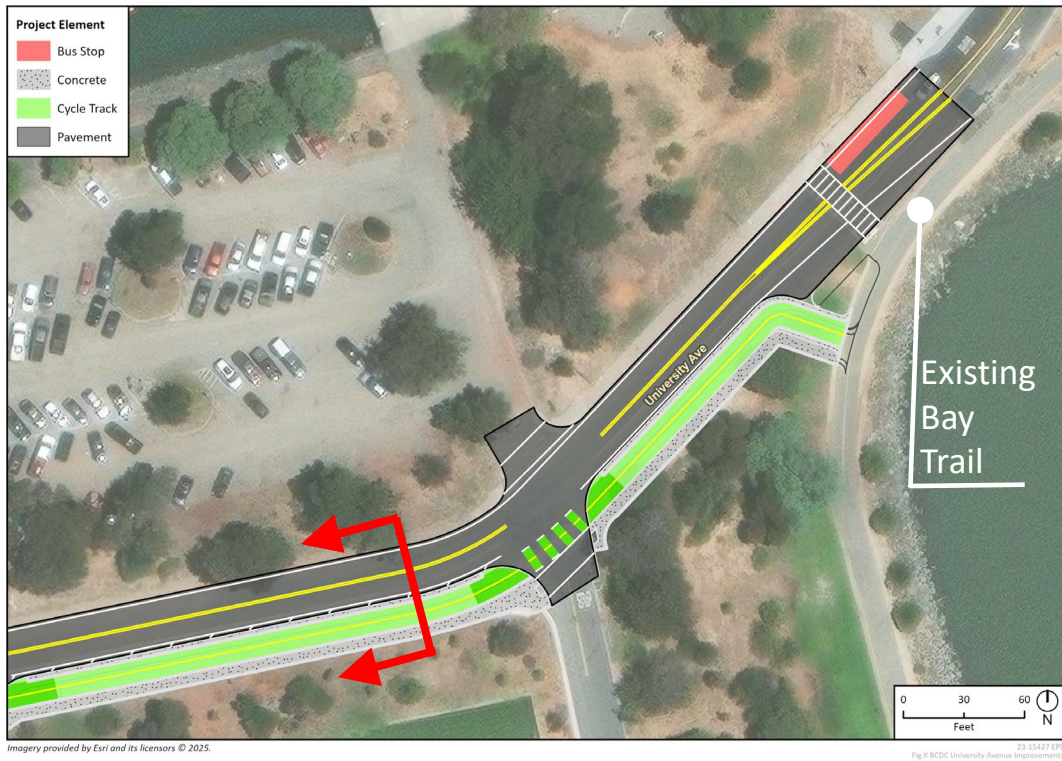
- University Avenue
- Pier-Ferry
- South Seawall Drive

Sequence & combination of phases is unknown; dependent on future construction funding.

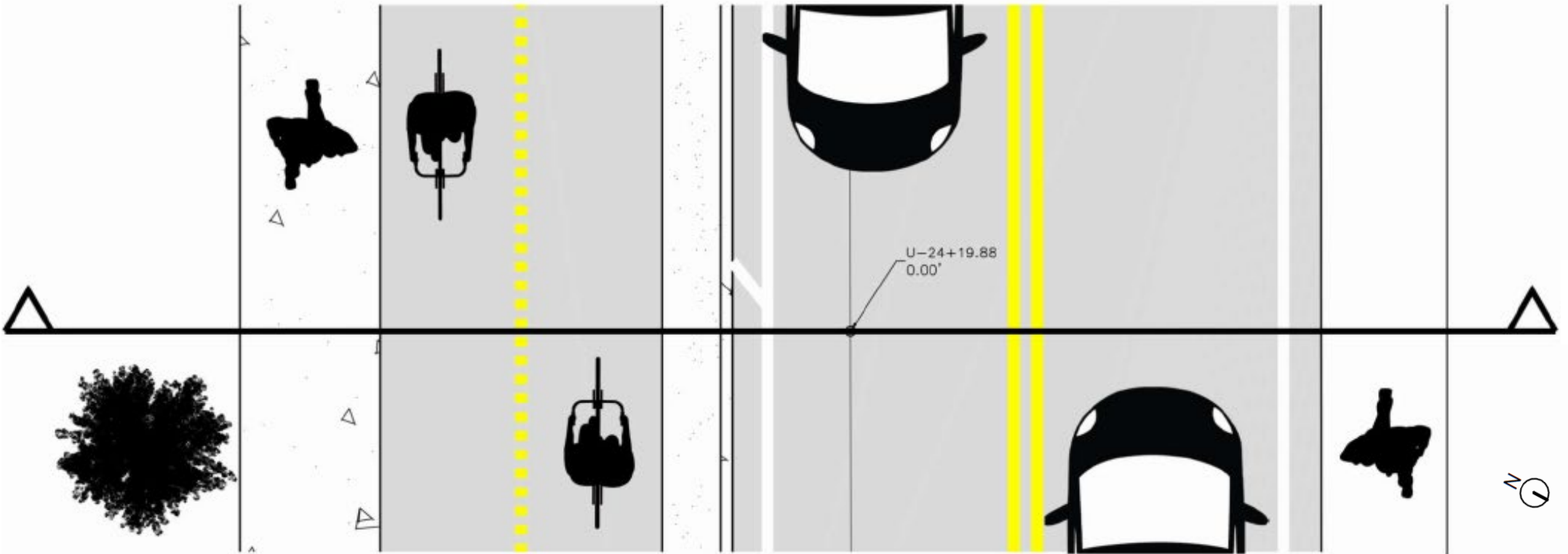
* Feasibility Study for solar panels at Seawall parking lot is underway, inclusion in the Project TBD

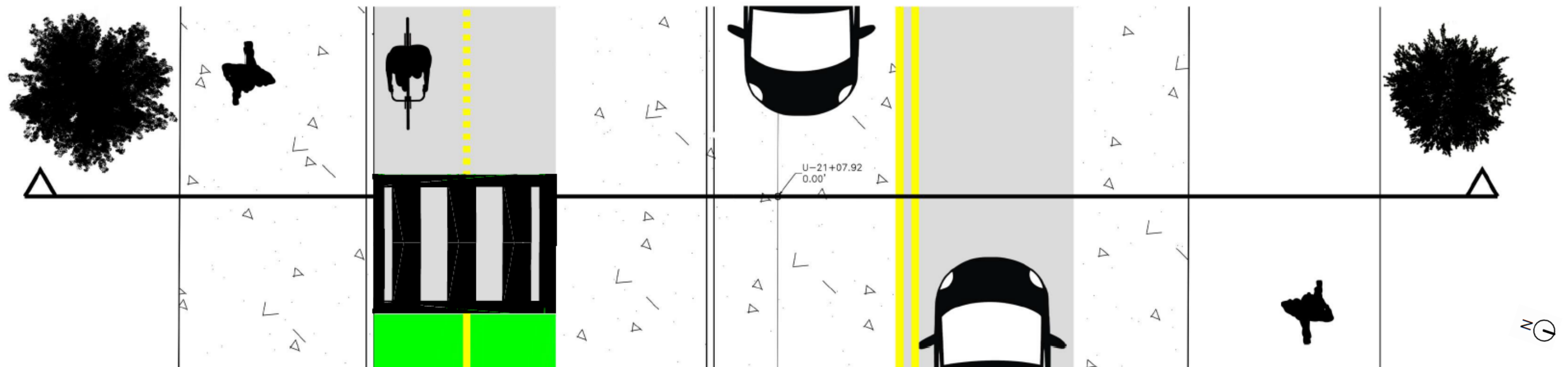
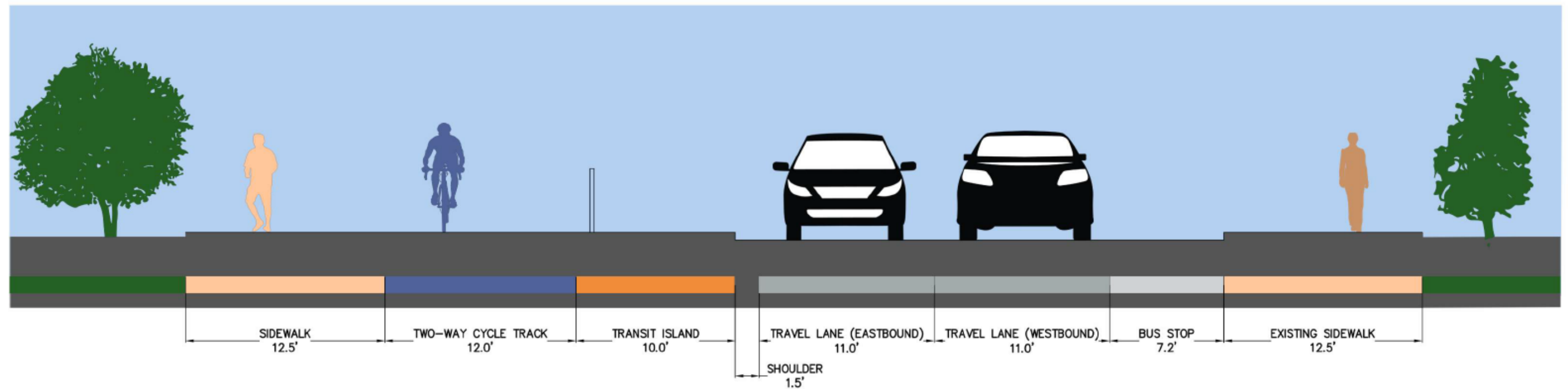
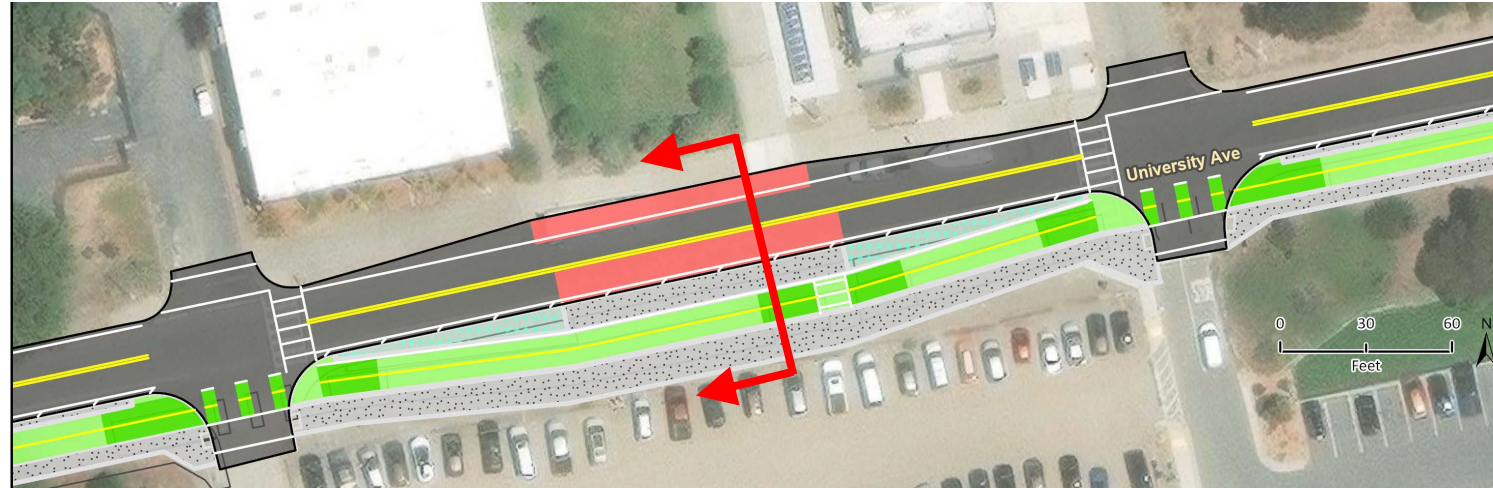


