

CHAPTER IV – THE MARINA MASTER PLAN

The primary objective of the Marina Master Plan, as stated in the City's 2002 General Plan, is to maintain and preserve the Marina as a recreational and open space resource. To achieve this goal, new development is restricted to replacing and remodeling the existing commercial and non-profit facilities shown on Figure 2.1. Limited expansion of these existing buildings may be allowed on a case-by-case basis without any mid- to large-scale development. Building height is restricted to three stories. Residential uses are not permitted except for a limited number of houseboats and live-aboard vessels as approved by the Bay Conservation and Development Commission.

The City holds the Marina in trust for the State of California pursuant to Chapter 347 of the California Statutes of 1913, as amended. The State Lands Commission administers this trust for the State and permitted land uses are subject to its review and approval. Subject to a specific finding of necessity, office uses that are not marine-related are not permitted.

In addition to these restrictions, all property in the Marina is included within the "U" or Unclassified Zoning District. A Use Permit must be obtained for any use to be established. The procedures for obtaining a Use Permit are set forth in Chapter 23E.92 of the Zoning Ordinance. The process includes review by the Waterfront Commission, the Planning Commission, the Zoning Adjustments Board, and the City Council. All development standards shall be set forth in the Use Permit. Prior to the design and

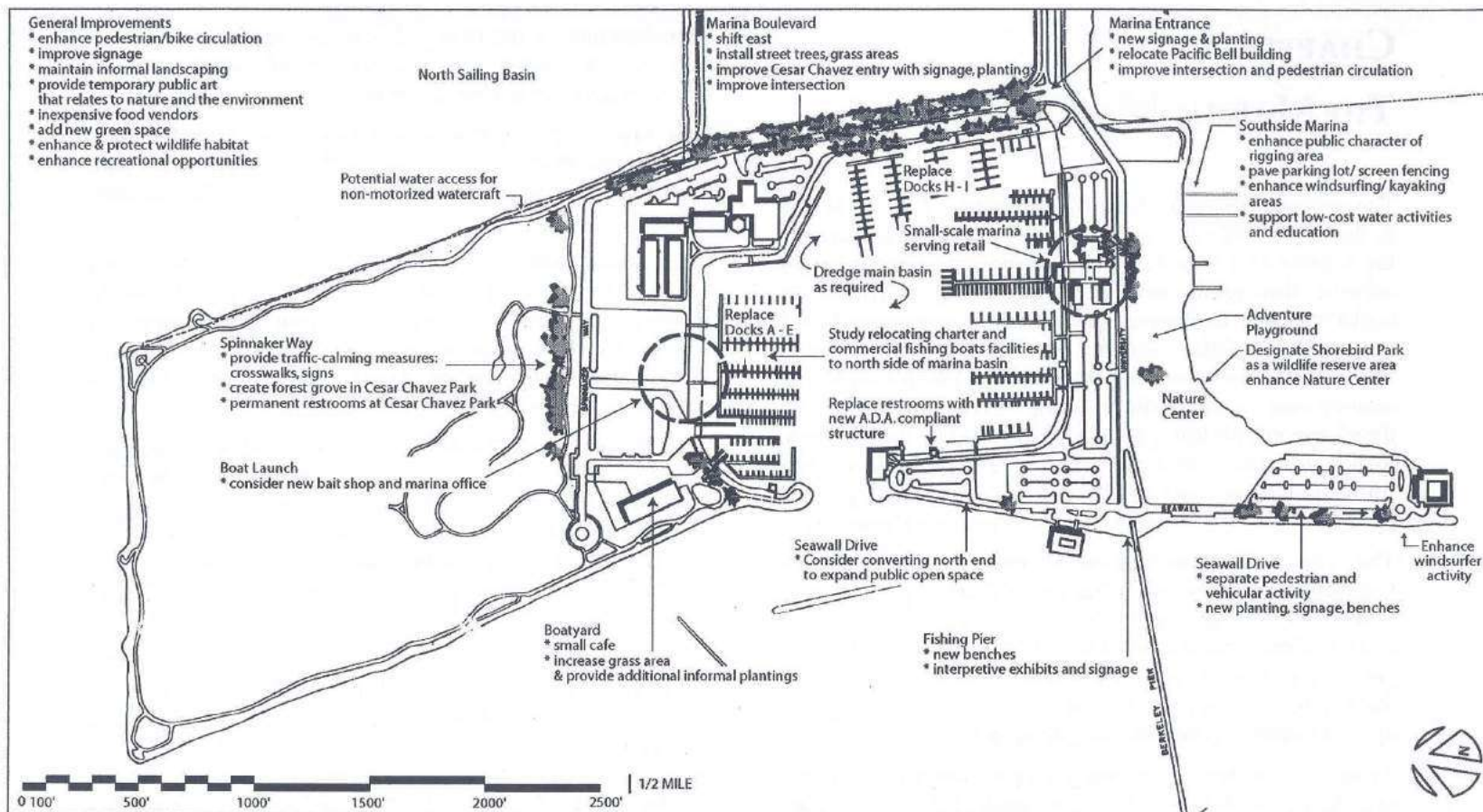
development of any new public or private facilities on the Marina, the City will coordinate all such projects, including parking, with the State.

The Marina Master Plan also conforms to Policy LU-46 of the General Plan, which states that the City should prepare and adopt a plan to maintain and improve the Berkeley Marina.

This Marina Master Plan, shown on Figure 2, serves as a guide for future improvements that emphasize conservation and enhancement of open space, improved public access, and the expansion of recreational facilities and activities for greater use by windsurfers, boaters, kayakers, bicyclists and walker/runners.

The Master Plan identifies recommended infrastructure improvements and public amenities. It also includes design options for each study area that were developed from public participation at workshops and input received from the Waterfront Subcommittee, the Planning and Waterfront Commissions, and the City Council. These design concepts are illustrated in Figures 4 through 13.

The Marina Master Plan provides a specific list of capital improvement projects that will need to be made over the next twenty years. This list should be used as a blueprint to prioritize the expenditure of Marina funds in order to implement the most appropriate capital improvement projects that will achieve the five guiding principles stated in Chapter II. Implementation of these capital improvement projects will allow the Marina to continue as a viable public enterprise.

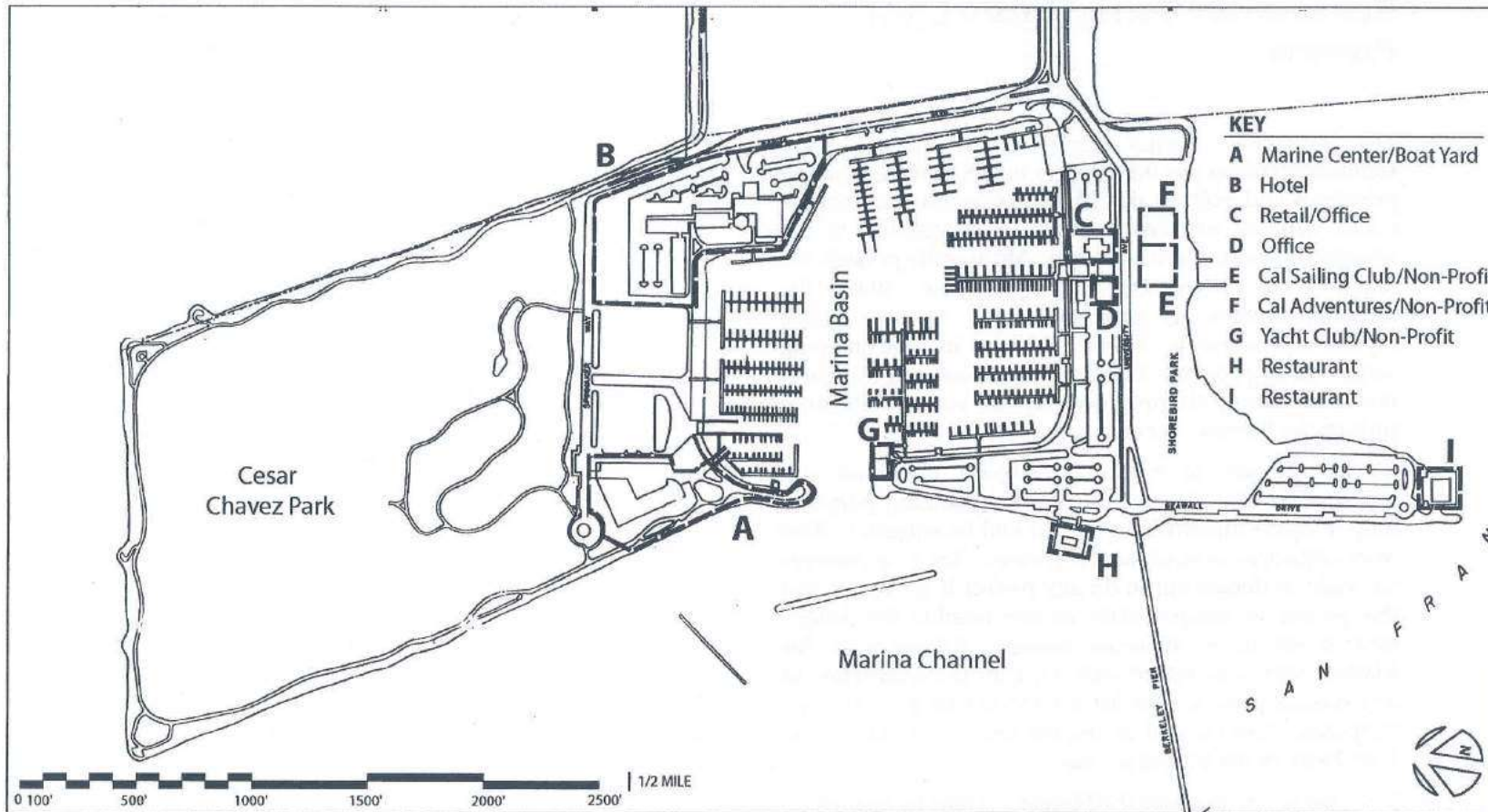


BERKELEY MARINA PLAN
JUNE 2003

Figure 2.0
Marina Master Plan



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Figure 2.1
**Existing Commercial/
 Non-Profit Facilities**

RECOMMENDED CAPITAL IMPROVEMENT PROJECTS

The following capital improvement projects and recommendations are intended to implement the guiding principles and policies described in Chapter III. Projects noted with an asterisk * are deemed essential to the ongoing operation of the Marina. No specific projects are required to implement Principles 6-8 since the recommendations are managerial and do not involve capital improvements. This list does not include on-going maintenance projects. Chapter V includes a spreadsheet that identifies both proposed capital and maintenance projects for the next twenty years.

It is important to note that projects identified and described in the Marina Plan are for planning purposes only. Projects identified in the list will be subject to their own respective environmental review. The City reserves the right to decide not to do any project if it decides that the project is inappropriate or not feasible for design, environmental, or financial reasons. Adoption of the Marina Plan does not commit the City to construction of any specific project. The list is provided for prioritization purposes. Projects will be implemented only after funds have been identified and allocated.

The program to improve the Marina's public infrastructure is based on the Boating Facilities and Infrastructure Assessment for the Berkeley Marina (1999). Copies of this publication are available for review in the Marina Office.

Principle 1: Protect, restore, enhance, and expand wildlife habitat, open space, natural areas and biological resources.

Estimated Costs: \$1,309,000
Proposed Schedule: Begin 2004-end 2016
Funding Sources: Marina Fund; Loans from Boating and Waterways; Grants from the Coastal Conservancy.

POTENTIAL PROJECTS FOR PRINCIPLE 1

	Amount	Begin	End
New landscaped open space at South Sailing Basin (SSB)	\$276,000	2004	2013
Upgrade signage/interpretive exhibits	\$75,000	2004	2004
Landscaping/replanting key areas *	\$500,000	2004	2006
Marina directories & kiosks	\$65,000	2005	2005
Add overlook at north end of Seawall Drive	\$85,000	2012	2012
Install new plantings and benches (H's Lordships Rest.)	\$140,000	2010	2010
Planting/trees to screen SSB parking lot	\$63,000	2010	2010
Relocate PacBell building	\$80,000	2016	2016
Prepare plan for Shorebird Park as a wildlife preserve	\$25,000	2006	2007
TOTAL	\$1,309,000		

* Denotes project deemed essential to operation of Marina

Principles 2 and 3: The health, safety and security of Marina users and employees shall be a prime objective and maintain and upgrade infrastructure.

Estimated Costs: \$15,077,000

Proposed Schedule: Begin 2003-End 2016

Funding Sources: State Dept. of Boating and Waterways (Loans), Marina Fund, City's Sewer Fund, Regional Water Quality Board.

