

BERKELEY PIER/FERRY FEASIBILITY STUDY

Community Meeting #1 | January 21, 2021

Community Discussion Notes – Breakout Room 3

Chat Question During Presentation

Winter storms come more from south than shown. Won't you need additional breakwater? Also, why docks for two boats, vs. one at Richmond?

Response to Chat Question from Facilitator

True, winter storms do come from the south and our team's coastal engineer has developed a precise wave rose/. While we may indeed need to extend wave protection south, the analysis to date has looked at the waves during the commute times which are primarily from the west. Also, in large storm conditions, WETA may cancel sailings.

WETA would have preferred berthing for 2 vessels in Richmond but a key consideration was to minimize the extent to which the float extended into the channel.

Comment

- Boat owner
- Likes the idea of improvement the marina area and bringing in the ferry
- The Federal channel only becomes important to recreational vessels at low tide when keel boats use the southern entrance to the marina. The potential for conflict is primarily an issue if ferries run on weekends.
- Likes the fishhook scheme B for the calm harbor

Comment

- Parking would be an issue-favors a shuttle
- What is the largest vessel that would use the facility? - Kent says WETA currently planning for a 135' long ferry
- Dredging- would the City need to maintain the channel?
- Pier width- consider making it wider
- Pier construction- what is planned for materials and logistics? Kent replied precast concrete sections of pier deck would likely be brought in by barge

Comment

- Favors what ever scheme has the least impacts to recreation and to the environment and requires the least dredging.
- The fishhook scheme B is probably the worst in this regard but project needs much more study and analysis to determine this.
- Jim notes he provided diagrams showing recreational use patterns at the focus group.
- Any breakwater will need a high level of analysis and study for reflected waves, etc. as it will affect the entire area.
- Ferries have a high carbon footprint, although some hydrogen fueled ferries are on the horizon.

Comment

- Former Vallejo resident, she misses the ferry service
- She is a boat owner
- Scheme C could have conflicts with recreational boaters

- Scheme D may need better protection from winter storms from the south.
- Siltation at corners of basin and structures may require more frequent maintenance dredging
- Parking can get crowded at the marina.

Comment

- From an aesthetic point of view, he likes scheme B, the fishhook.
- He likes the idea of moving the pier south, however it might impact recreation.
- He suggests concentrating parking in a parking structure to preserve open space.
- Suggests adding wind turbines to the pier.

Comment

- Excited about ferry service to Berkeley
- Has bringing the ferry into the harbor been considered (Kent replied yes, in previous study. His understanding was that it adds too much slow speed maneuvering which increases the trip time.)
- Existing pier is an amazing cultural walking space. She doesn't want to see it demolished but persevered so it could be reconstructed someday. Build adjacent to it?
- Incorporate wind energy. Stage an artist's competition to enliven the pier.
- Integrate living, growing seaweed to protect the pier from sea level rise impacts.
- Parking along street- make multifunctional so it can be reused in the future as private vehicles are phased out.

Comment

- If he is being asked to select an option, he would say 'C' due to the least impact
- Breakwaters change everything in the bay
- He's a windsurfer, we're on the southside all the time.
- This area is an iconic windsurfing spot, known worldwide for its views.
- There is also kayaking and canoeing in the area.
- People are currently fishing all along Seawall drive since the pier is closed. Consider their needs in addition to the commuters.

Comment

- As a commuter, he is excited about the project
- Need to make the connection to the ferry vessels seamless as is shown in options 'C' and 'D' which are the most direct.
- Maximize Transit and biking

Comment

- Formerly worked with the Army Corp, can confirm what Kent says about the advantages of dredging within the channel vs. outside of it.
- He is a windsurfer and a sailor
- Option 'E' is his favorite but also likes the recreational potential inside of the calm harbor in option 'B'
- Sailors with keel boats need access to the southern harbor entrance at low tide.
- Favors the removal of the remnants of the existing pier, it is a navigational hazard. Scott notes that extent of removal is likely dependent on available funding.

Comment

- What are the costs associated with the options? this information is needed to comment on them
- He agrees with Tom's points.
- The access points such as University Ave needs improvement as part of this project. Scott notes that major road improvement project (T-1, A-1 projects) are about to start.

- Cost considerations will also include maintenance dredging.
- He'd like to see the project accommodate the existing private ferry service. Scott notes that the City has discussed this with Tideline (they say they wouldn't use this pier as they prefer to remain inside the marina) and discussed with Prop SF who expressed interest in docking at the pier.

Comment

- 25-year Berkeley resident, the pier is a recreational opportunity for non-boaters
- The Existing pier is a historic landscape going back 100 years.
- Where is the master plan for this area and how does this project fit in?
- This is a huge opportunity,
- it is a nexus of financial need, next generation transportation.
- What are the lessons learned from similar projects?
- Scott notes that the BMASP master planning project kick off meeting for the marina is next Thursday.

Comment

- Does the fishhook scheme encroach on the windsurfing area?