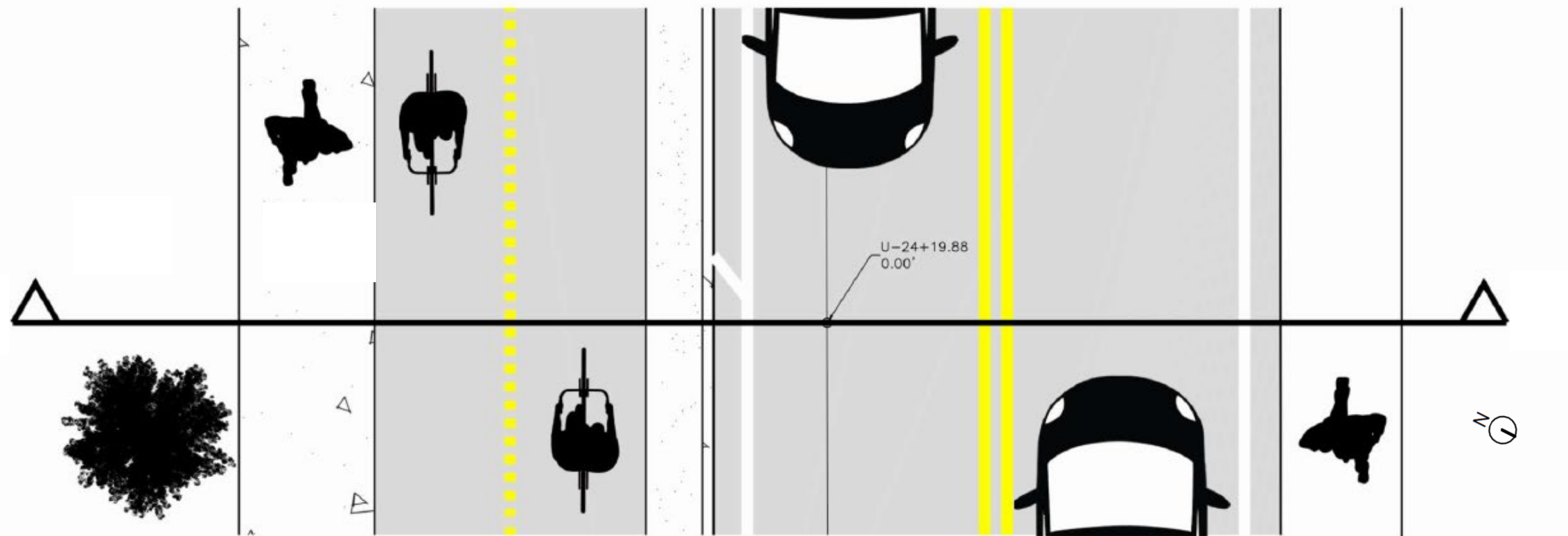
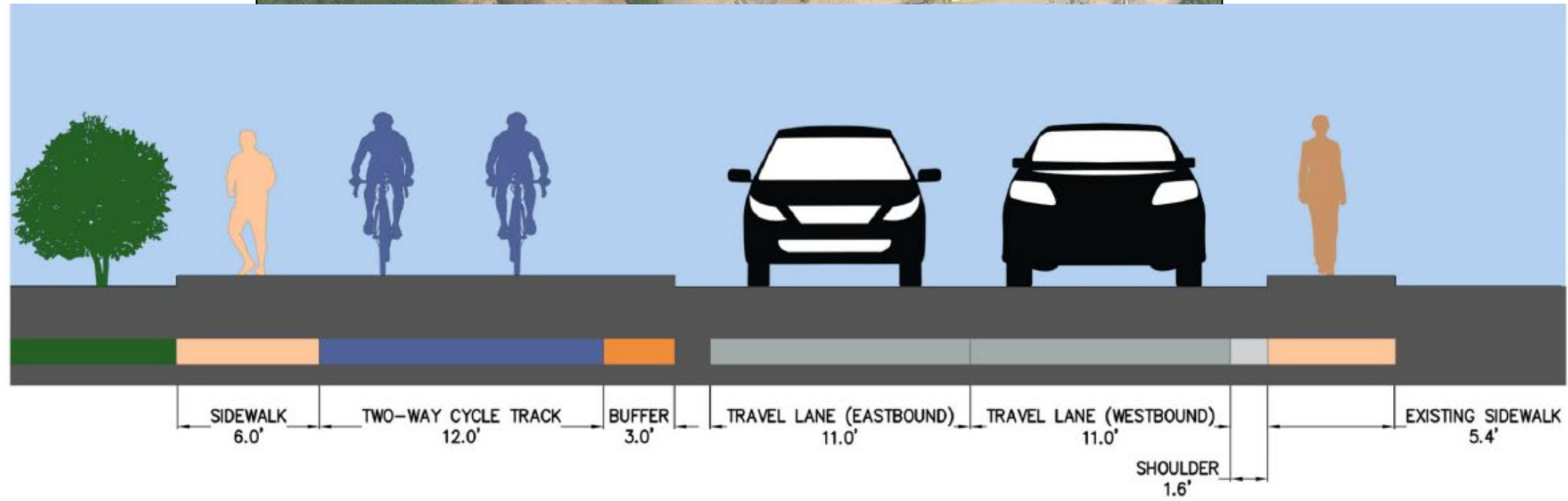
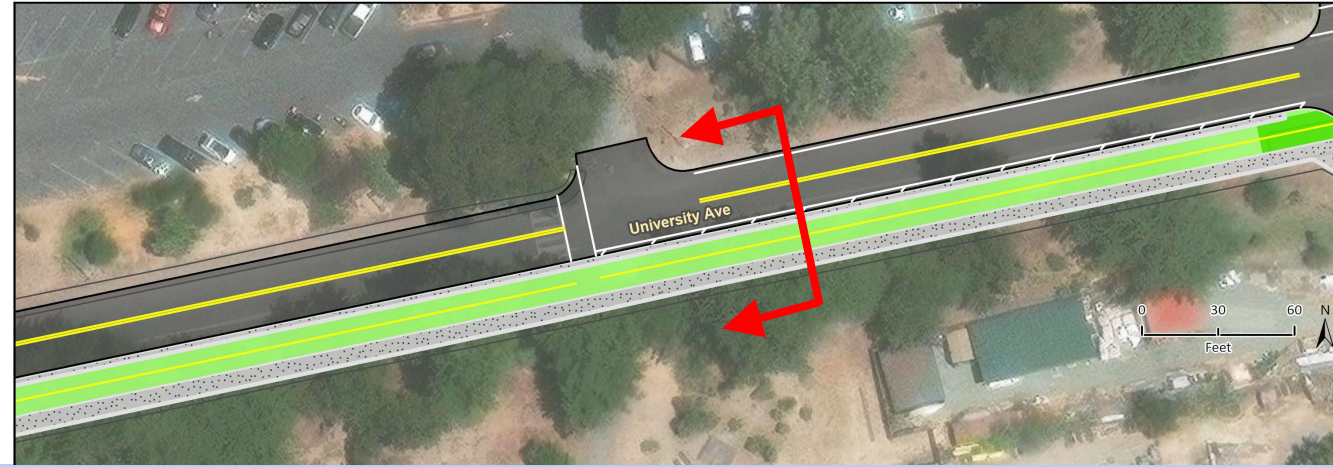