POTENTIAL PROJECTS FOR PRINCIPLES 2 AND 3

	Amount	Begin	End
Improve dry storage at SSB *	\$40,000	2003	2003
Replace bulkhead wall (ferry pier)*	\$400,000	2010	2010
A-D dock replacement	\$4,450,000	2004	2007
H & I Dock replacement	\$1,700,000	2004	2007
Seismic upgrade of ferry pier	\$270,000	2007	2007
Install additional foghorn sensor	\$10,000	2008	2008
Create one-way exit at north end of Seawall Drive	\$31,000	2007	2007
Dredge Marina channel *	\$1,000,000	2012	2012
Dredge South Sailing Basin	\$1,000,000	2010	2011
Dredge Main Basin *	\$1,475,000	2005	2014
N&O Restroom – New with laundry*	\$250,000	2004	2004
A, B & C Restroom *	\$540,000	2003	2003

	Amount	Begin	End
L&M Restroom – New*	\$250,000	2004	2004
D&E Restroom – New & laundry*	\$250,000	2004	2004
Replace water/electric lines on Docks J - O	\$500,000	2011	2011
Study relocation of Bait Shop, Marina Office, and Charter Boats	\$20,000	2005	2006
Relocate bait shop & Marina Office	\$800,000	2009	2009
Install Telephone Conduit to Docks J - O *	\$10,000	2008	2008
New Holding Tank pump out	\$46,000	2003	2003
Alternate Water Supply	\$880,000	2016	2016
Repave J dock parking lot *	\$112,000	2003	2003
Overlay Yacht Club parking lot	\$200,000	2010	2010
Overlay Skates' parking lot	\$250,000	2009	2009
Overlay Marina Office parking lot	\$500,000	2008	2009
Improve South Sailing Basin parking lot	\$83,000	2010	2010
Marina security/key system	\$10,000	2003	2003
TOTAL	\$15,077,000		

* Denotes project deemed essential to operation of Marina

Principle 4: Provide for appropriate recreational, commercial and nonprofit development that both encourages use and protects or enhances the natural resources of the Marina lands.

Estimated Cost: \$134,000
Proposed Schedule: Begin 2004 - End 2007
Funding Sources: Marina Fund; Coastal Conservancy

POTENTIAL PROJECTS FOR PRINCIPLE 4			
	Amount	Begin	End
Create more picnic areas	\$10,000	2004	2005
New SSB Restroom & Shower	\$60,000	2007	2007
Windsurfer access/dedicated parking	\$60,000	2007	2007
Install benches at Berkeley Yacht Club	\$4,000	2004	2004
TOTAL	\$134,000		

Principle 5: Enhance access and use of the Marina, especially for members of special user groups such as elderly, economically disadvantaged or physically challenged persons.

Estimated Cost: \$5,336,000
Proposed Schedule: Begin 2004-End 2015
Funding Sources: Marina Fund; Coastal Conservancy

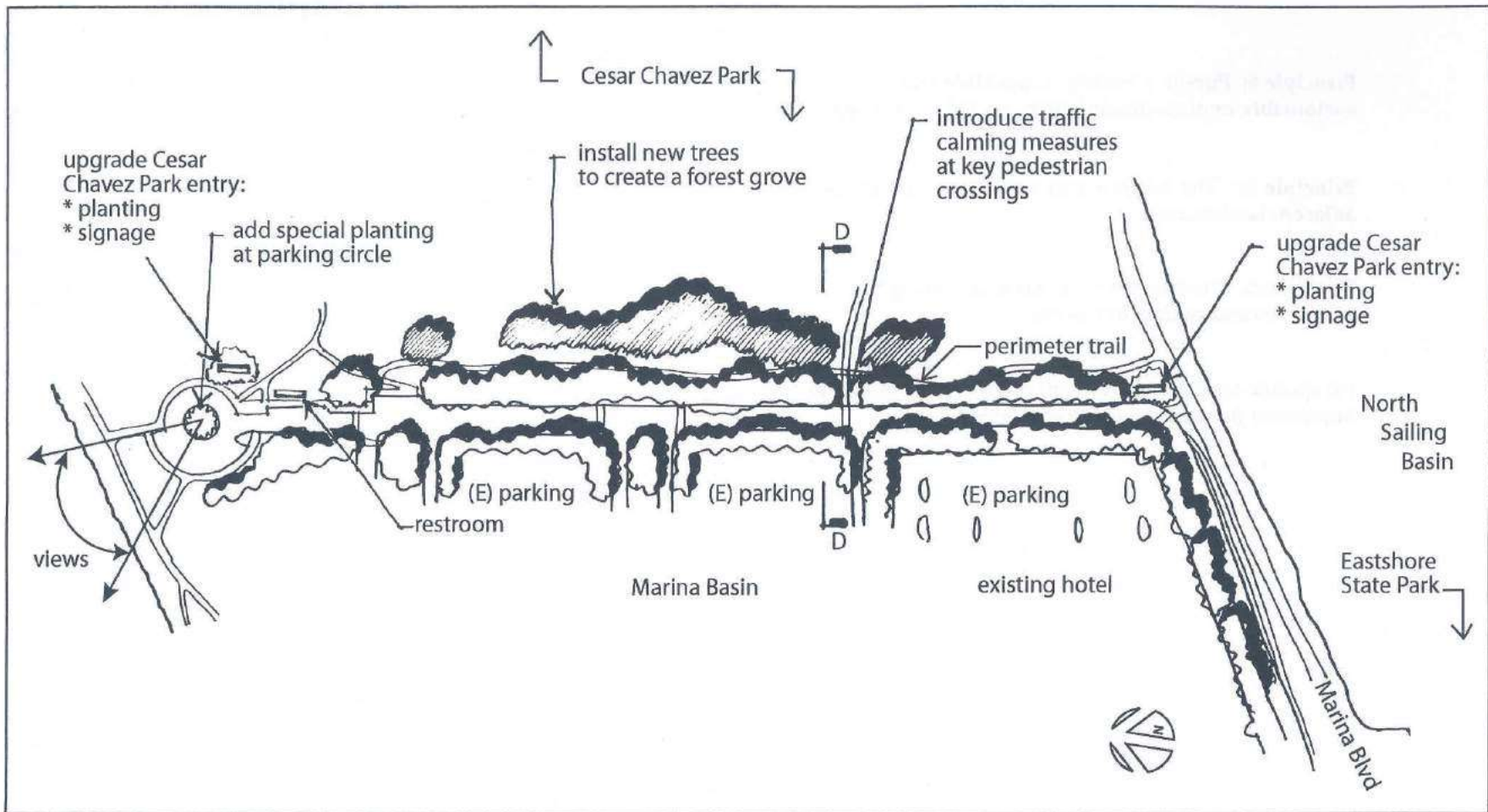
POTENTIAL PROJECTS FOR PRINCIPLE 5			
	Amount	Begin	End
Upgrade pathways for ADA compliance*	\$60,000	2008	2008
Extend Bay Trail into Marina	\$2,500,000	2007	2007
Install bike trail apart from Marina Blvd	\$8,000	2004	2004
Install A-E dock concrete pathway	\$61,000	2004	2004
Repave existing walkway (Hs Lordships)	\$51,000	2007	2007
Enhance north end of Seawall Drive	\$104,000	2008	2008
Widen trail/buffer with benches at Hs Lordships site	\$77,000	2007	2009
Study relocation of Marina Blvd.	\$25,000	2012	2012
Relocate Marina Boulevard	\$1,250,000	2015	2015
Install pathway along Seawall Drive	\$1,200,000	2008	2008
TOTAL	\$5,336,000		

Principle 6: Pursue a fiscally responsible and sustainable implementation program for the Marina.

Principle 7: The Marina will be a “good neighbor” to adjacent landowners.

Principle 8: The City will commit to achieving the principles and polices of the Plan.

No specific capital improvement projects are required to implement these managerial recommendations.

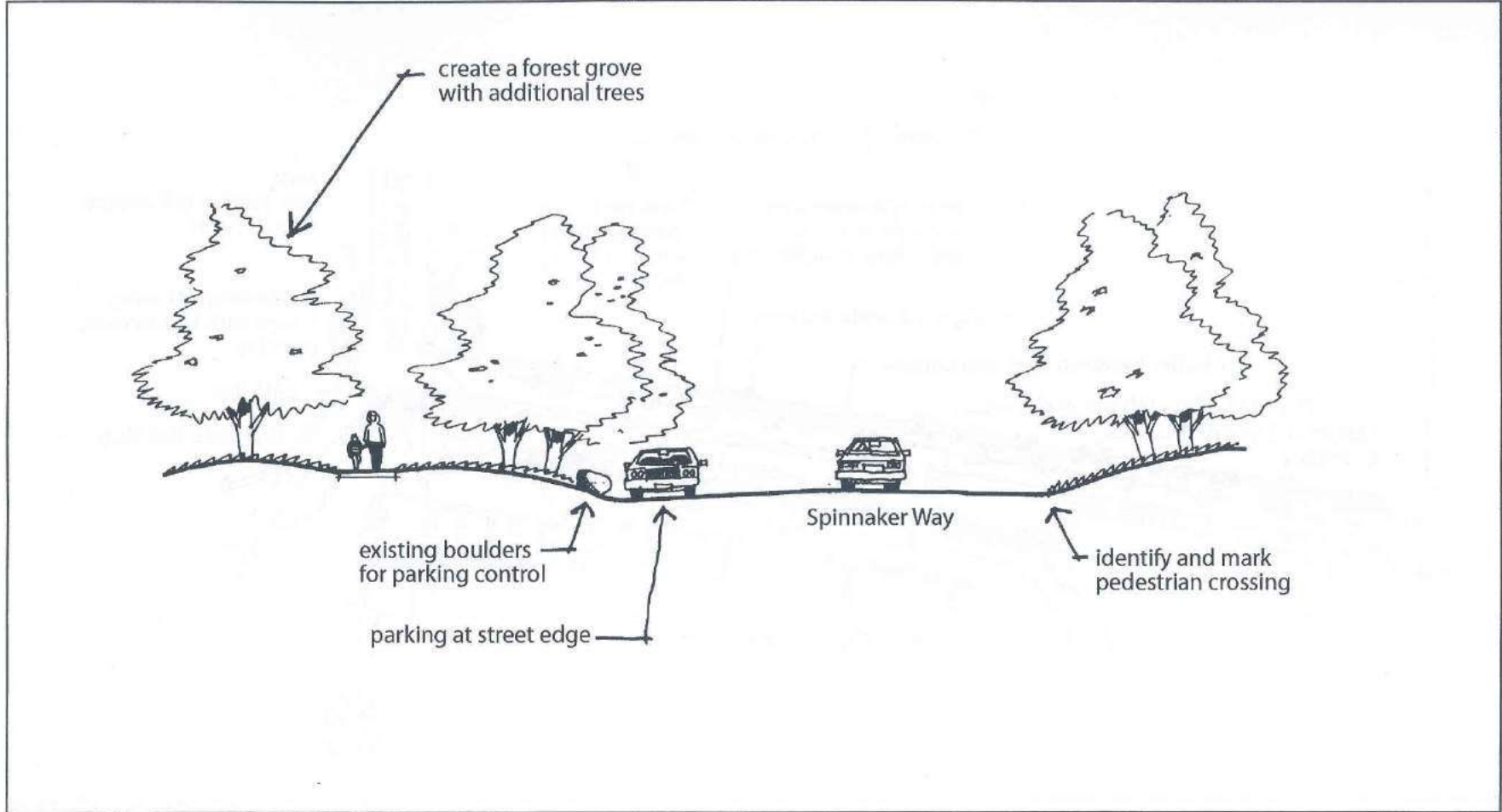


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Figure 4.0
Spinnaker Way
Design Concept Plan