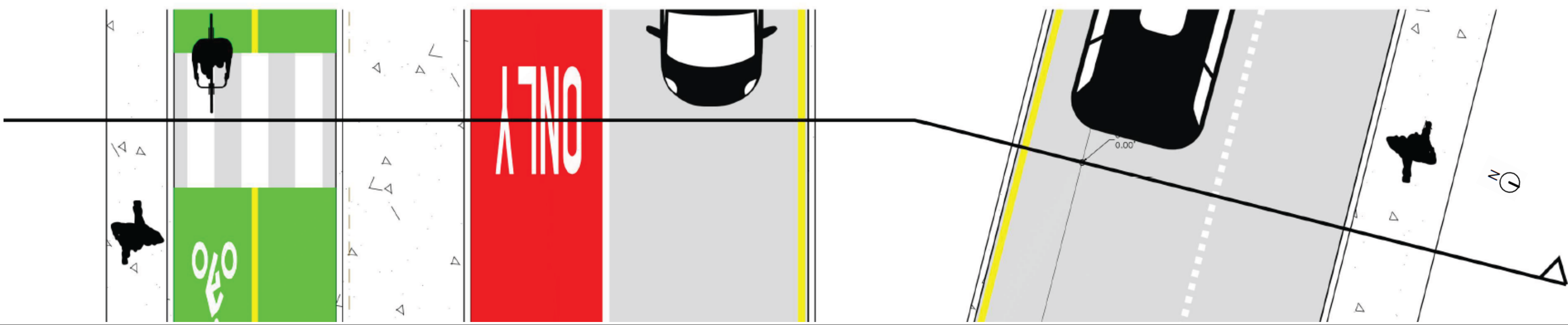
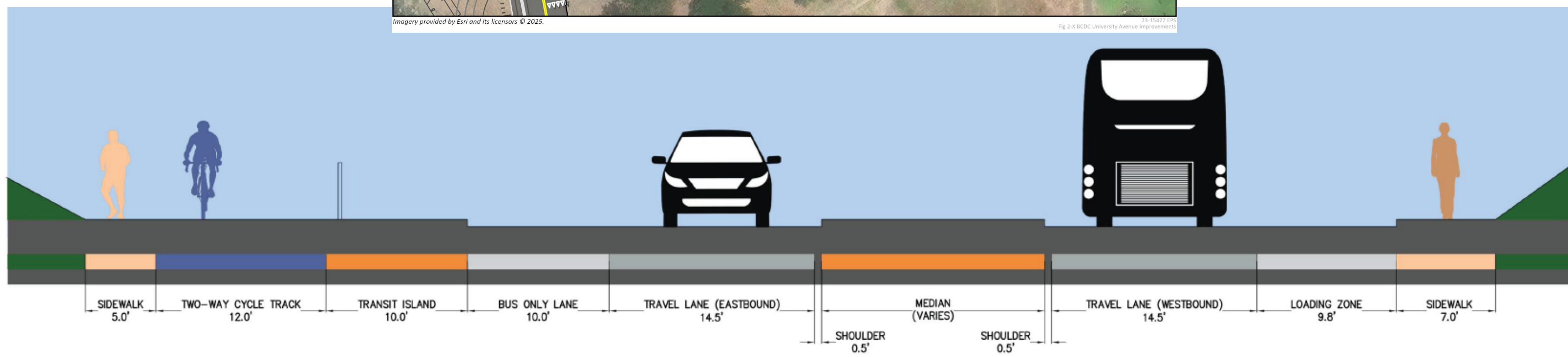
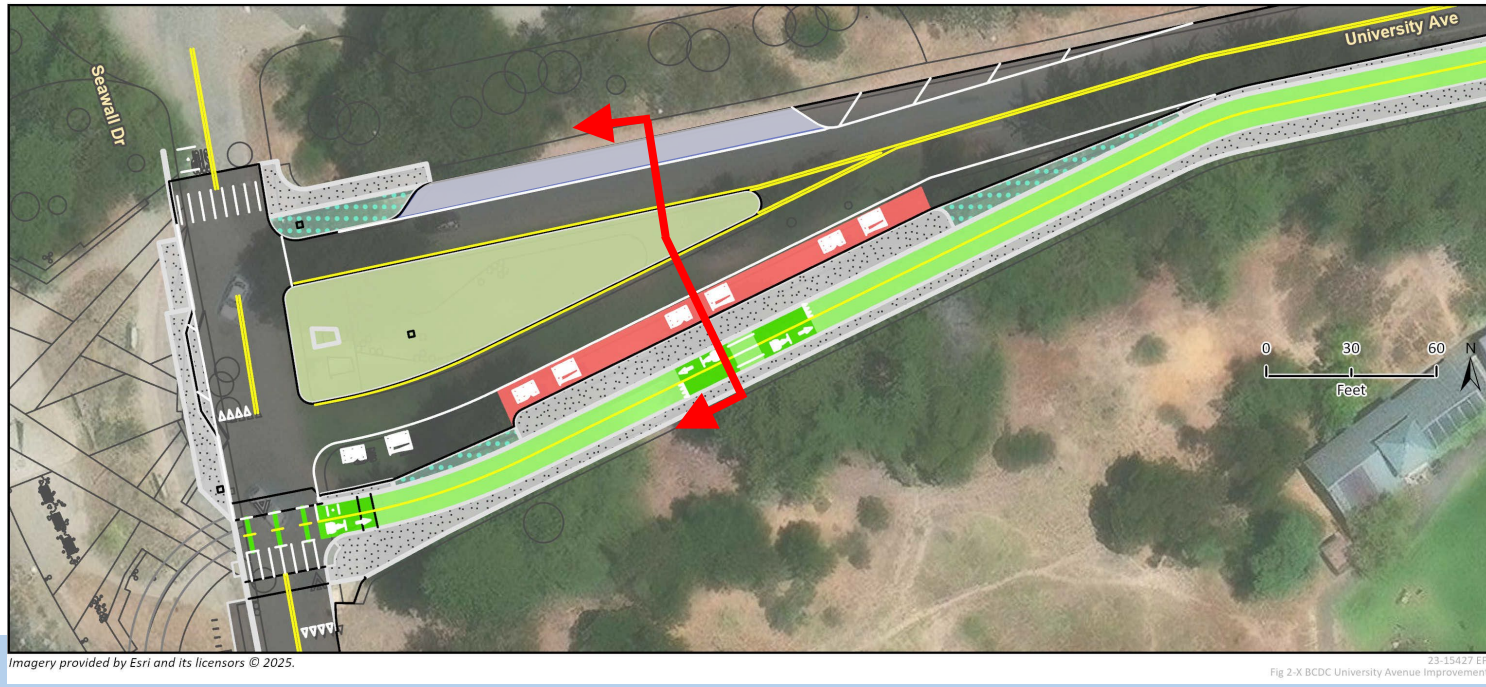


Precedent Image (Seattle, WA)

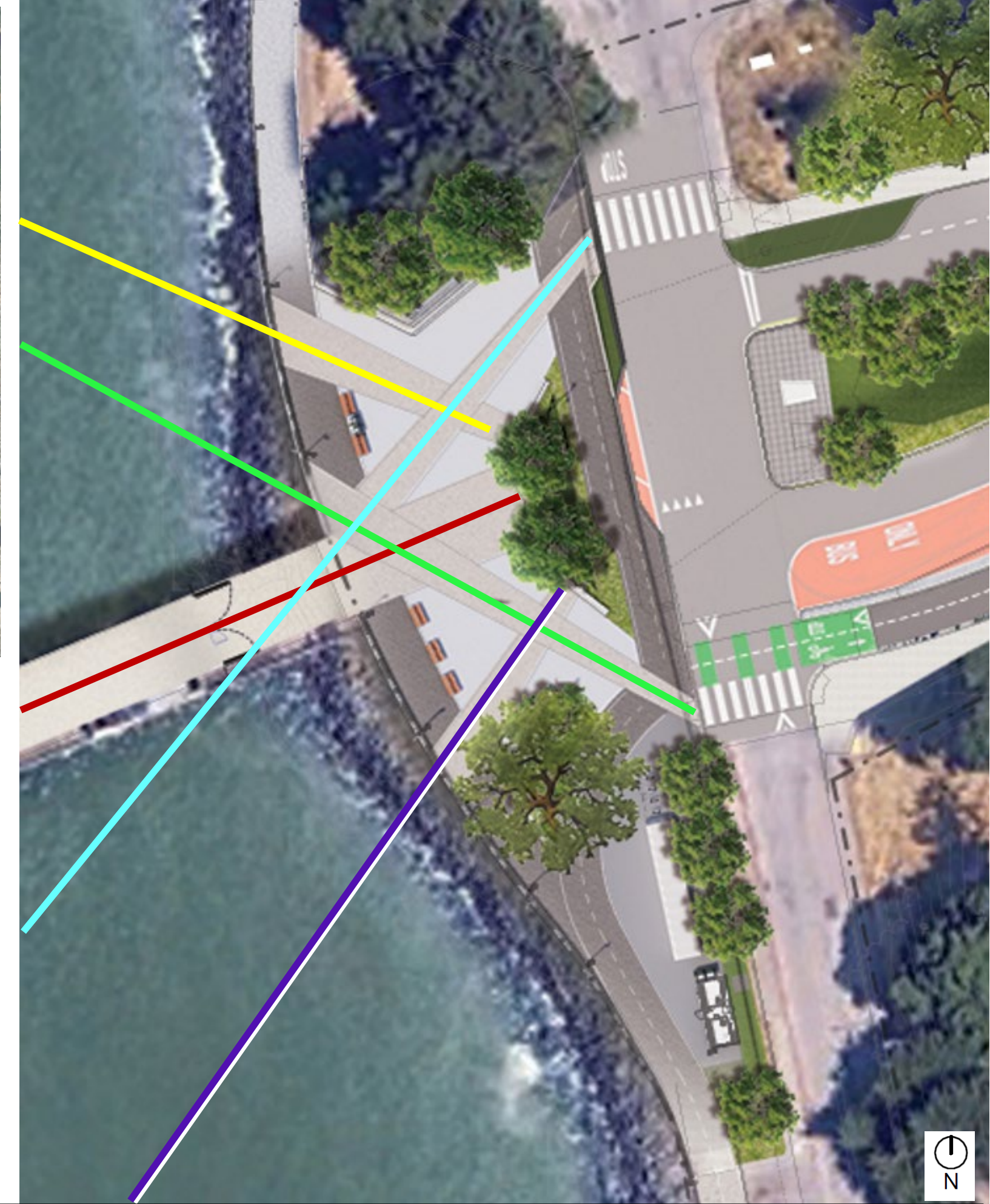
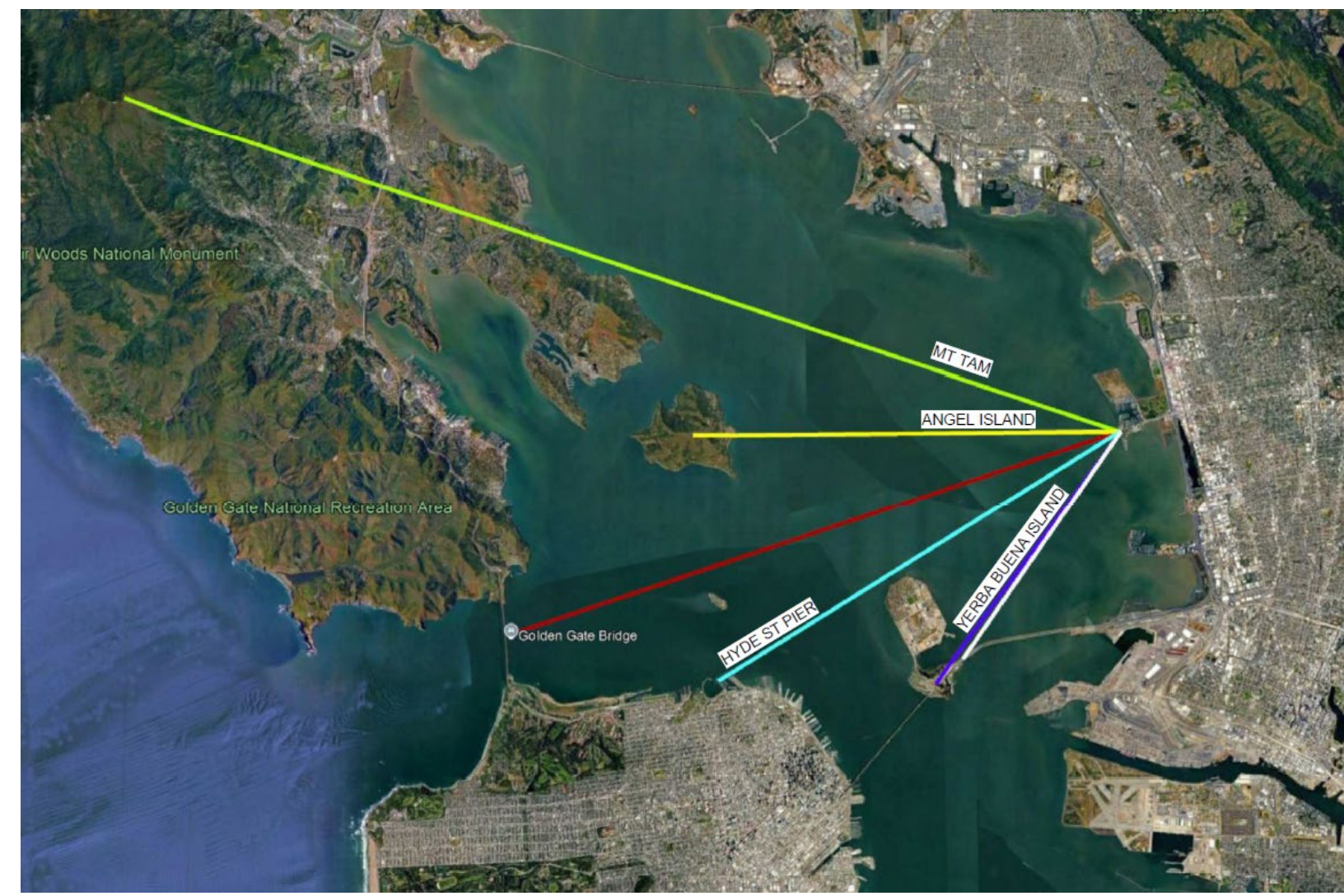


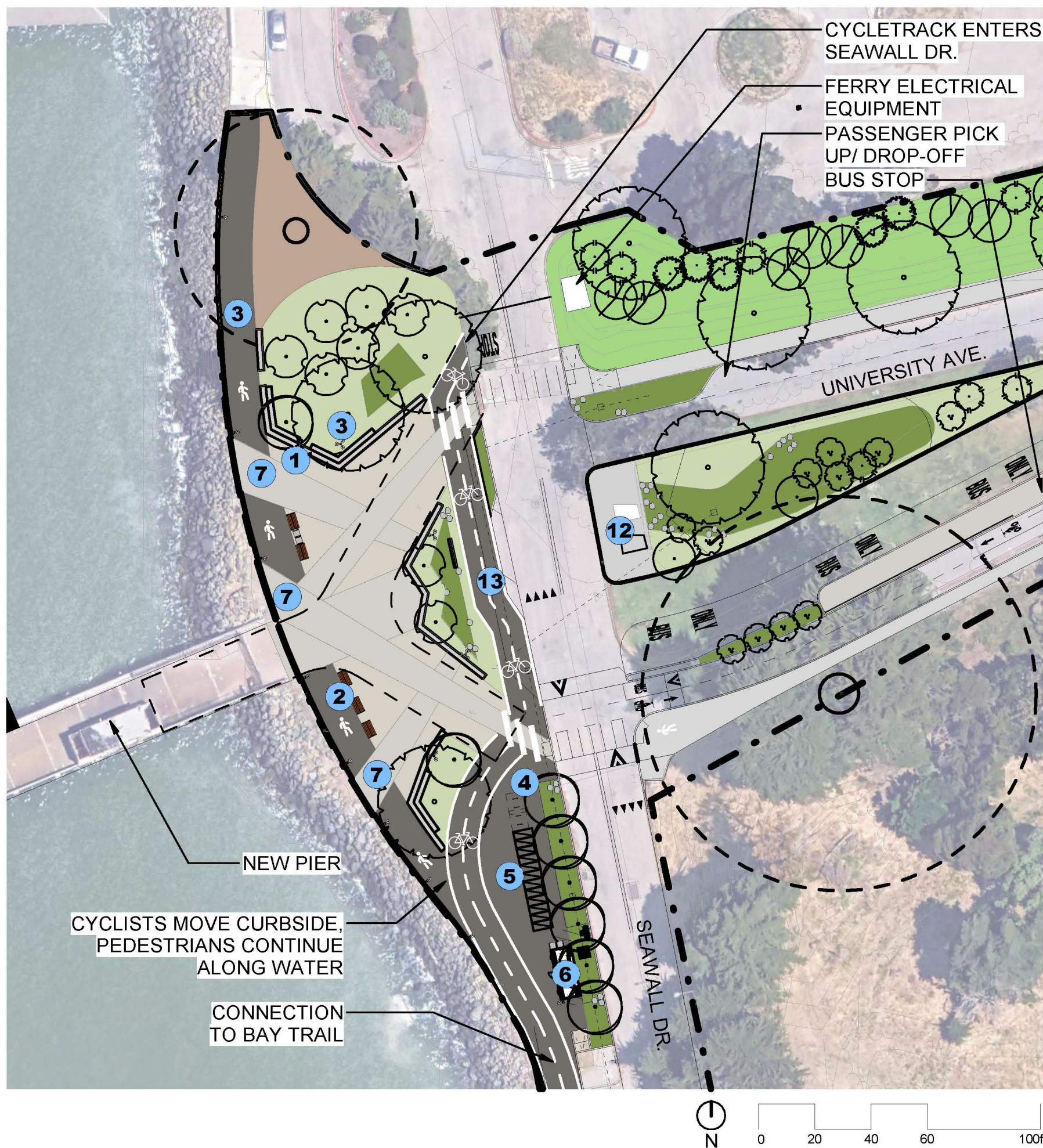












1 Seatwall



2 Backed Benches



3 Pole-Lighting



4 Bike Rack



5 Bike Lockers



6 Restroom










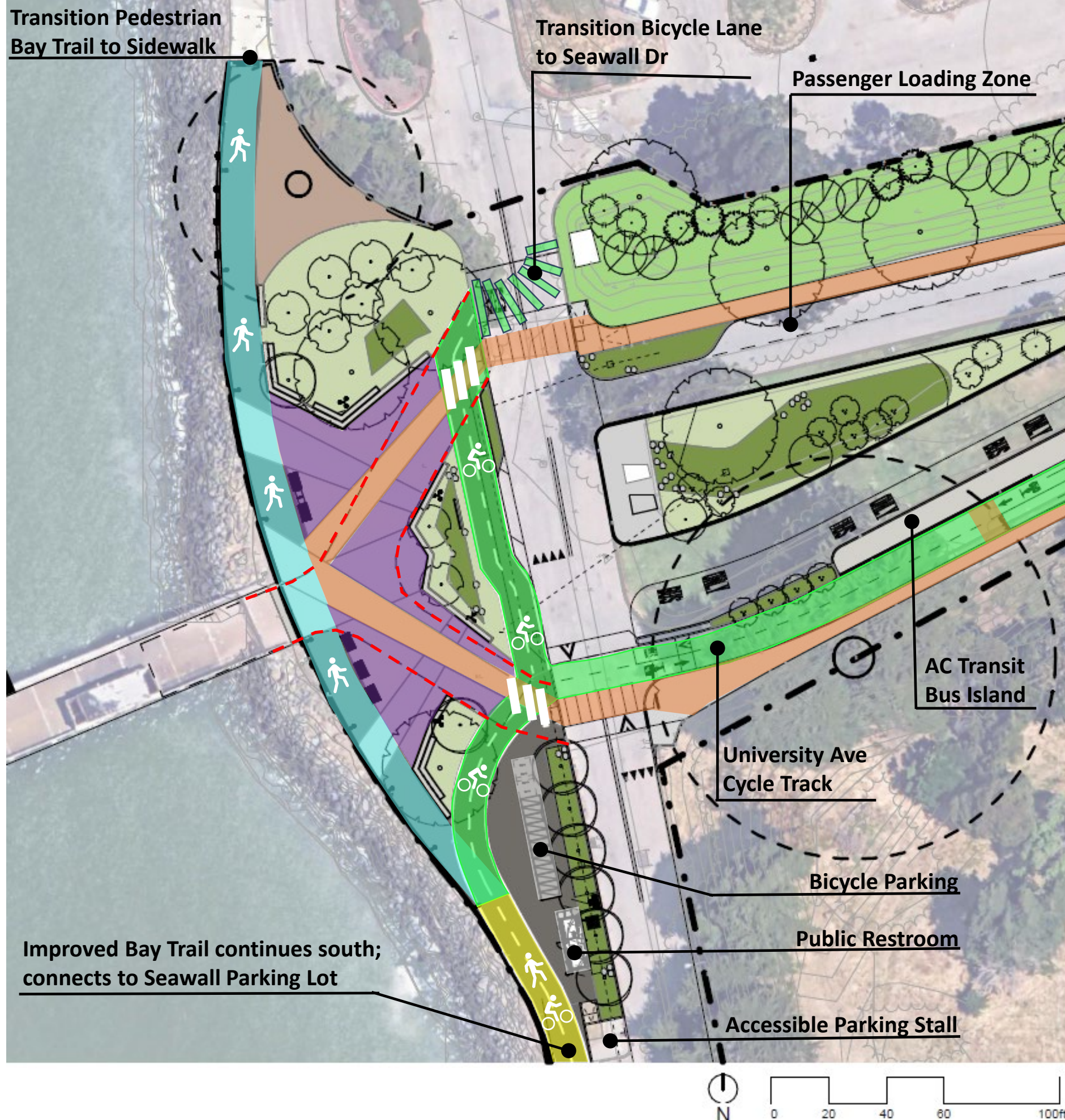
7 Interpretive Paving Inlays



8 Existing Statue

LANDSCAPE MATERIALS LEGEND

-  ASPHALT
-  COLORED CONCRETE
-  COLORED CONCRETE
-  NATIVE AND CLIMATE-ADAPTED ORNAMENTAL PLANTING
-  STORMWATER PLANTING
-  NATIVE RESTORATION PLANTING
-  WOOD MULCH AREA