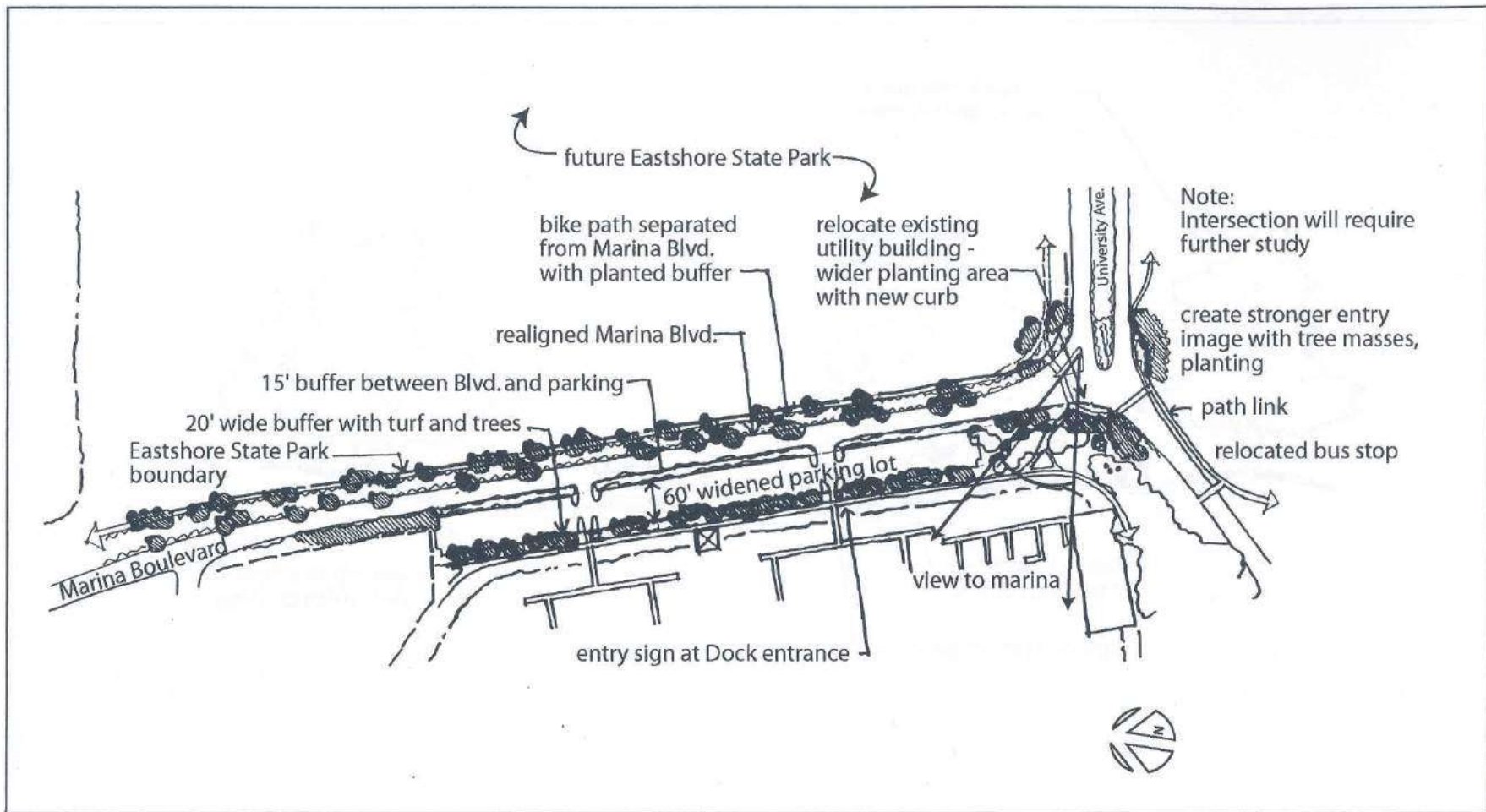


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Figure 5.0
Spinnaker Way Design
Concept Section D-D

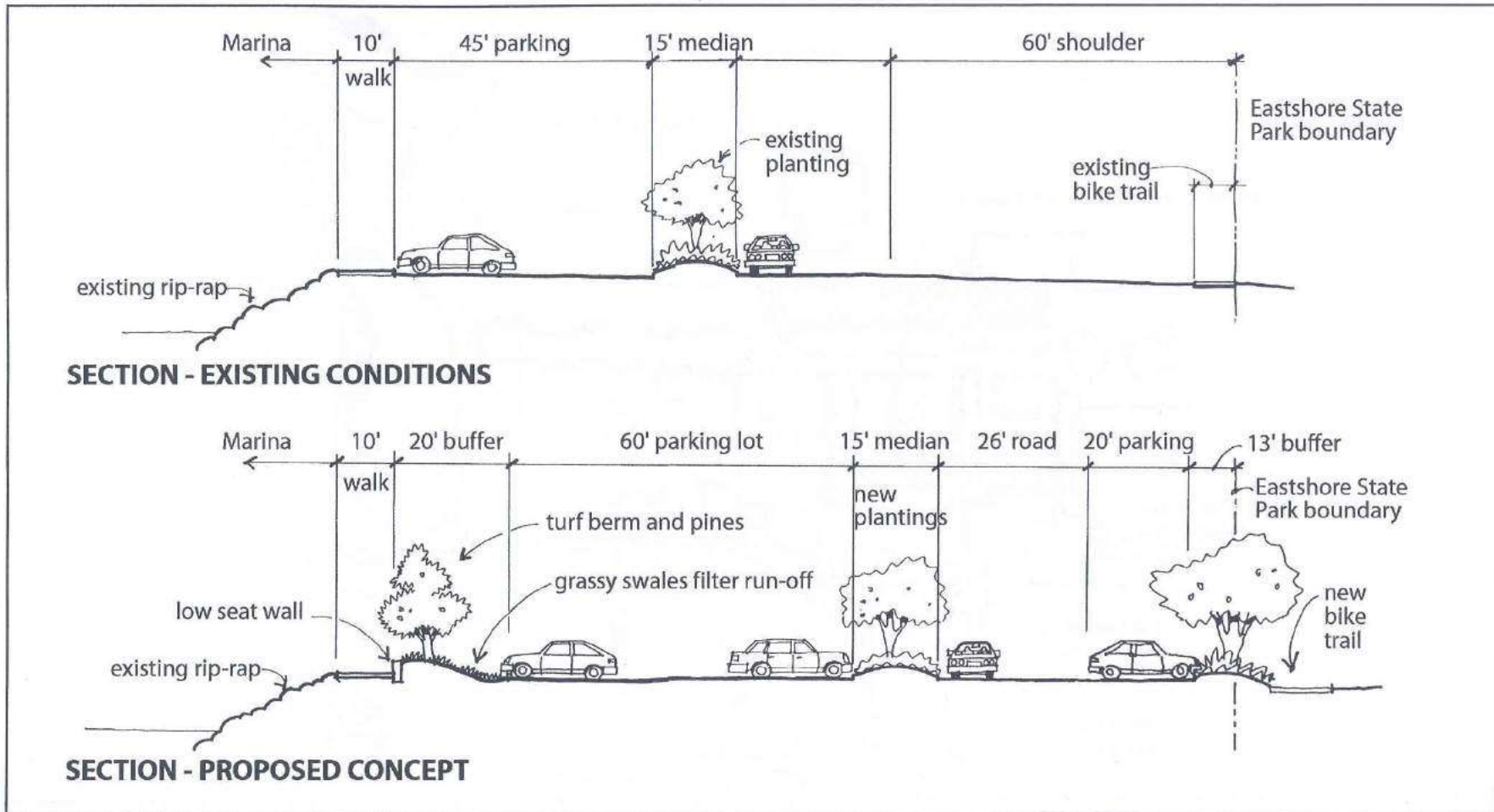


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Figure 6.0
Marina Boulevard
Design Concept Plan

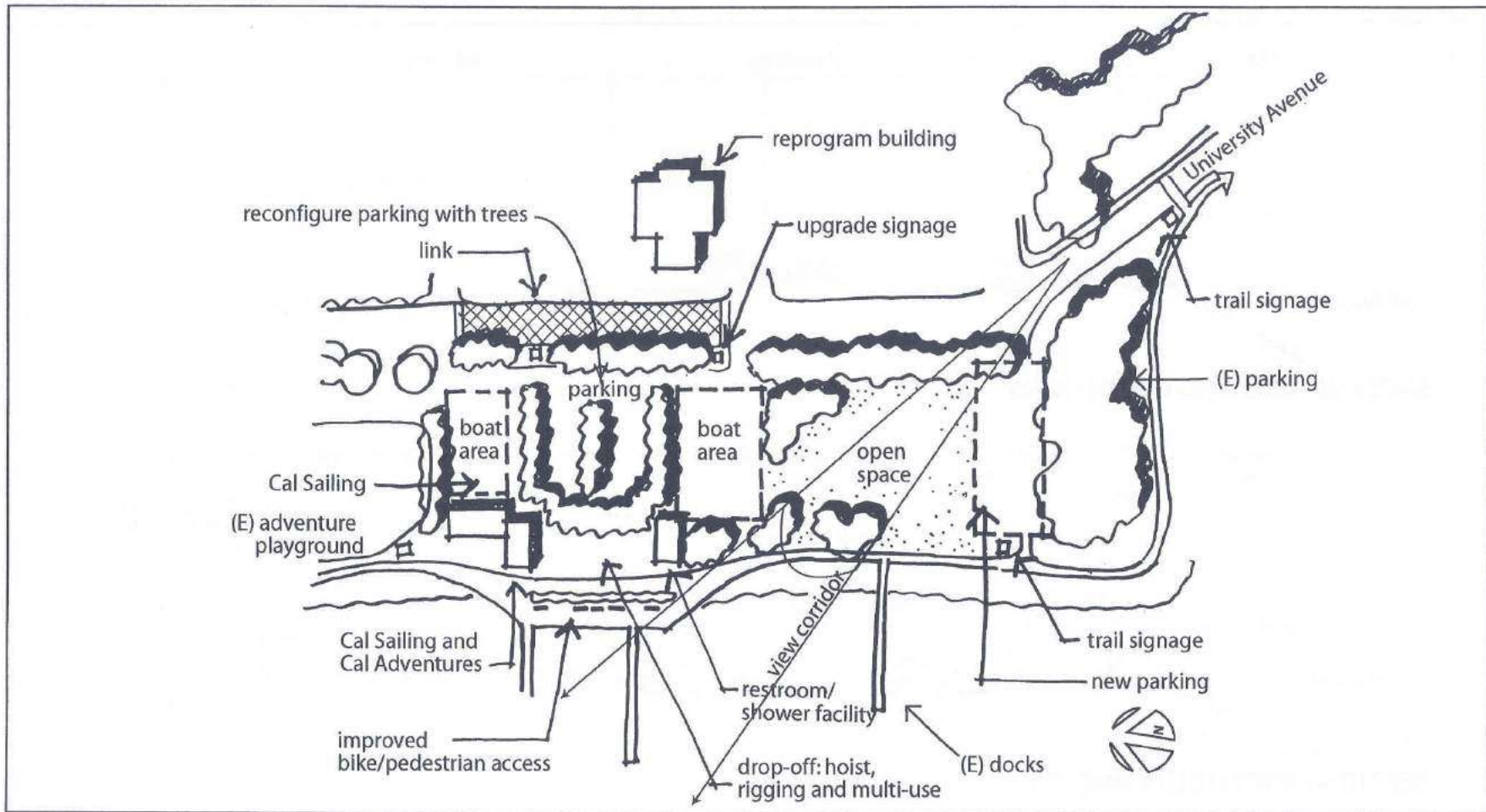


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**Figure 7.0
Marina Boulevard
Design Concept Sections**