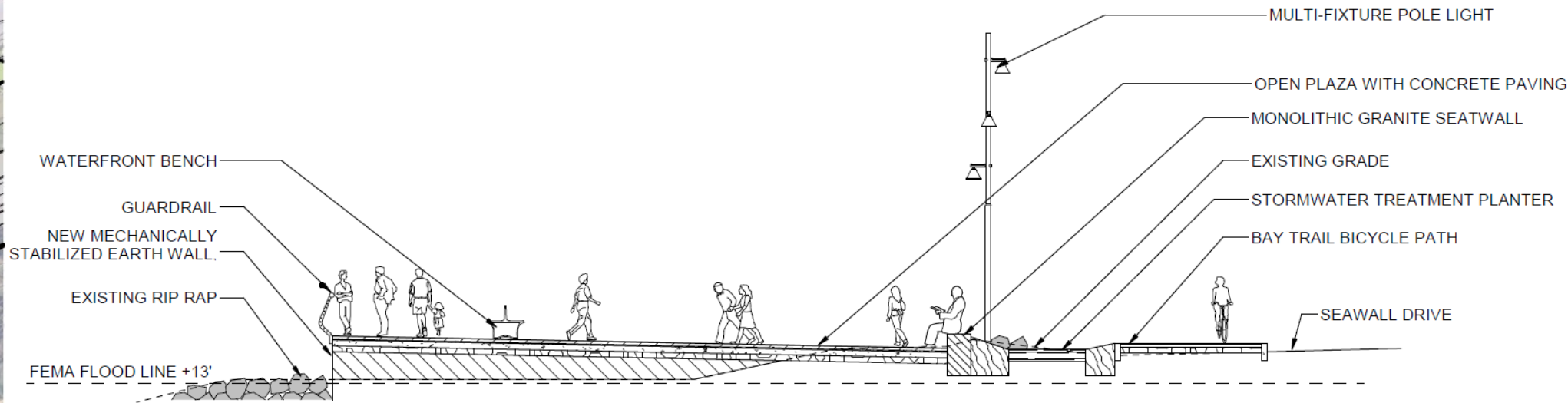
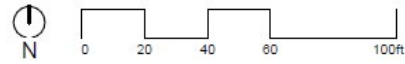
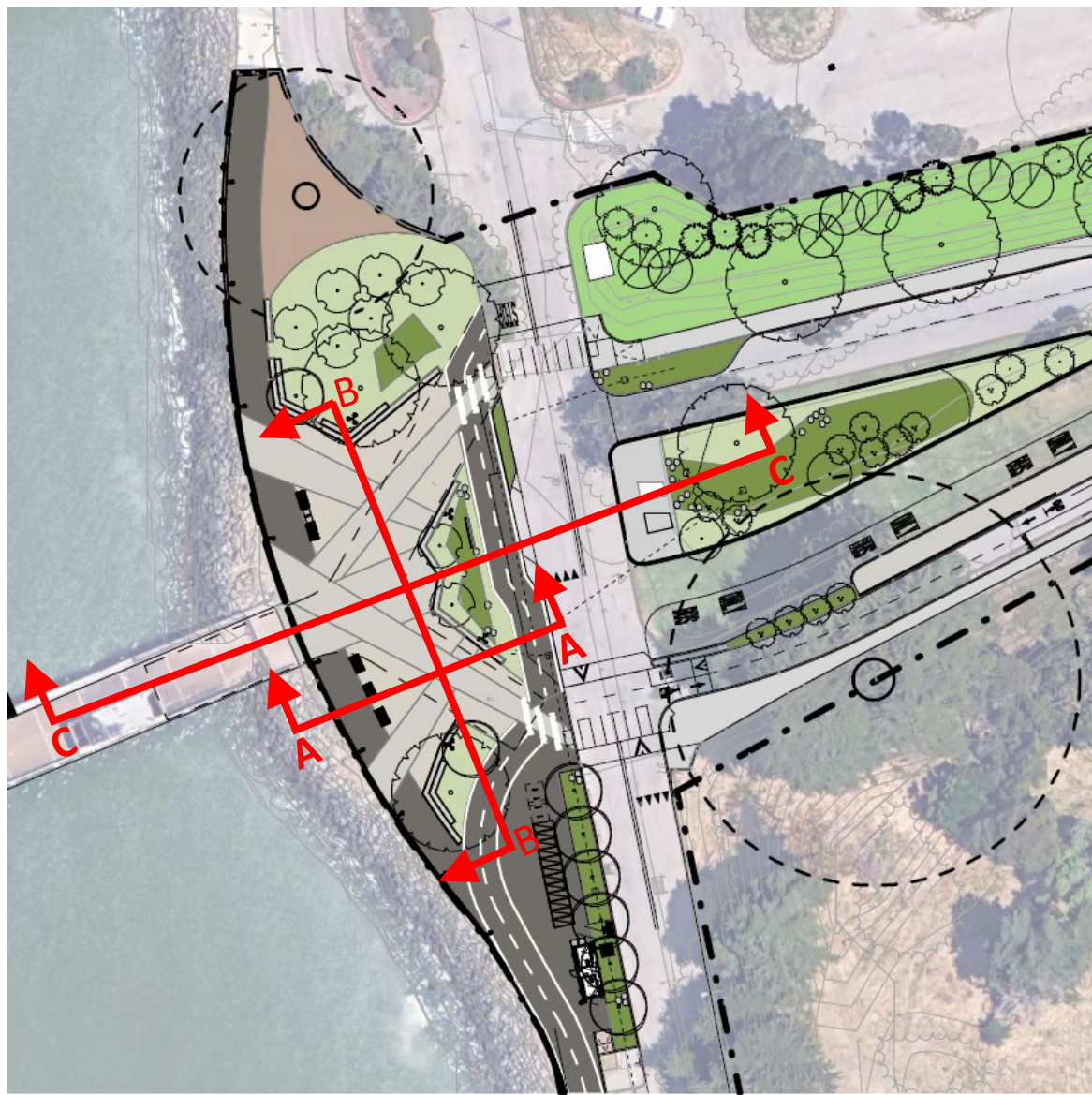


LEGEND

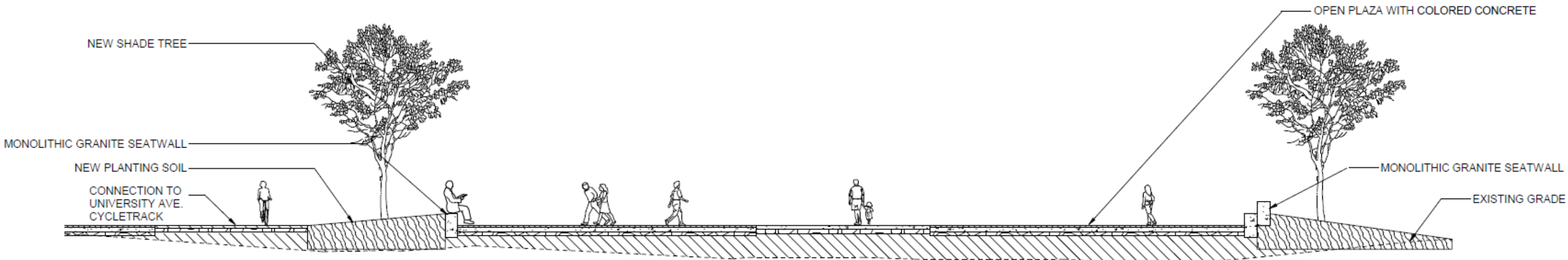
- Bay Trail – Pedestrian Only (11 ft wide)
- Bay Trail – Bicycle Only + University Ave CycleTrack (12-ft wide)
- Bay Trail – Mixed Use (Pedestrian & Bicycle) (12 ft wide, constrained at south plaza entrance)
- Sidewalks / Pedestrian Ways
- Plaza Open Space
Walking Bikes Only / No Riding
Seating, Signage, Small Vendors
- Emergency Vehicle Clearance Area
- Tree Canopy Drip Line

NOTES

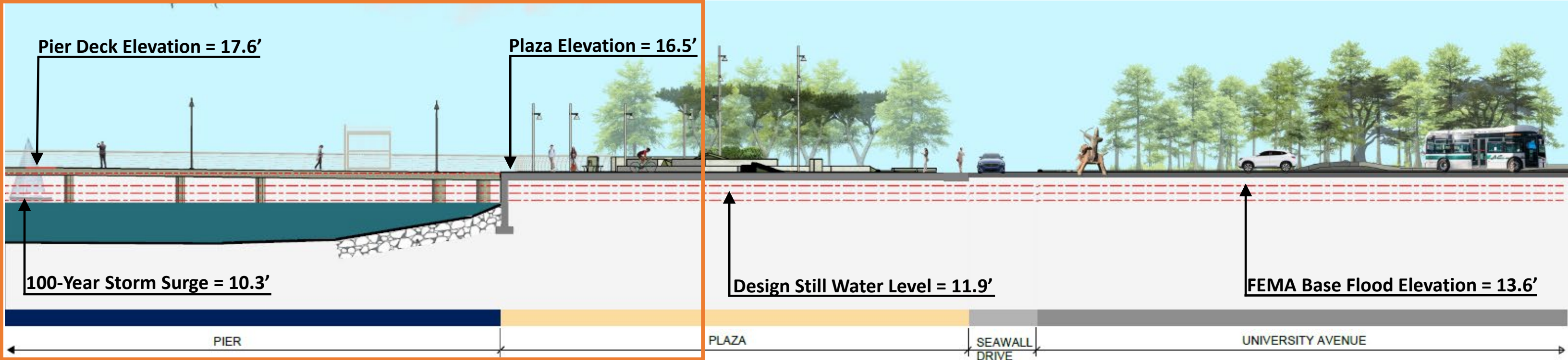
1. Bay Trail Design Guidelines recommend separation of wheeled-users from pedestrians in high use, urban parkland areas.
2. Project does not include implementation of Bay Trail improvements north of Project limit. Pier-Ferry Project transitions separated Bay Trail to existing sidewalk (pedestrians) and Seawall Drive (Bicycles). Future Bay Trail Gap Closure Project(s) would extend Bay Trail northward.
3. Detailed design of transitions, signage and striping will utilize Bay Trail Design Guidelines and Toolkit (July, 2025).