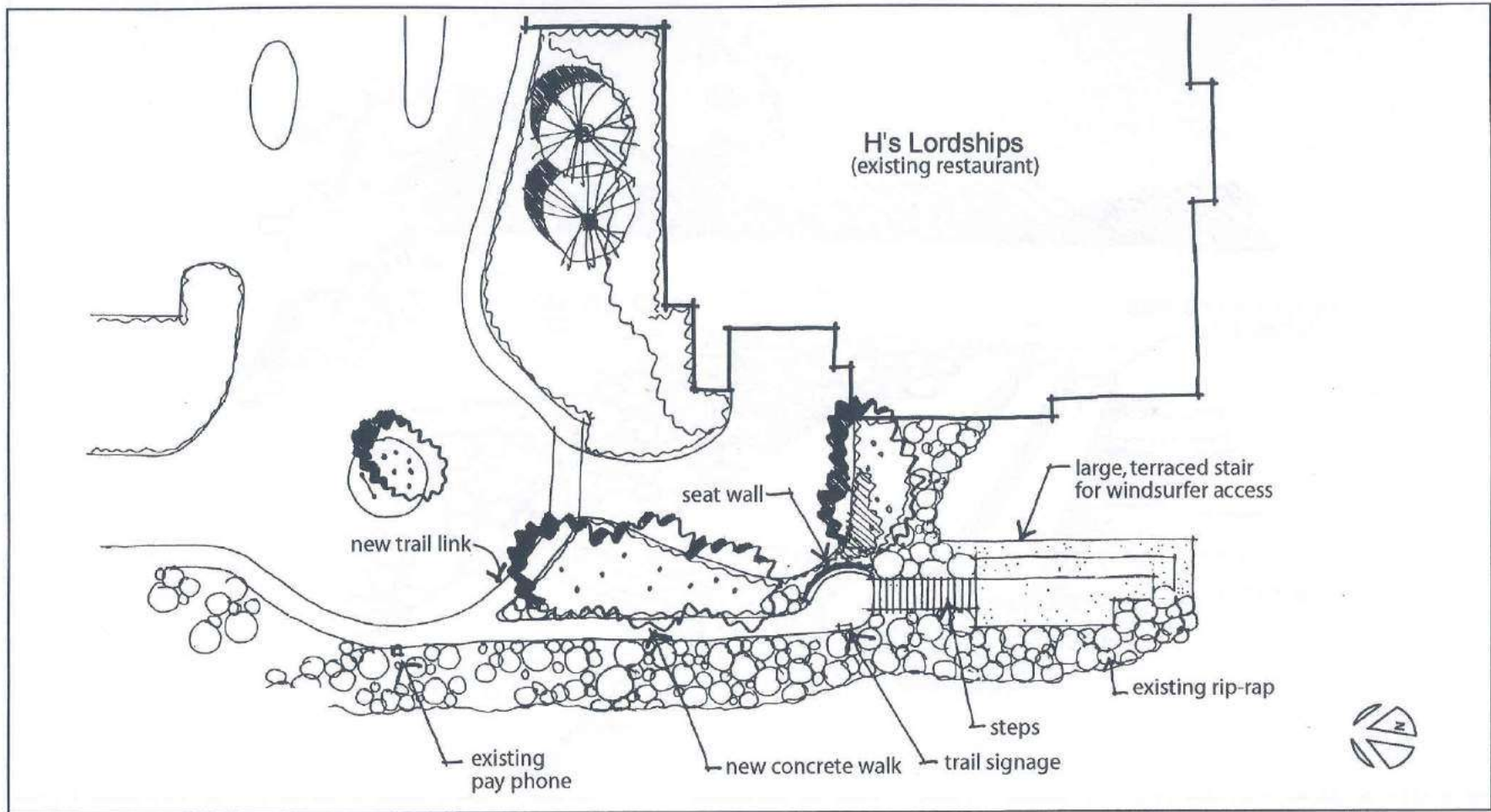


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Figure 8.0
Southside Marina
Design Concept Plan

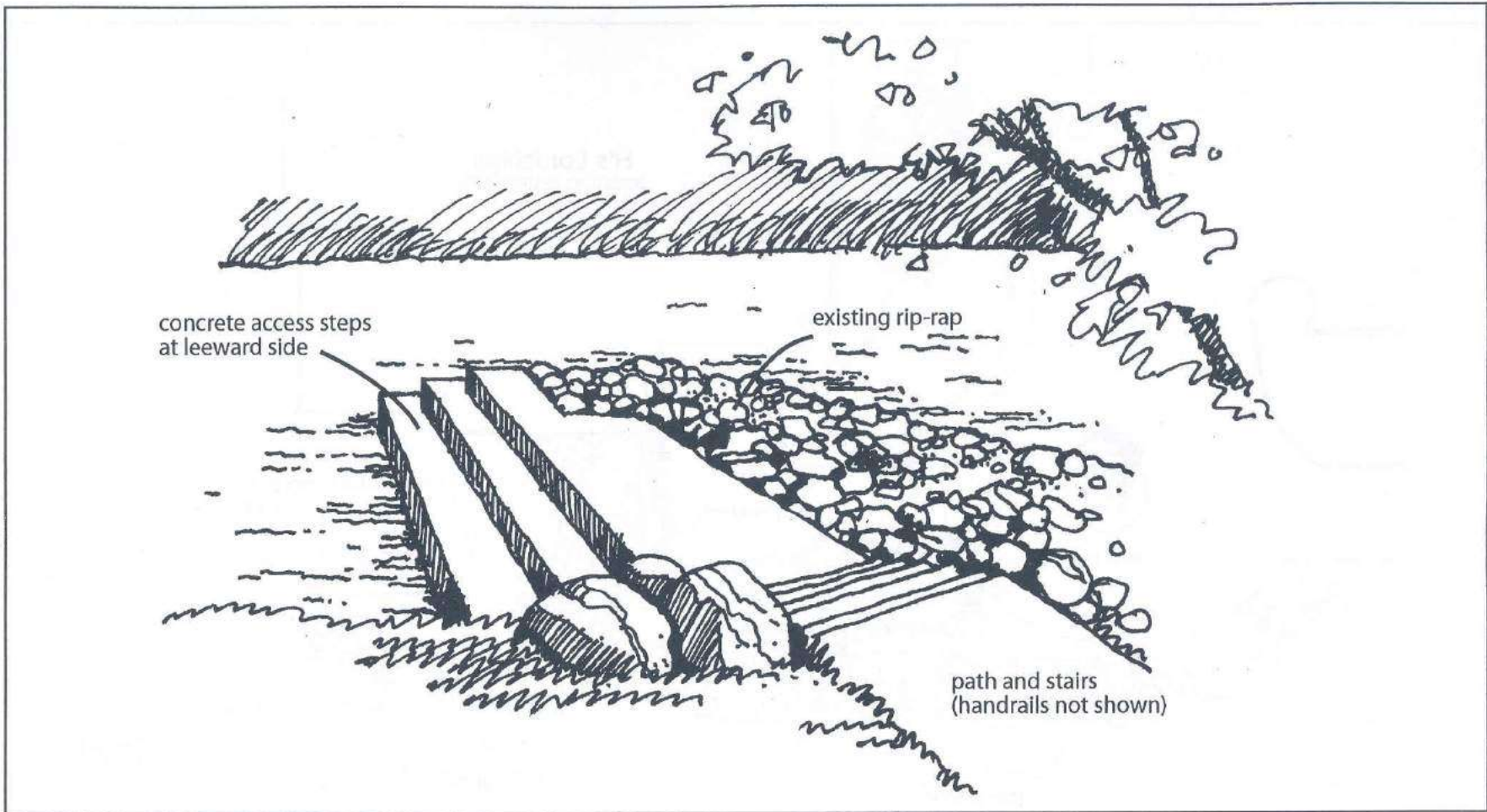


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Figure 9.0
H's Lordships Improved
Water Access
Design Concept Plan

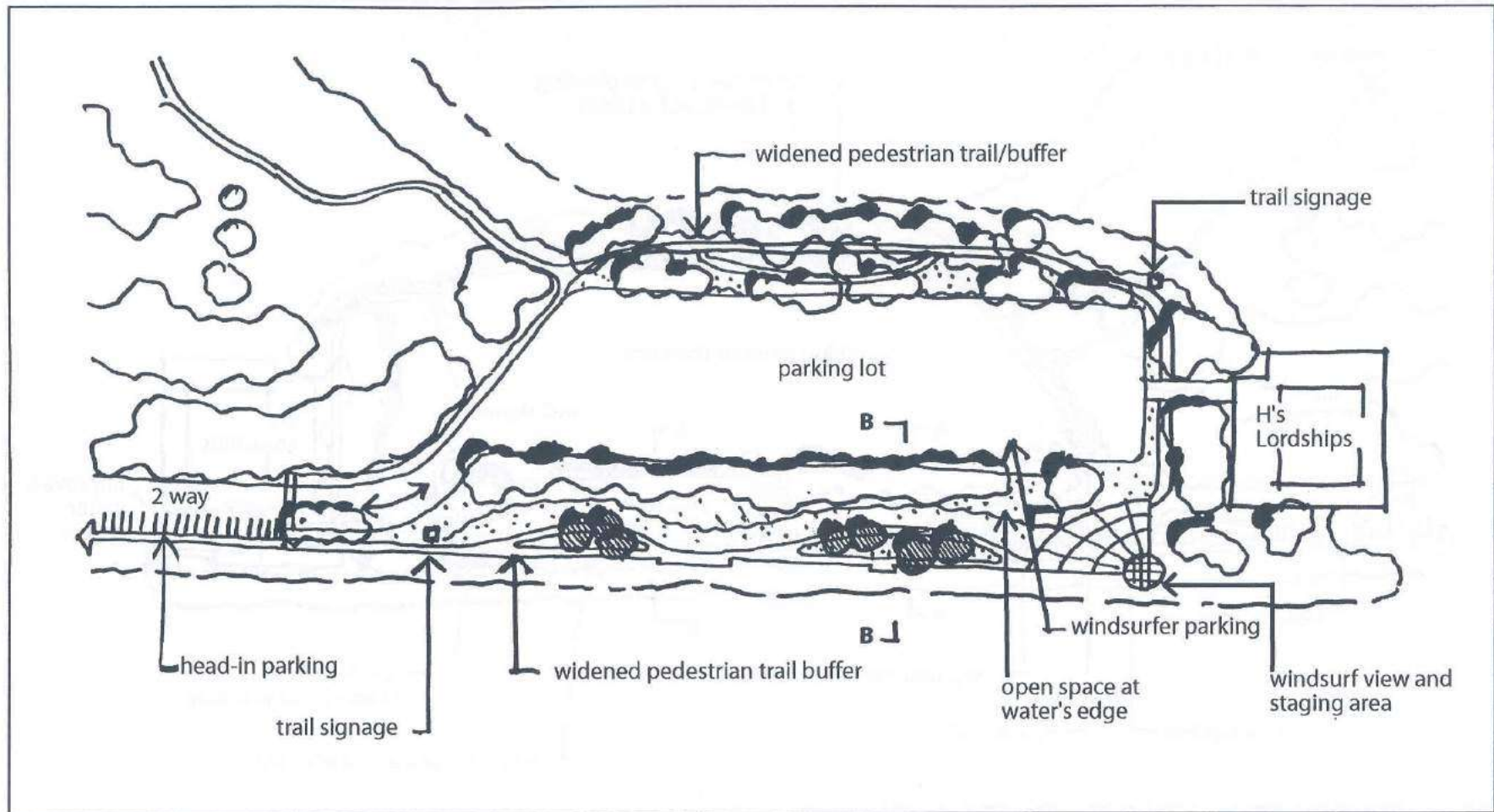


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Figure 10.0
**H's Lordships Improved
Water Access Design
Concept Character Sketch**

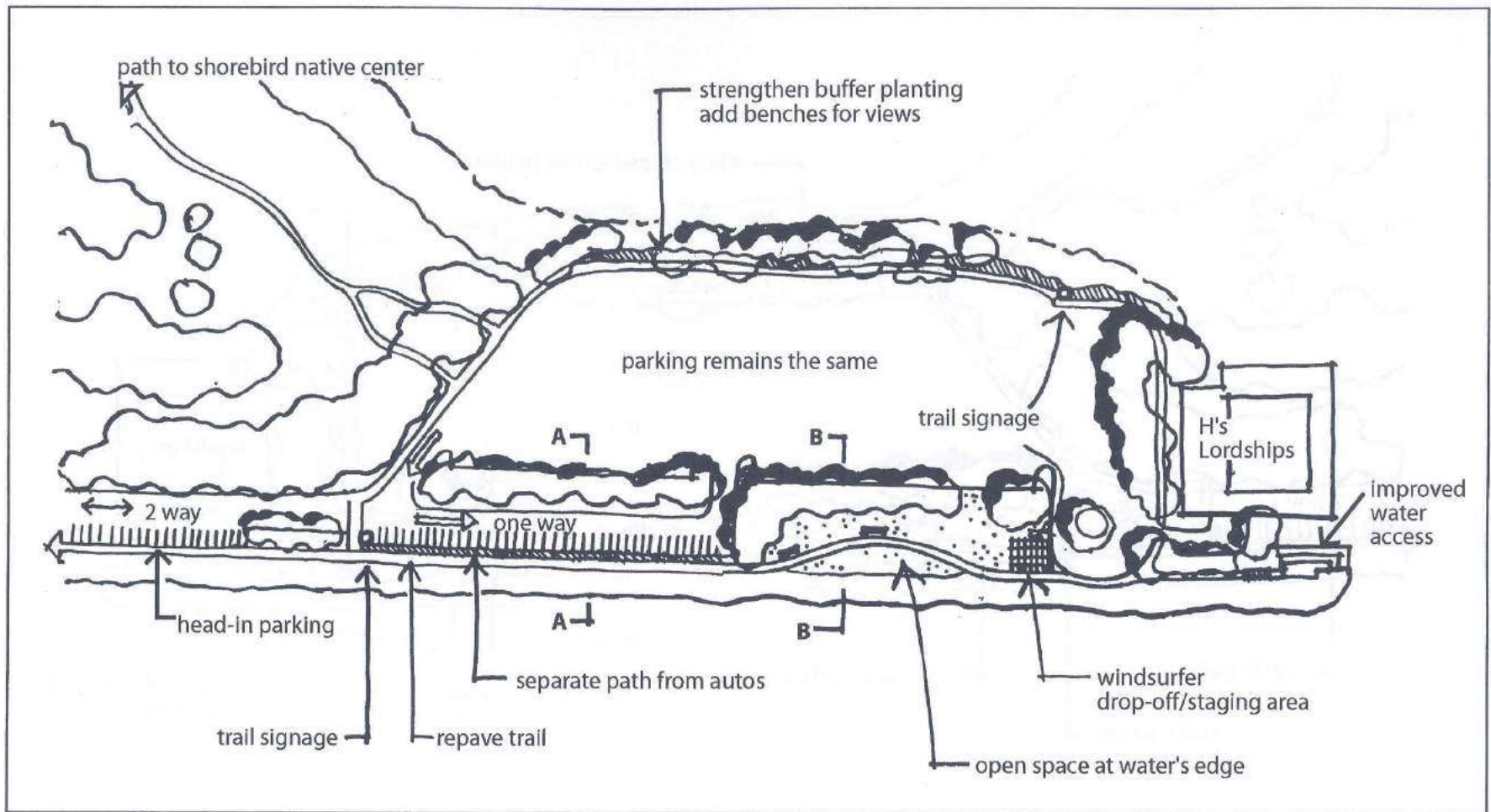


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Figure 11.0
Seawall Drive Design
Concept Plan Option A

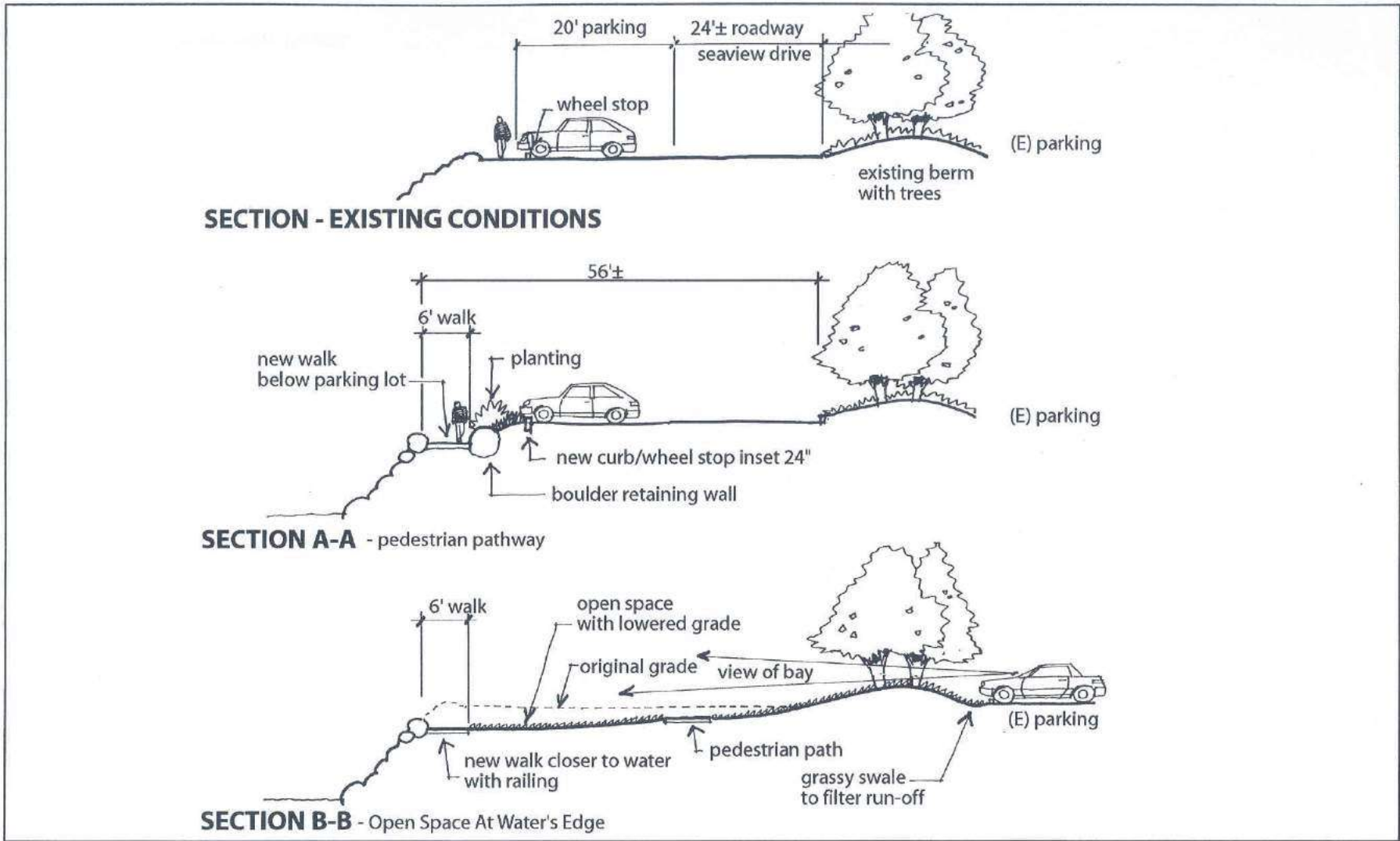


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**Figure 12.0
Seawall Drive Design
Concept Plan Option B**



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**Figure 13.0
 Seawall Drive Design
 Concept Sections**



CHAPTER V – FINANCIAL PROGRAM

As described in the earlier chapters of this Plan, the City intends to implement specific repair and/or enhancement projects. Each project requires a commitment of funds, either from the Marina Enterprise Fund or other funding sources. The advanced age of the Marina's infrastructure necessitates these renovations. In the absence of these proposed capital improvement projects, the Marina will not remain a viable public enterprise. The most critical infrastructure needs include replacing docks/pilings and dredging the Marina Channel and Basin.

The financial projections illustrate the relationship between the limited sources of Marina income and the demands placed on these revenues to meet operational and capital improvement needs. The Marina has been and will likely continue to be a financially self-supporting public operation, without reliance from the City's General Fund. Marina income from berthing fees and leases must meet expenses. As noted above, since the Marina is owned by the State of California with the City acting as the trustee for the State, the State requires that the Marina Fund must include a contingency reserve. Obviously, neither the State nor the City will permit depletion of the Marina Fund financial resources.

The financial program calls attention to fact that the Marina is aging and there is a need to renovate its public facilities. The program also illustrates the need to increase its revenue base by securing grants and raising fees in a reasonable and fair manner. If revenues are not available, capital projects will be deferred in order to provide a balanced budget each year. Meeting the challenge of

maintaining the Marina as a viable public amenity and securing adequate revenue for such a maintenance program will require diligent financial planning and constant oversight for the next twenty years.

MARINA ENTERPRISE FUND

The Marina is required by state law to be a self-supporting financial entity. This means that Marina operations and maintenance expenses must be generated from the limited number of income-producing sources located in the Marina, such as berthing fees, restaurants, the hotel, and the boatyard. These revenues comprise the primary funding for Marina operations and capital improvement projects (CIP), and establish the Marina Enterprise Fund.

Appendix A provides a detailed 20-year analysis of revenue and expenses that projects the Marina's financial condition over the next twenty years, and details a complete listing of capital projects required to maintain the Marina and to implement the Marina Plan. This analysis identifies the fact that basic operational expenses, capital improvement costs, and debt service expenses (associated with CIP loans) will exceed annual revenues and deplete the Marina Enterprise Fund balance. This annual shortfall, projected to commence in FY 2010, requires additional revenue each fiscal year to meet these expenditures and maintain the committed reserve balance. The resulting shortfall places significant emphasis on obtaining grants and other funding sources.

The Marina Enterprise Fund maintains an annual committed reserve allocation of \$150,000 to help fund needed CIP. In addition, as part of the City's loan agreement with the Department of Boating & Waterways, the City is required to maintain an annual reserve allocation equal to 2% of annual revenues. These two reserve set-asides are used toward the funding of large infrastructure CIP, and as shown in Appendix A, the reserve amounts are built up and depleted several times over the course of the 20-year projection, spent in conjunction with the regular CIP allocation from the fund. The annual projected shortfall includes the ongoing maintenance of this critical reserve.

FUNDING SOURCES

The State's funding requirement for the Marina to be self-supporting places public open space and recreational amenities as financially dependent on the income-producing sources. A major goal of the Plan is to achieve the proper balance so that sufficient revenue is available to maintain the Marina as a community asset without unduly emphasizing commercial uses. To encourage this balance, aggressively pursuing and obtaining grants and low-interest loans must continue to be a high priority. Grants allow the City to fund required CIP projects that enhance the Marina without relying solely on revenue from berthers and the limited number of commercial businesses that support the Marina Enterprise Fund.

Among the commercial uses, there are six major commercial leases that contribute approximately one-third of the Marina revenues. Managing these leases and assisting the tenants to maximize their particular income

potential is critical. In addition to providing funds directly to the Marina, these leases also generate funds to the City's General Fund through the transient occupancy hotel tax, business license fees, and the sales tax.

Berthing fees provide the greatest source of Marina revenue and, as opposed to long-term leases, can be adjusted to keep pace with operational expenses. Since maintaining the docks and related infrastructure represents most of the Marina expense budget, annual berth rates may need to be increased to meet these costs. The Marina Plan forecasts a minimum rate increase of 3% each year. It is also important to pursue those berthers who do not pay their fees and to implement a strategy to keep the Marina slips at close to full capacity.

The primary funding sources for the Marina improvements are:

Marina Enterprise Fund – Funds generated by berthers' fees, other user fees, and income from ground leases and retail sales. The Waterfront Commission reviews proposed fee increases annually and makes recommendations to the City Council.

Department of Boating and Waterways – Loans and grants for specific boating facilities.

Citywide Discretionary Funding – Funding from the City's General Fund.

Parks Tax – Continuation of tax.

Grants from other sources –

Regional Water Quality Control Board;

Coastal Conservancy;

California Department of Water Resources;

Grants from other sources, cont'd. –

Wildlife Conservation Board;

California Department of Parks and Recreation;

U.S. Fish and Wildlife Service (Wetlands Conservation Council);

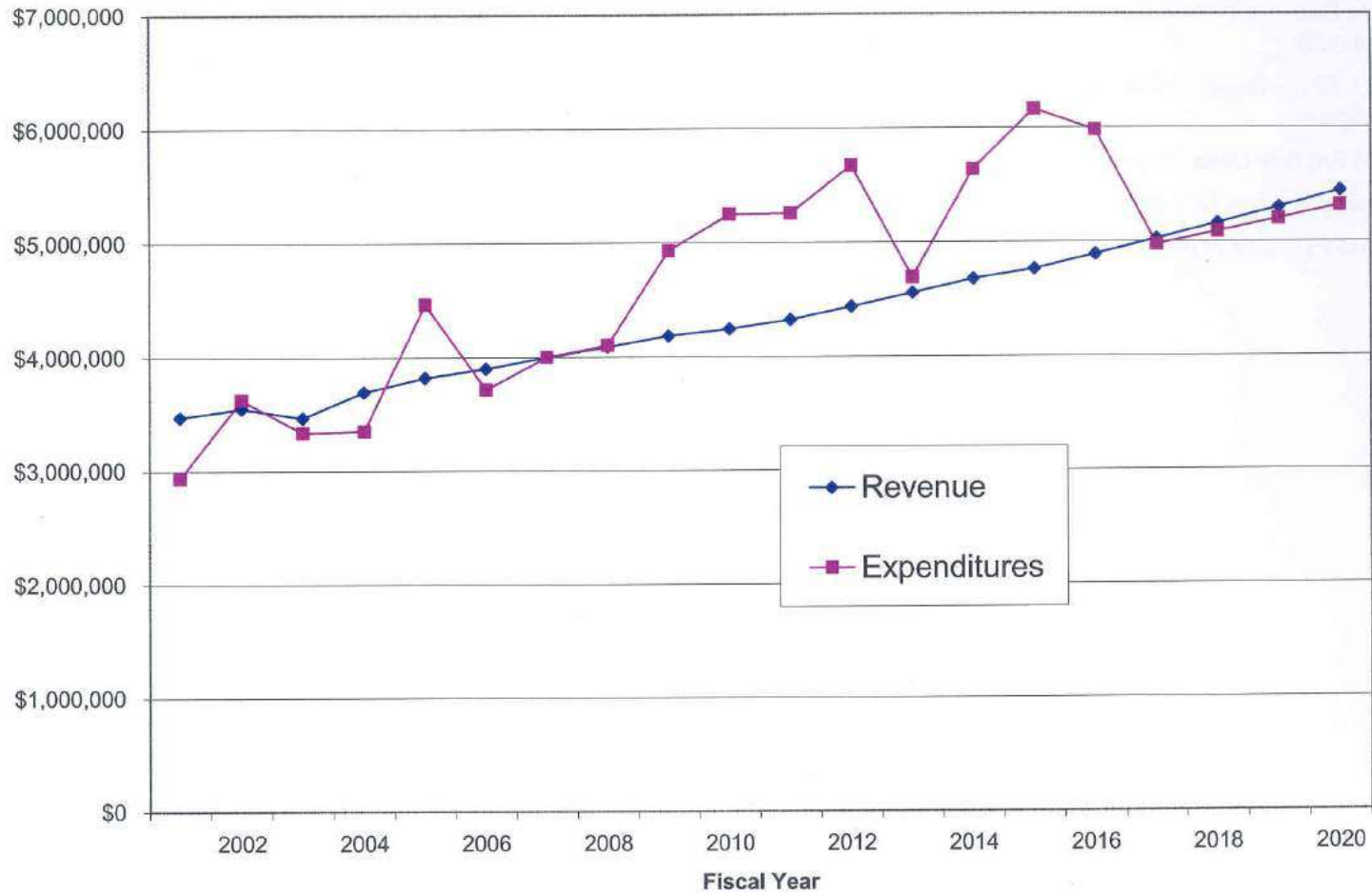
U.S. EPA – Region 9 Pesticide Environment Stewardship Program;

Cal Fed Bay-Delta Program;

Transportation TEA-21 Program; and

State Park and Water Bonds.