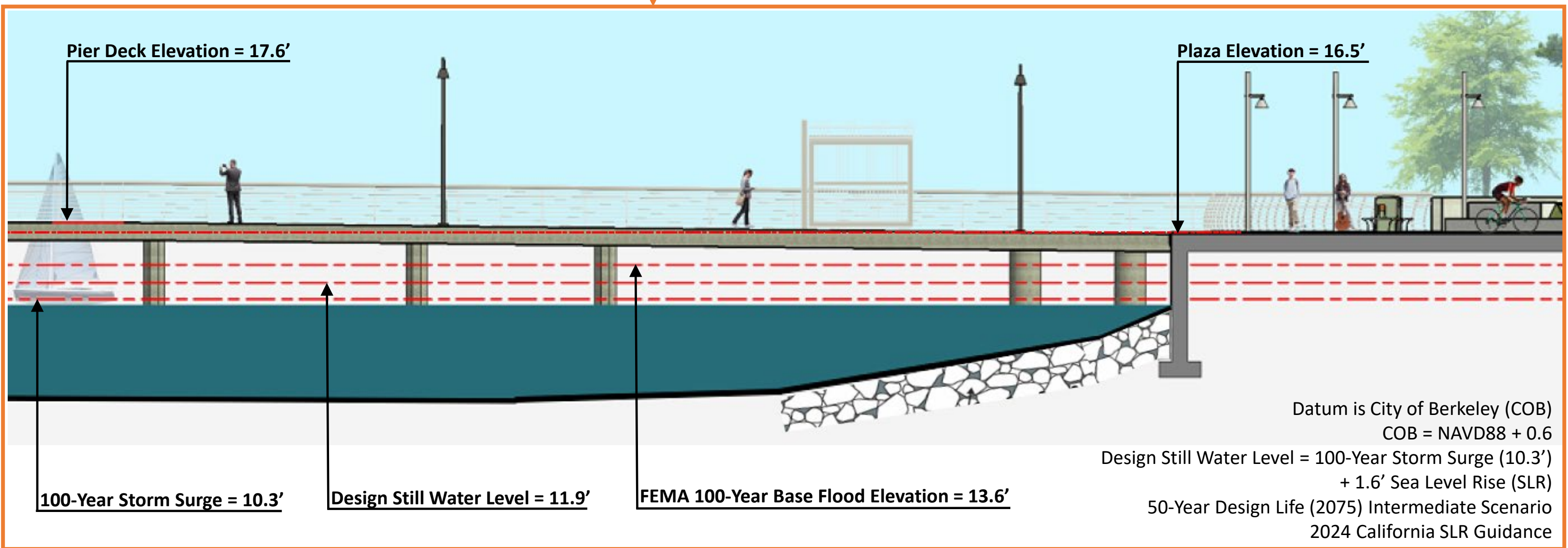
Section A



Section B



Section C











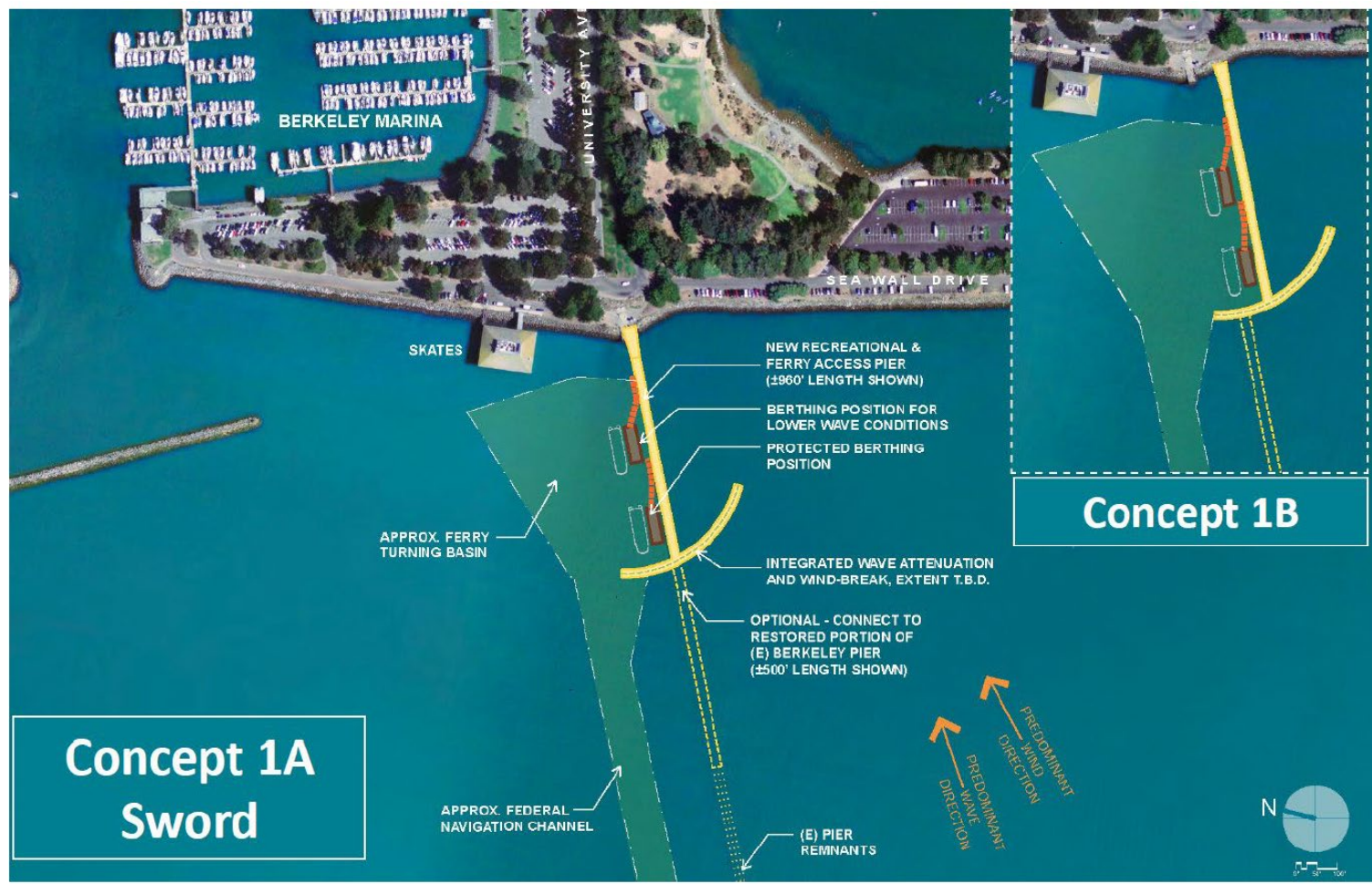


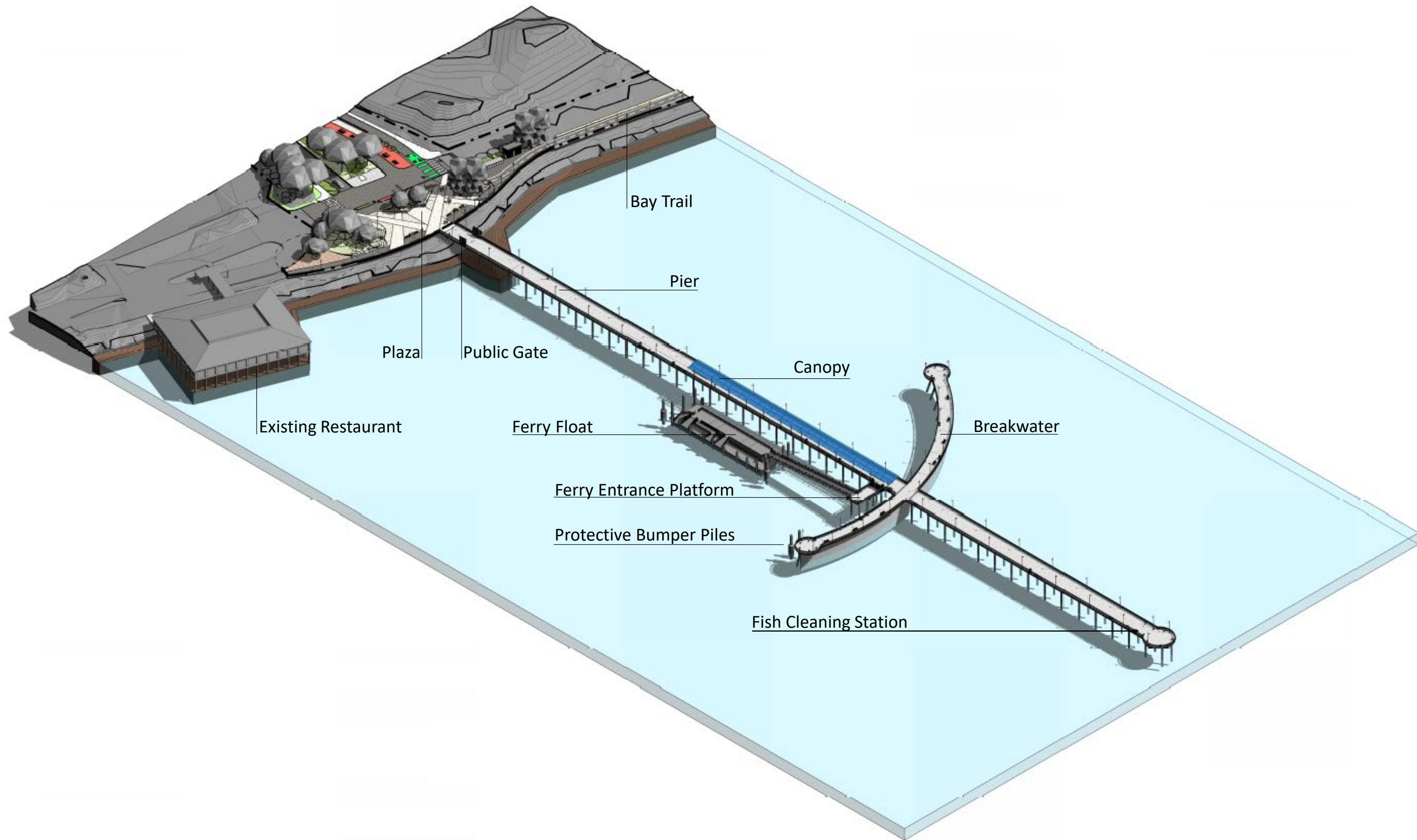












Bay Trail

Pier

Plaza

Public Gate

Existing Restaurant

Ferry Float

Canopy

Breakwater

Ferry Entrance Platform

Protective Bumper Piles

Fish Cleaning Station

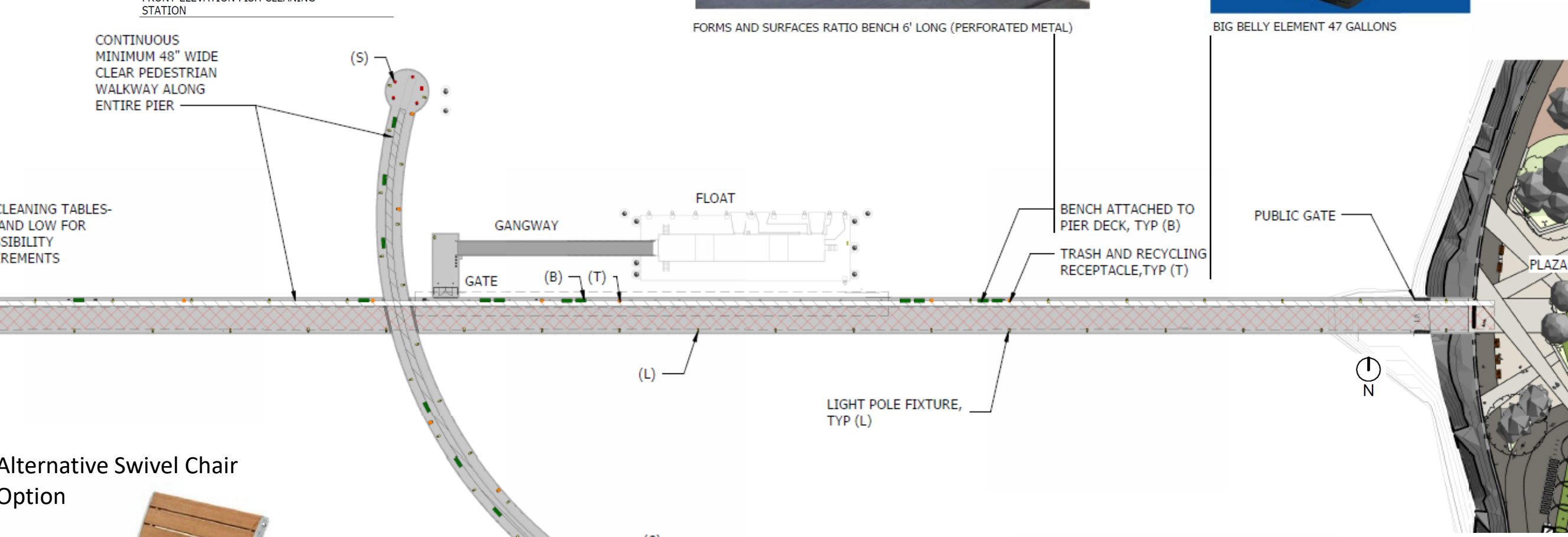


FORMS AND SURFACES RATIO BENCH 6' LONG (PERFORATED METAL)



BIG BELLY ELEMENT 47 GALLONS

METAL SWIVEL CHAIR ATTACHED TO PIER DECK, TYP (S) SIMILAR TO SWIVEL CHAIR ON PIER 14 SF IMAGE BELOW



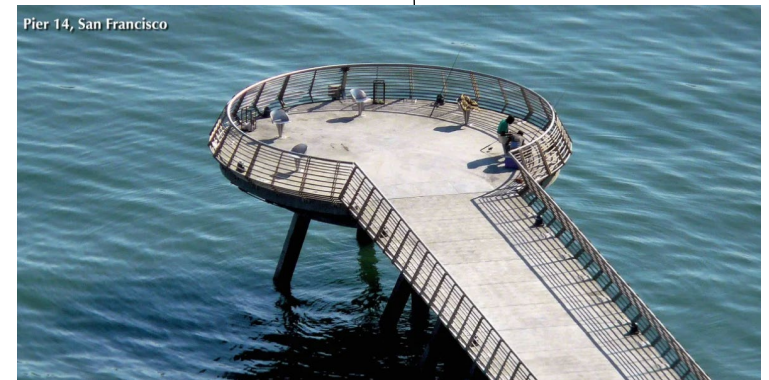