Table 1
REVENUE PROJECTIONS OVER THE NEXT 20 YEARS, ASSUMING
IMPLEMENTATION OF THE PROPOSED CAPITAL IMPROVEMENT PROJECTS



Marina Plan Implementation: 20-Year Marina Enterprise Fund Analysis

	FY2011 Projected	FY2012 Projected	FY2013 Projected	FY2014 Projected	FY2015 Projected	FY2016 Projected	FY2017 Projected	FY2018 Projected	FY2019 Projected	FY2020 Projected	FY2010 TOTAL	FY2020 TOTAL
BEGINNING FUND BALANCE	76,200	331,033	693,351	863,191	315,835	600,686	893,804	1,195,429	1,505,813	1,825,211		
Revenues												
Berth Rentals ¹	2,754,663	2,837,303	2,922,422	3,010,094	3,100,397	3,193,409	3,289,212	3,387,888	3,489,525	3,594,210	23,249,026	54,828,149
Lease Payments ²	1,286,562	1,299,428	1,312,422	1,325,547	1,338,802	1,352,190	1,365,712	1,379,369	1,393,163	1,407,094	12,181,726	25,642,016
Miscellaneous Fees ¹	175,369	180,630	186,049	191,631	197,379	203,301	209,400	215,682	222,152	228,817	1,513,032	3,523,443
Recreation & Events ¹	38,003	39,143	40,317	41,527	42,773	44,056	45,378	46,739	48,141	49,585	327,260	762,923
Interest ³	3,810	16,555	29,668	43,160	15,792	30,034	44,690	59,771	75,291	91,261	585,051	995,082
Dock of the Bay	42,885	43,314	43,747	44,185	44,627	45,073	45,524	45,979	46,439	46,903	288,541	737,218
Donations (e.g., Benches)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	36,895	56,895
REVENUE TOTAL	4,903,293	4,418,373	4,536,626	4,656,143	4,741,770	4,870,663	5,001,915	5,137,428	5,276,710	5,419,871	38,181,532	88,645,725
Expenditures												
Personnel ⁴	2,329,854	2,399,750	2,471,743	2,545,895	2,622,272	2,700,940	2,781,968	2,865,427	2,951,390	3,039,932	19,541,887	46,251,058
Non-personnel ⁵	1,202,494	1,226,544	1,251,075	1,276,096	1,301,618	1,327,650	1,354,203	1,381,288	1,408,913	1,437,092	11,025,214	24,192,187
Existing Debt Service (Principal & Interest)	160,150	160,150	160,150	160,150	160,150	160,150					1,900,289	2,861,189
New Debt Service (Principal & Interest) ⁶	576,191	611,191	611,191	611,191	611,191	611,191	611,191	611,191	611,191	611,191	2,602,446	8,679,356
Capital Improvement Projects (CIP)	673,000	1,258,000	183,000	203,000	1,453,000	1,163,000	213,000	213,000	213,000	213,000	2,972,936	8,757,936
From Marina Fund CIP Reserve	-	-	-	825,000	-	-	-	-	-	-	1,450,000	2,275,000
From B&W 2% Reserve	-	-	-	-	-	-	-	-	-	-	500,000	500,000
EXPENDITURE TOTAL	4,841,689	5,655,635	4,677,158	5,621,332	6,148,231	5,962,931	4,960,363	5,070,906	5,184,484	5,301,214	39,992,772	88,516,726
Surplus/Shortfall ⁷	(638,396)	(1,237,262)	(140,533)	(963,189)	#####	#####	41,552	66,523	92,216	118,656		
UNADJUSTED ENDING FUND BALANCE	(638,396)	(906,168)	452,819	(99,998)	#####	(492,182)	935,356	1,261,952	1,598,029	1,943,868		
Committed Reserve												
Marina CIP Committed Reserve	168,826	173,891	179,108	184,481	190,016	195,716	201,587	207,635	213,864	220,280	1,227,544	3,162,949
Cummulative Marina CIP Committed Reserve	120,632	294,523	473,631	(166,888)	23,128	218,844	420,431	628,066	841,931	1,062,211		
B&W 2% CIP Committed Reserve	86,066	88,367	90,733	93,163	94,835	97,401	100,038	102,749	105,534	108,397	623,235	1,590,519
Cummulative B&W 2% CIP Committed Reserve	210,460	298,828	389,560	482,723	577,558	674,960	774,998	877,747	983,281	1,091,678		
COMMITTED RESERVE FUND BALANCE TOTAL	331,093	593,351	663,191	315,835	600,886	893,804	1,195,429	1,505,813	1,825,211	2,153,889		
Fund Balance & Revenue Needed												
Total Uncommitted Fund Balance	-	-	-	-	-	-	-	-	-	-		
ADJUSTED ENDING FUND BALANCE	331,093	593,351	663,191	315,835	600,886	893,804	1,195,429	1,505,813	1,825,211	2,153,889		
ANNUAL REVENUE NEEDED⁸	893,289	1,499,520	410,373	415,833	1,891,312	1,385,985	260,073	243,861	227,182	210,021	938,424	8,175,974
Cummulative Revenue Needed	1,831,713	3,331,233	3,741,606	4,157,439	5,848,751	7,234,736	7,494,809	7,738,670	7,965,853	8,175,874		

¹ 3% Increase in revenue per year beginning in FY2004.

² 1% Increase in revenue per year beginning in FY2005

³ Interest is calculated at 5% of the fund balance at the beginning of the year.

⁴ Personnel COLA for FY 2003 at 5%; FY2004- FY2006 at 3.5%; FY2007- FY2020 at 3%

⁵ 2% Increase in non-personnel costs per year beginning in FY2004.

⁶ Debt service (Principal and Interest) computed at \$70,000 per \$1,000,000 per year.

⁷ Shortfall directly related to full implementation of the Marina Plan.

⁸ Annual Revenue Needed based on full Marina Plan implementation and maintenance of the Committed Reserve.

Marina Plan Implementation: 20-Year Marina Enterprise Fund Analysis

	FY 1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010
	Actual	Actual	Actual	Actual	Adjusted	Adopted	Projected	Projected	Projected	Projected	Projected	Projected	Projected
BEGINNING FUND BALANCE	1,461,559	1,714,388	967,161	949,016	1,486,867	1,252,211	1,153,942	1,481,455	821,027	986,126	965,736	932,620	164,909
Revenues													
Berth Rentals ¹	1,602,607	1,667,725	1,832,733	1,964,564	2,066,129	2,128,113	2,191,956	2,282,715	2,376,196	2,447,482	2,520,907	2,596,534	2,674,430
Lease Payments ²	1,114,708	1,086,886	1,139,993	1,236,100	1,209,942	1,079,442	1,200,000	1,212,000	1,224,120	1,236,361	1,248,725	1,261,212	1,273,824
Miscellaneous Fees ¹		78,519	123,942	129,610	152,385	138,438	142,591	146,869	151,275	155,813	160,488	165,302	170,261
Recreation & Events ¹	26,123	33,644	34,134	30,080	30,410	30,000	30,900	31,827	32,782	33,765	34,778	35,822	36,896
Interest ³	104,995	83,299	69,988	92,578	87,105	80,077	57,697	74,073	41,051	49,306	48,287	46,631	8,245
Dock of the Bay							40,000	40,400	40,804	41,212	41,624	42,040	42,461
Donations (e.g., Benches)	32,175	9,099	4,800	20,125	770	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
REVENUE TOTAL	2,880,608	2,959,172	3,206,590	3,473,057	3,546,741	3,468,070	3,665,144	3,789,884	3,868,229	3,965,940	4,058,808	4,149,541	4,208,119
Expenditures													
Personnel ⁴	1,489,237	1,577,917	1,516,402	1,542,715	1,698,523	1,812,682	1,876,126	1,941,790	2,009,753	2,070,046	2,132,147	2,196,111	2,261,995
Non-personnel ⁵	955,599	1,119,435	1,192,816	1,052,391	1,163,976	1,026,317	1,046,843	1,067,780	1,089,136	1,110,919	1,133,137	1,155,800	1,178,916
Existing Debt Service (Principal & Interest)	122,275	118,412	242,950	236,445	261,842	261,840	179,262	160,150	160,150	160,150	160,150	160,150	160,150
New Debt Service (Principal & Interest) ⁶							135,800	192,591	371,091	371,091	491,491	492,191	548,191
Capital Improvement Projects (CIP)	60,668	890,635	271,567	103,655	657,056	455,500	99,600	88,000	73,000	274,125	173,000	163,000	886,000
From Marina Fund CIP Reserve	-	-	-	-	-	-	-	750,000	-	-	-	500,000	200,000
From B&W 2% Reserve								250,000	-	-	-	250,000	-
EXPENDITURE TOTAL	2,627,779	3,706,399	3,223,735	2,935,206	3,781,397	3,556,399	3,337,631	4,450,311	3,708,130	3,986,330	4,088,925	4,917,252	5,235,251
Surplus/Shortfall⁷	252,829	(747,227)	(18,145)	537,851	(234,656)	(98,269)	327,513	(660,428)	165,099	(20,390)	(33,116)	(767,711)	(1,027,133)
UNADJUSTED ENDING FUND BALANCE	1,714,388	967,161	949,016	1,486,867	1,252,211	1,153,942	1,481,455	821,027	986,126	965,736	932,620	164,909	(862,224)
Committed Reserve													
Marina CIP Committed Reserve							150,000	150,000	150,000	150,000	154,500	159,135	163,909
Cumulative Marina CIP Committed Reserve							174,262	324,262	474,262	(125,738)	24,262	174,262	328,762
B&W 2% CIP Committed Reserve							69,161	73,303	75,798	77,365	79,319	81,136	82,991
Cumulative B&W 2% CIP Committed Reserve							70,321	143,624	(30,578)	46,786	126,105	207,241	40,232
COMMITTED RESERVE FUND BALANCE TOTAL							174,262	394,583	617,666	(156,316)	71,048	300,367	536,008
Fund Balance & Revenue Needed													
Total Uncommitted Fund Balance	1,714,388	967,161	949,016	1,486,867	1,077,949	759,359	863,569	977,344	915,078	665,370	396,617	136,780	-
ADJUSTED ENDING FUND BALANCE	1,714,388	967,161	949,016	1,486,867	1,252,211	1,153,942	1,481,455	821,027	986,126	965,736	932,620	164,909	76,200
ANNUAL REVENUE NEEDED⁸													938,424
Cumulative Revenue Needed													938,424

¹ 3% increase in revenue per year beginning in FY2004.

² 1% increase in revenue per year beginning in FY2005

³ Interest is calculated at 5% of the fund balance at the beginning of the year.

⁴ Personnel COLA for FY 2003 at 5%; FY2004- FY2006 at 3.5%; FY2007- FY2020 at 3%

⁵ 2% increase in non-personnel costs per year beginning in FY2004.

⁶ Debt service (Principal and Interest) computed at \$70,000 per \$1,000,000 per year.

⁷ Shortfall directly related to full implementation of the Marina Plan.

⁸ Annual Revenue Needed based on full Marina Plan implementation and maintenance of the Committed Reserve.

Marina Plan Implementation: Capital Improvement Projects Funded by the Marina Enterprise Fund

Project Names	FY 1998 Actual	FY1999 Actual	FY2000 Actual	FY2001 Actual	FY2002 Adjusted	FY2003 Adopted	FY2004 Projected	FY2005 Projected	FY2006-10 Projected	FY2011-15 Projected	FY2016-20 Projected	FY2010 TOTAL	FY2020 TOTAL
Marina Fund General CIP													
General CIP	-	-	1,600	6,013	56,344	-	-	-	-	-	-	62,357	62,357
A-C Restroom (Launch Ramp grant match)	-	-	-	-	-	250,000	-	-	-	-	-	250,000	250,000
1.5% Public Art Contribution	-	-	-	-	3,656	-	-	-	-	-	-	3,656	3,656
Corporation Yard Storage Shed	-	-	-	8,612	-	-	-	-	-	-	-	8,612	8,612
Marina Restroom Partitions	-	-	6,271	16,127	-	-	-	-	-	-	-	16,127	16,127
Pathway/Cabling/Sewer (PW)	-	-	-	39,700	-	-	-	-	-	-	-	39,700	39,700
L&M Restroom Repairs	30,000	-	-	-	-	-	-	-	-	-	-	-	-
K Dock Repairs	13,000	-	-	-	-	-	-	-	-	-	-	-	-
Marina Office Deck Beam	11,600	-	-	-	-	-	-	-	-	-	-	-	-
F&G Dock Replacement	13,800	665,000	168,000	-	-	-	-	-	-	-	-	-	-
Concrete Dock Replacement/Maintenance	7,957	90,294	-	19,439	494,340	50,000	50,000	50,000	310,000	380,000	440,000	973,779	1,793,779
Marina Master Plan	31,595	143,405	75,000	-	-	-	-	-	-	-	-	-	-
Marina Lighting/Security	-	40,000	-	-	-	10,000	-	-	-	-	-	10,000	10,000
Launch Ramp Phase 2	-	16,000	-	-	-	-	-	-	-	-	-	-	-
Piling Replacement	-	-	-	-	-	-	-	-	270,000	440,000	500,000	270,000	1,210,000
Dredging Study	-	-	24,000	-	-	-	-	-	-	-	-	-	-
Dredging Marina Channel	-	-	-	-	-	-	-	-	-	-	-	-	-
Dredging South Basin	-	-	-	-	-	-	-	-	500,000	500,000	-	1,000,000	1,000,000
J-O Replace Ramps to Docks	-	-	-	-	-	20,000	20,000	20,000	-	-	-	80,000	80,000
J-O Install telephone conduits	-	-	-	-	-	-	-	-	10,000	-	-	10,000	10,000
Nature Center Strawbale & Classroom	-	-	-	-	39,025	-	-	-	-	-	-	39,025	39,025
Dock of the Bay Rehab	-	20,000	-	-	-	-	-	-	-	-	-	-	-
Alternate Water Supply	-	-	-	-	-	-	-	-	-	880,000	-	880,000	880,000
Bikeway/Pathway Replacement	-	-	10,450	5,754	-	10,000	10,000	10,000	70,000	100,000	100,000	105,754	305,754
Picnic Areas	-	-	-	-	-	-	5,000	5,000	-	-	-	10,000	10,000
Reconfigure parking lot/new landscaping/SSB	-	-	-	-	-	-	-	-	83,000	-	-	83,000	83,000
F&G Parking Paving	-	-	-	-	-	-	-	-	-	-	-	-	-
Repave East Parking Lot - J Dock	-	-	-	-	-	112,500	-	-	-	-	-	112,500	112,500
New restrooms/showers for windsurfers	-	-	-	-	-	-	-	-	60,000	-	-	60,000	60,000
Install new plantings & benches (HSL)	-	-	-	-	-	-	-	-	140,000	-	-	140,000	140,000
Windsurfer Access Area & Dedicated Parking	-	-	-	-	-	-	-	-	60,000	-	-	60,000	60,000
Relocate Marina Boulevard	-	-	-	-	-	-	-	-	-	1,250,000	-	1,250,000	1,250,000
Install Bike Trail apart from Marina Blvd.	-	-	-	-	-	-	8,000	-	-	-	-	8,000	8,000
Widen parking lot/repave (Docks F&G, H&I)	-	-	-	-	-	-	-	-	-	-	-	-	-
Install buffers with plantings & trees	-	-	-	-	-	-	-	-	-	-	-	-	-
Relocate Pac Bell Building	-	-	-	-	-	-	-	-	-	80,000	-	80,000	80,000
One-way exit at North End of Seawall Drive	-	-	-	-	-	-	-	-	31,125	-	-	31,125	31,125
Add Overlooks at North End of Seawall Drive	-	-	-	-	-	-	-	-	-	85,000	-	85,000	85,000
Install benches at BYC	-	-	-	-	-	-	3,600	-	-	-	-	3,600	3,600
Pump out station grant match	-	-	-	-	11,500	-	-	-	-	-	-	11,500	11,500
MARINA FUND GENERALCIP TOTAL	107,952	974,699	285,321	103,655	657,056	455,500	99,600	88,000	1,569,125	3,770,000	2,015,000	2,972,936	8,757,936
Committed Reserves													
Marina Fund CIP Set Aside	-	-	-	-	-	-	-	-	-	-	-	-	-
Dredging Marina Basin	-	-	-	-	-	-	-	750,000	-	825,000	-	750,000	1,575,000
Overlay Marina Office Parking Lot	-	-	-	-	-	-	-	-	500,000	-	-	500,000	500,000
Overlay Yacht Club Parking Lot	-	-	-	-	-	-	-	-	200,000	-	-	200,000	200,000
MARINA FUND RESERVE CIP TOTAL								750,000	700,000	825,000		1,450,000	2,275,000
B&W 2% Fund CIP Set Aside													
H&I Dock replacement	-	-	-	-	-	-	250,000	-	-	-	-	250,000	250,000
Overlay Skates Parking Lot	-	-	-	-	-	-	-	-	250,000	-	-	250,000	250,000
B&W 2% RESERVE CIP TOTAL							250,000		250,000			500,000	500,000
MARINA FUND CIP TOTAL	107,952	974,699	285,321	103,655	657,056	455,500	99,600	1,088,000	2,519,125	4,595,000	2,015,000	4,922,936	11,532,936

**Marina Plan Implementation:
Capital Improvement Projects Funded through Loans**

	FY 1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006-10	FY2011-15	FY2016-20	FY 2001- FY2010	FY 2001- FY2020
	Actual	Actual	Actual	Actual	Adjusted	Adopted	Projected	Projected	Projected	Projected	Projected	Projected	Projected
A-D Dock Replacement	-	-	-	-	-	1,900,000	-	2,550,000	-	-	-	4,450,000	4,450,000
L&M and N&O Restrooms Replacement	-	-	-	-	-	-	500,000	-	-	-	-	500,000	500,000
H&I Dock Replacement	-	-	-	-	-	-	-	-	1,200,000	-	-	1,200,000	1,200,000
H&I Restroom Replacement	-	-	-	-	-	-	-	-	250,000	-	-	250,000	250,000
Install A-E Docks concrete promenade walk	-	-	-	-	-	-	61,300	-	-	-	-	61,300	61,300
F&G Dock Replacement	-	2,000,000	-	-	-	-	-	-	-	-	-	-	-
D&E Restroom Replacement	-	-	-	-	-	-	250,000	-	-	-	-	250,000	250,000
J-O Replace Water Lines & Elec. Service	-	-	-	-	-	-	-	-	-	500,000	-	-	500,000
Bait shop & harbormaster office	-	-	-	-	-	-	-	-	800,000	-	-	800,000	800,000
Replace Bulkhead wall (ferry pier)	-	-	-	-	-	-	-	-	400,000	-	-	400,000	400,000
Remove pilings at Marina Entrance	-	-	-	-	-	-	-	-	-	-	-	-	-
Landscape Entry Way	-	-	-	10,000	-	-	-	-	-	-	-	10,000	10,000
Dry Storage Rehab -- South Sailing Basin	-	-	-	-	-	40,000	-	-	-	-	-	40,000	40,000
Seismic Upgrade Ferry Pier	-	-	-	-	-	-	-	-	270,000	-	-	270,000	270,000
Install Additional Foghorn Sensor	-	-	-	-	-	-	-	-	10,000	-	-	10,000	10,000
	-	-	-	-	-	-	-	-	-	-	-	-	-
CAL BOATING LOANS - CIP TOTAL	-	2,000,000	-	10,000	-	1,940,000	811,300	2,550,000	2,930,000	500,000	-	8,241,300	8,741,300
New Debt Service (Principal & Interest) ⁴	-	-	-	700	-	135,800	56,791	178,500	205,100	35,000	-	576,891	611,891

Capital Improvement Projects Funded through Grants and Other Sources

	FY 1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006-10	FY2011-15	FY2016-20	FY2001- FY2010	FY2001- FY2020
	Actual	Actual	Actual	Actual	Adjusted	Adopted	Projected	Projected	Projected	Projected	Projected	Projected	Projected
Cal Boating	-	-	-	-	-	-	-	-	-	-	-	-	-
Launch Ramp Phase 2	-	365,000	-	-	-	-	-	-	-	-	-	-	-
Launch Ramp Phase 3/Restroom	-	-	-	-	290,000	-	-	-	-	-	-	-	-
New holding tank pump out station (NW Marina)	-	-	-	-	-	34,000	-	-	-	-	-	290,000	290,000
Calif. Coastal Conservancy	-	-	-	-	-	-	-	-	-	-	-	34,000	34,000
Landscaping/Replanting Key Areas	-	-	-	-	-	-	-	-	-	-	-	-	-
With ABAG: Extend Bay Trail	-	-	-	-	-	200,000	200,000	200,000	100,000	-	-	500,000	500,000
Signage for Historic Points of Interest	-	-	-	-	2,000	-	-	-	2,500,000	-	-	2,700,000	2,700,000
Plantings/trees to screen SSB parking lot	-	-	-	-	-	-	-	-	-	-	-	2,000	2,000
New landscaped open space (SSB)	-	-	-	-	-	-	-	-	63,000	-	-	63,000	63,000
Berkeley Pier Rehabilitation	-	-	-	-	-	-	51,000	-	-	225,000	-	51,000	276,000
Pave South Sailing Basin Parking Lot	-	-	-	-	-	-	-	-	-	-	-	-	-
Repave existing walkway (HSL)	-	-	-	-	-	-	-	-	400,000	-	-	400,000	400,000
Install bike pathways along Seawall Drive	-	-	-	-	-	-	-	-	-	-	-	-	-
Widened trail/buffer with benches (HSL)	-	-	-	-	-	-	-	-	1,200,000	-	-	1,200,000	1,200,000
Install buffers with plantings & trees	-	-	-	-	-	-	-	-	76,800	-	-	76,800	76,800
Educational/Interpretive Signage	-	-	-	-	-	-	-	-	-	23,200	-	-	23,200
Close off/enhance N. End of Seawall Dr.	-	-	-	-	-	-	-	-	104,000	-	-	104,000	104,000
Repave Existing Walkways (HSL)	-	-	-	-	-	-	-	-	51,000	-	-	51,000	51,000
Upgrade Signage/Provide Interpretive Exhibits	-	-	-	-	-	-	75,000	-	-	-	-	75,000	75,000
Marina Directories	-	-	-	-	-	-	-	20,000	-	-	-	20,000	20,000
Information Kiosks	-	-	-	-	-	-	-	45,000	-	-	-	45,000	45,000
General Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Lighting & Security	-	-	15,300	-	-	-	-	-	-	-	-	-	-
N & O Restroom Repair	-	-	-	64,700	-	-	-	-	-	-	-	64,700	64,700
Shorebird Play Structure ADA Access	-	-	-	10,000	-	-	-	-	-	-	-	10,000	10,000
Upgrading Pathways for ADA Compliance	-	-	-	-	-	-	60,000	-	-	-	-	60,000	60,000
Sewer Pump Station Improve #4 & #5	-	-	-	-	-	-	536,000	-	-	-	-	536,000	536,000
Other Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks Tax- Landscape Gardeners	121,895	107,503	112,414	116,207	120,332	123,942	127,661	131,490	719,043	833,568	966,334	1,338,676	3,138,579
Caltrans – Planner	-	-	4,345	4,492	4,651	4,791	4,935	5,083	27,795	32,222	37,354	51,747	121,322
Parks TaxPlanner	-	-	67,247	69,517	71,985	74,144	76,369	78,660	430,144	498,655	578,078	800,819	1,877,551
FEMA – Concrete Dock Replacement	-	250,000	-	-	-	-	-	-	-	-	-	-	-
Prop 12 - Shorebird Nature Center	-	-	-	-	-	-	290,000	-	-	-	-	290,000	290,000
GRANTS AND OTHER FUNDING TOTAL	121,895	722,503	199,306	264,916	502,969	436,878	1,420,964	480,233	5,673,282	1,612,645	1,581,766	8,779,242	11,973,652

Item No.	Description	Quantity	Unit	Estimated Cost
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APPENDIX B

PERMITTING/REGULATORY PROCEDURES

Waterfront development is under the jurisdiction of several local, State and federal agencies. Projects slated for implementation will need to apply for the appropriate reviews and permits. The governing authority of these public agencies is briefly summarized below.