CONTINUOUS MINIMUM 48" WIDE CLEAR PEDESTRIAN WALKWAY ALONG ENTIRE PIER

FISH CLEANING TABLES-HIGH AND LOW FOR ACCESSIBILITY REQUIREMENTS

Alternative Swivel Chair Option



Parco; Jacoba Wood & Powder Coated Steel

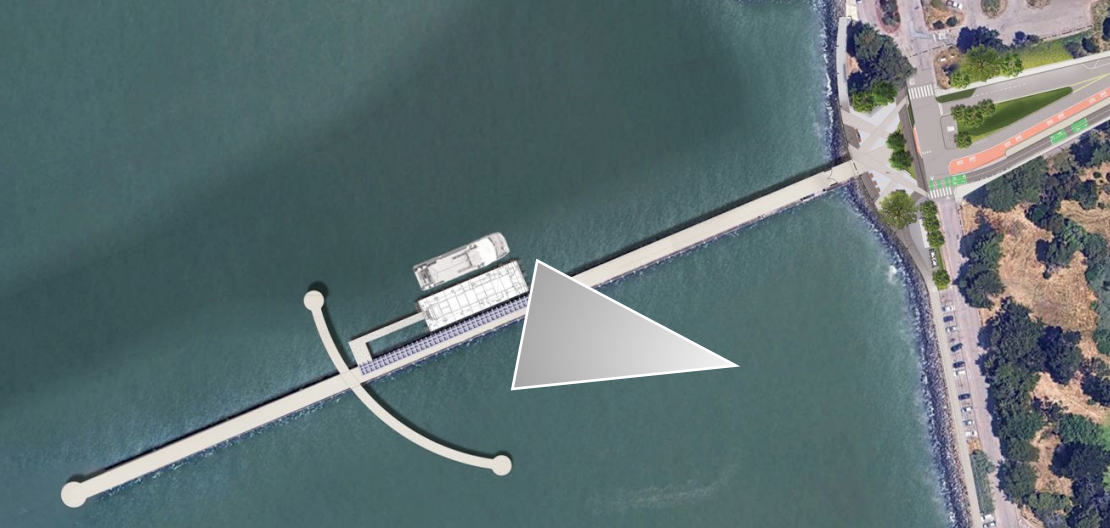


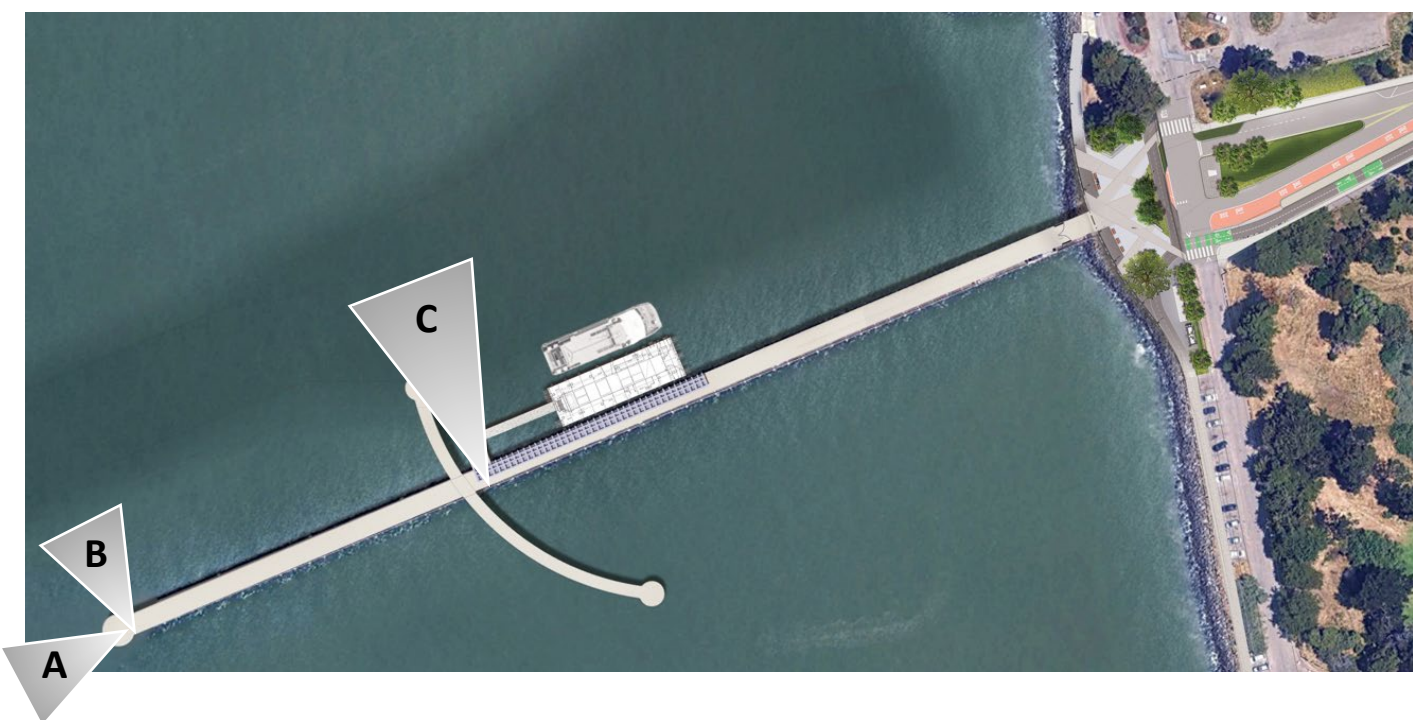
SYMBOL LEGEND

| | | |
|---|--|--|
| B | | BENCH ATTACHED TO PIER DECK, 19 TOTAL |
| S | | METAL SWIVEL CHAIR ATTACHED TO PIER DECK, 16 TOTAL |
| T | | TRASH AND RECYCLING RECEPTACLE, 12 TOTAL |
| L | | LIGHT POLE FIXTURE, FINAL LAYOUT AND QUANTITY (59 TOTAL) TBD |
| | | 14' CLEAR WIDTH FOR EMERGENCY VEHICLE ACCESS |
| | | CANOPY OUTLINE ABOVE |