STATE OF CALIFORNIA LANDS COMMISSION

The Berkeley Marina is part of San Francisco Bay and therefore, the property is owned by the State of California. The City holds the Marina in trust for the State pursuant to Chapter 347 of the California Statutes of 1913, as amended. This trust is subject to the conditions, restrictions, limitations, rights, powers, and duties reversionary rights and other rights created or reserved in the Grant of Trust that is administered by the State Lands Commission (SLC). The SLC reserves the right to approve all land uses at the Marina.

CITY OF BERKELEY

Building Permits

City of Berkeley building permits are required for all new construction and all major construction improvements. All new construction and major improvements must meet building code regulations and pass site inspection.

Electrical, plumbing and mechanical permits can be obtained concurrently with building permits.

Zoning Permits

The Berkeley Marina is zoned (U) unclassified. This designation permits all uses not otherwise prohibited by law provided that a Use Permit is secured in each case. Zoning regulations regarding building height, site area and yards required are specified in each individual Use Permit. All applications for Use Permits in the U District must first be submitted to the Planning and Waterfront Commissions. The Commissions then have thirty days to report their findings to the Zoning Adjustments Board, which recommends either granting or denying the Use Permit. The recommendation of the Board and the report by the Planning and Waterfront Commissions must then be submitted to the City Clerk within seven days for final action by City Council.

BAY CONSERVATION AND DEVELOPMENT COMMISSION (BCDC)

The Bay Conservation and Development Commission (BCDC) seeks to prevent the unnecessary filling of San Francisco Bay and to increase public access to and along the Bay shoreline. BCDC's jurisdiction includes the entire San Francisco Bay, and the shoreline extending up to 100 feet inland from the Bay. It is necessary to obtain approval from BCDC for undertaking certain activities within their jurisdiction. Activities requiring permit approval include:

Placing solid material, pilings, floating structures, boat docks or other fill into the Bay.

Dredging or other extraction of material from the Bay.

Making a substantial change of use of a structure or an area.

Undertaking most types of development including some subdivisions of property.

After a complete application is filed, BCDC has 90 days to act on the application. A public hearing will be held for applications considered to be major projects. Thereafter, if BCDC votes to approve the project, a permit with relevant conditions will be issued.

CALIFORNIA DEPARTMENT OF FISH AND GAME

The Department of Fish and Game will act as a reviewing agency during the implementation of land use policies that affect their jurisdiction, which includes California waterways. The Department reviews permits granted by BCDC and the Corps of Engineers to assure congruence with their policies. They also have the ability to review and comment upon the Plan's environmental document through the State Clearinghouse.

CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

The Department of Boating and Waterways also acts as a reviewing agency. The Department reviews permits that have been granted by various agencies as they pertain to their own policies. The Department of Boating and Waterways will become directly involved in the process and permitting if they provide funding for the project. They also have the ability to review and comment on the environmental review undertaken for the Plan.

ARMY CORPS OF ENGINEERS

The U.S. Army Corps of Engineers is responsible for regulating activities in the nation's waters regarding the protection of navigation, and the protection and utilization of water resources. The Army Corps of Engineers has jurisdiction over all U.S. waters. It is necessary to obtain approval from the Corps for undertaking certain activities within their jurisdiction. Activities requiring permit approval include:

Obstruction or alteration of navigable waters

The discharge of dredged or fill material into waters of the U.S.

Transportation of dredged material for the purpose of ocean dumping

After a complete application is filed, the Corps has 60 days to act on the application. Some activities and projects may be pre-authorized and require no further Corps approval; others may qualify for abbreviated permit processing, while others may require public notices and hearings. After appropriate program review of the application the permit is issued.

Background Sources:

The 1979 North Waterfront Plan

The 1986 Berkeley Waterfront Specific Plan & EIR

The Boating Facilities and Infrastructure Assessment for the Berkeley Marina (1999) by Winzler & Kelly

The 2002 General Plan for the City of Berkeley

The 2002 Eastshore State Park General Plan & EIR

The San Francisco Bay Plan adopted by the SF Bay Conservation and Development Commission, as amended through October 2002.

The plan is to...
The plan is to...
The plan is to...
The plan is to...
The plan is to...
The plan is to...
The plan is to...
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The plan is to...

APPENDIX C

A. Compatibility with Policies of the Berkeley General Plan:

- General Plan Open Space and Recreation Element: Objectives
 1. Preserve, maintain, and repair the city's existing open space and recreational resources and facilities.
 2. Expand open space and recreational resources to meet the evolving open space and recreational needs of all segments of this community through land acquisitions and improvements.
 3. Increase funding for parkland, recreational facilities, and open space maintenance, improvement, and expansion.
- General Plan Open Space and Recreation Policy OS-2
 Within the context of open space resource allocations, give highest priority to maintaining and improving the City's existing network of open space and recreation facilities.
- General Plan Open Space and Recreation Policy OS-2, Action J
 Establish a plan for maintaining the existing infrastructure at the Berkeley Marina, including maintenance and replacement of docks, piers, bulkheads, dry dock storage areas, restrooms, and utility systems (water, sewage, electricity, etc.) and dredging to maintain adequate marina water depth.
- General Plan Open Space and Recreation Policy OS-2, Action K
 Establish a funding plan that prioritizes repair and maintenance of existing open space and recreational facilities.
- General Plan Open Space and Recreation Policy OS-10: Access Improvements
 Improve transit, bicycle, disabled, and pedestrian access to and between open space and recreation facilities, including regional facilities such as the Berkeley Marina, University of California open space, East Bay Regional Park District lands, the Eastshore State Park, and recreational facilities in other cities. (Also see Transportation Policies T-29, T-42, T-47, and T-50.)
- General Plan Open Space and Recreation Policy OS-10: Action D
 Continue to improve pedestrian and bicycle access to the waterfront and Berkeley Marina.
- General Plan Open Space and Recreation Policy OS-13: Waterfront Open Space and Recreational Facilities
 Implement the 1986 Waterfront Plan policies to establish the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats. (Also see Land Use Policies LU-43 and LU-44.)

Actions:

A. Work collaboratively with the East Bay Regional Park District, Albany, Emeryville, and Oakland to plan and complete the new Eastshore State Park as part of a continuous East Bay shoreline open space and recreational area.

B. Assure that new development along the shoreline recognizes its unique location, considers sensitive natural resources, and maintains adequate shoreline access and views.

C. Complete the Berkeley portion of the Bay Trail and connections to Cesar Chavez Park and links to the Berkeley Marina.

▪ General Plan Open Space and Recreation Policy OS-15: Funding for Maintenance

Pursue innovative sources of local funding for open space and recreational facility maintenance and capital improvements.

Actions:

A. Pursue all available sources of local funding for Marina improvements and maintenance including berthing fees, ground leases, and funds generated by local nonprofits.

B. Consider a range of public/private financing strategies for Marina maintenance and improvements. Strategies could include studying the feasibility of new,

appropriately scaled, water-related, revenue-generating uses, or a City owned commercial venue, sited to that it will not compromise public access or environmentally sensitive areas.

C. Review existing fee programs and services and where appropriate, raise fees to be compatible with those of other jurisdictions.

A. To help ensure adequate funds for capital improvements at the Marina, the City should maintain a marina capital reserve fund and whenever possible set funds aside each year for future improvements to Marina capital projects. Expenditures from the committed reserve should be made in consultation with the Waterfront Commission.

▪ General Plan Open Space and Recreation Policy OS-16: Outside Funding Sources

Actively pursue state and federal funding and grant opportunities.

Action:

Pursue all available sources of outside funding for Marina improvements and maintenance including Department of Boating and Waterways loans and grants; State Park Bond funds; State Water Bond funds; and grants from organizations such as the Regional Water Quality Control Board and the Coastal Conservancy.

- General Plan Environmental Management, Policy EM-28: Natural Habitat
Restore and protect valuable, significant, or unique natural habitat areas. (Also see Open Space and Recreation Policy OS-9.)

Action:

Preserve and enhance coastal and riparian areas and water flows necessary to support natural habitat and wildlife.

- General Plan Land Use Element Objectives
Establish the waterfront area west of the freeway as a recreational and open space resource.
- General Plan Policy LU-43 Waterfront Plan
Implement the Waterfront Plan and take actions to achieve the goals of the Plan:
 1. Establish the waterfront as an area primarily for recreational, open space and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats.
 2. Develop the waterfront as part of a continuous East Bay shoreline open space system.
 3. Provide for an appropriate amount and type of private development to make the waterfront part of Berkeley's vibrant urban community, attractive to and usable by Berkeleyans, neighboring bay area residents, and other visitors.
 4. Establish uses and activities that reflect and enhance the unique character of the

waterfront and foster the community's relationship with the shoreline. (Also see Open Space and Recreation Policies OS-13, OS-15, and OS-16.)

- General Plan Policy LU-44 Berkeley Marina Plan
Prepare and adopt a plan for the maintenance and improvement of the Berkeley Marina.

B. Compatibility with Adopted Plans for Areas Adjacent to the Marina

1. Berkeley Waterfront Specific Plan

The Waterfront Specific Plan adopted in 1986 was prepared to implement the City's 1977 General Plan. This planning area includes all land in Berkeley west of Interstate 80, with the exception of the Marina and Cesar Chavez Park. Most of this property has been acquired by the State. The Marina Master Plan reflects the goals of the 1986 Waterfront Plan to limit new commercial development, and to enhance open space and water-related recreation.

2. North Waterfront Park (Cesar Chavez Park) Plan

The City adopted the North Waterfront Park Plan in 1979, when the area was still a landfill/recycling center. The Marina Master Plan proposes to include within the Recreation Zone of Cesar Chavez Park several features that would primarily benefit visitors to Cesar Chavez Park, including the

construction of public restrooms to replace existing portable toilets, water access to the North Basin near the west entry to Cesar Chavez Park, improved parking along Spinnaker Way, improvements to Spinnaker Way, and new signage and plantings at key entry points to Cesar Chavez Park. Water access is the only improvement not identified as a permitted use in the North Waterfront Park Plan. Once a specific design and location for water access to the North Basin is available, a decision can be made at that time to amend the North Waterfront Plan to provide for this amenity.

3. Eastshore State Park Plan

The City will continue to coordinate its plans and projects at the Marina with the State to ensure that the plans and future development for both areas are consistent. The Marina Master Plan strongly encourages both open space and recreational use of the waterfront. The General Plan for Eastshore State Park (ESP) proposes primarily open space and environmental uses, with the development of modest informal recreational opportunities primarily focused on walking and sightseeing. The ESP Plan calls for the Berkeley Meadow to be a conservation area, with trails around its perimeter. The ESP Plan proposes to extend the Bay Trail on the east side of Marina Boulevard within the boundaries of ESP, and also provides for water access to North Basin from its property. These proposals are all consistent with the Marina Master Plan.

4. San Francisco Bay Plan – Bay Conservation and Development Commission (BCDC)

The Marina Master Plan is consistent with the following policies of the SF Bay Plan adopted by BCDC in October 2002:

- A. Public launching facilities for a variety of boats and other water-oriented recreational craft (such as kayaks, canoes and sailboards) should be provided in waterfront parks where feasible.”
- B. Develop Waterfront Parks and Recreation Facilities. New shoreline parks, beaches, marinas, fishing piers, scenic drives, and hiking or bicycling pathways should be provided in many areas. The Bay and its shoreline offer particularly important opportunities for recreational development in urban areas where large concentrations of people now live close to the water but are shut off from it. Highest priority should be given to recreational development in these areas, as an important means of helping immediately to relieve urban tensions.
- C. Maintain wildlife refuges in diked historic baylands. Prime wildlife refuges in diked-off areas around the Bay should be maintained and several major additions should be made to the existing refuge system.

- D. Specific habitats that are needed to conserve, increase or prevent the extinction of any native species, species threatened or endangered, species that the California Department of Fish and Game has determined are candidates for listing as endangered or threatened under the California Endangered Species Act, or any species that provides substantial public benefits, should be protected, whether in the Bay or behind dikes.
- E. In reviewing or approving habitat restoration programs the Commission should be guided by the recommendations in the Baylands Ecosystem Habitat Goals report and should, where appropriate, provide for a diversity of habitats to enhance opportunities for a variety of associated native aquatic and terrestrial plant and animal species.
- F. Public access should be sited, designed and managed to prevent significant adverse effects on wildlife. To the extent necessary to understand the potential effects of public access on wildlife, information on the species and habitats of a proposed project site should be provided, and the likely human use of the access area analyzed.