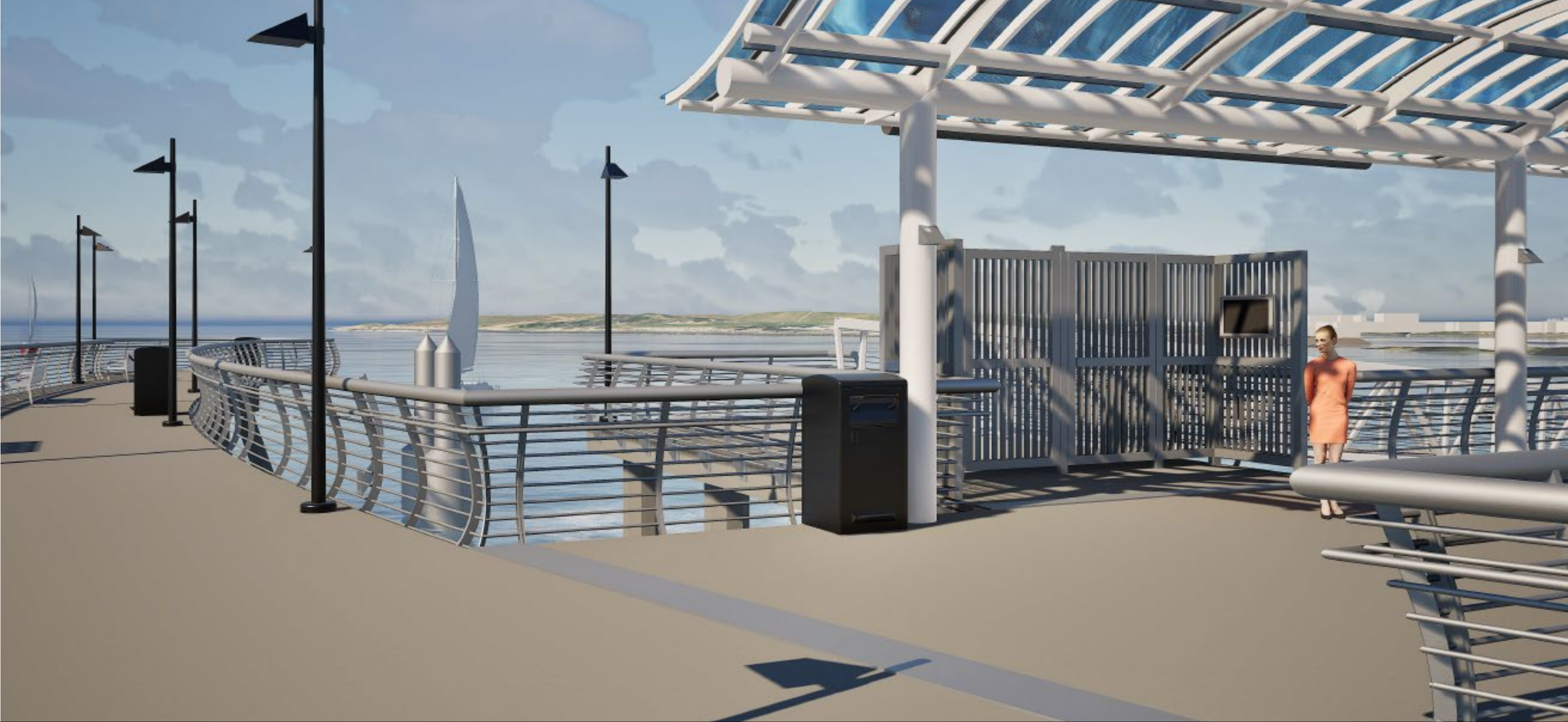
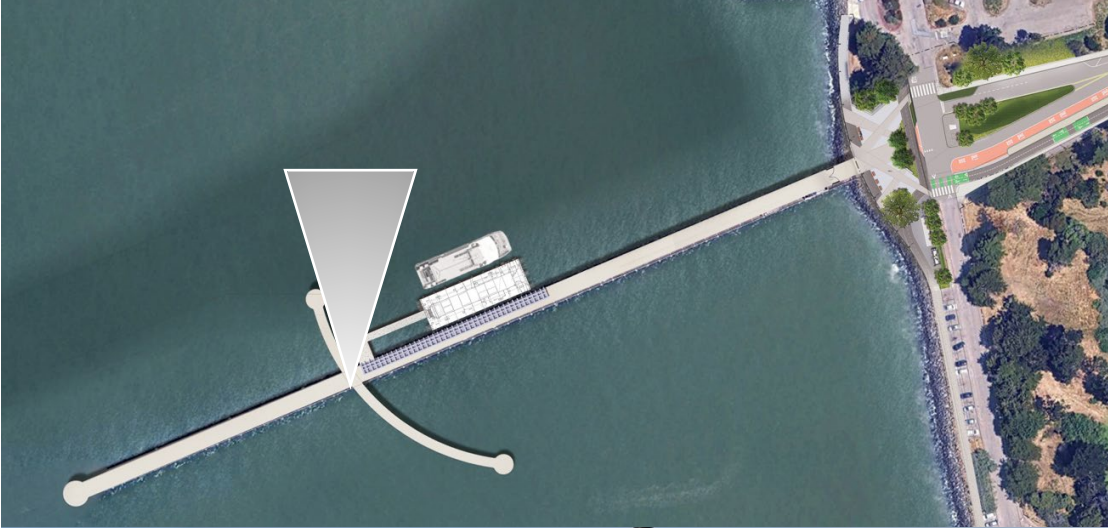
C. Ferry Terminal Gate

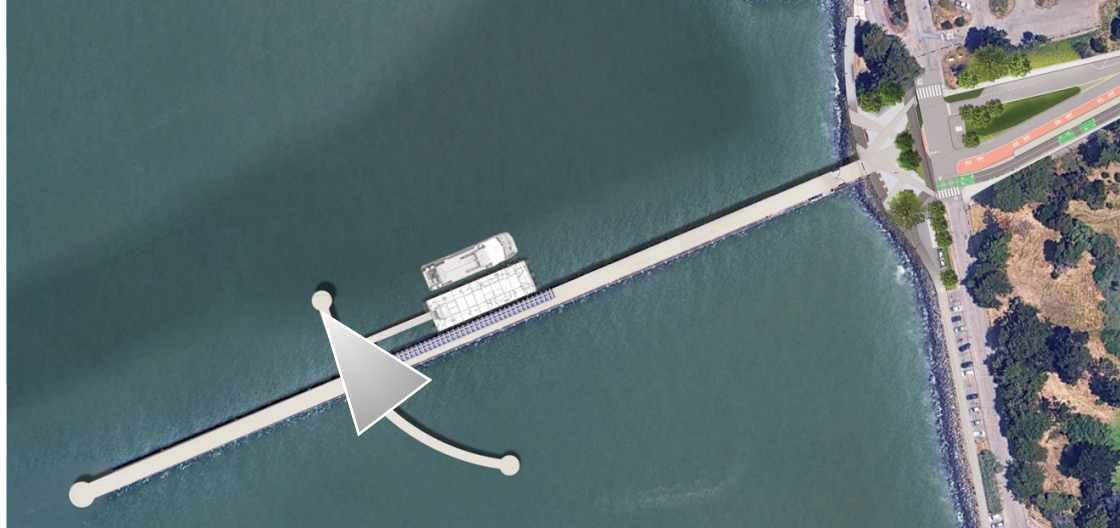


A. Western end of Pier



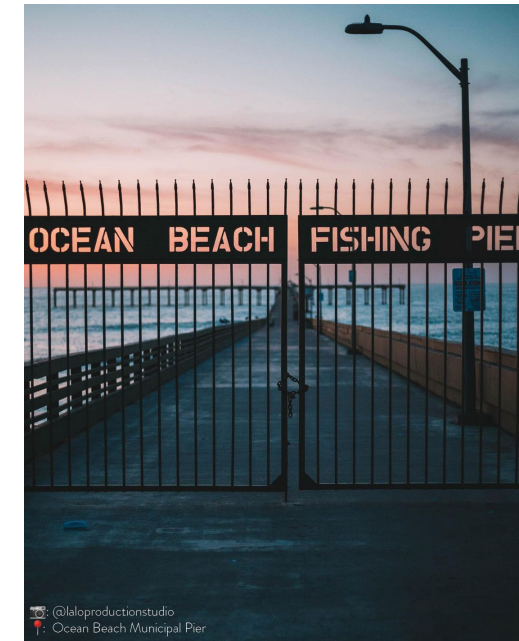
B. Fish Cleaning Station







Public Gate as opportunity for Public Art



Source: SheWelds



Public Gate to remain open except when closure is necessary for public safety, such as during tsunami warning or high wind advisory

Representative Ferry Electrification Equipment



- Ferry Electrification Equipment**
- PG&E Transformer (8-ft x 8-ft)
- Switchboard (11-ft x 4-ft)
- Service Cabinet (8-ft x 8-ft)
- Distribution Panel Board (2x, 1-ft x 3-ft)

Electric Ferry Charging Float

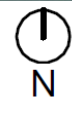
Underground / Under Pier Conduit between Electrification Equipment & Charging Float

University Ave
Underground Conduit (PGE)


Seawall Parking Lot
~40 Electric Vehicle Chargers



400 ft



 Vehicle Wayfinding

 Pedestrian / Bicycle Wayfinding

Does not include parking lot signage related to parking management, shoreline access, paid stalls, time limited, permit parking, etc.)

Wayfinding Signage to be coordinated with Berkeley Waterfront Signage Plan, in work.



400 ft

