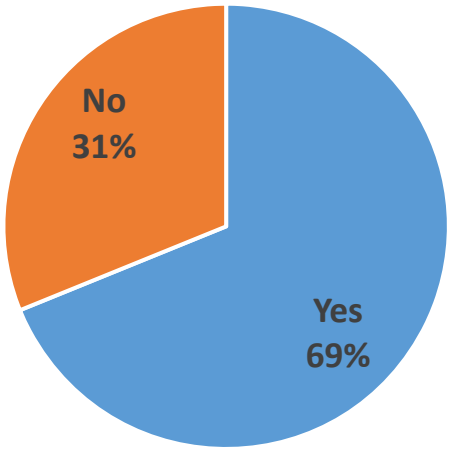
East End Public Access Pathways Public Input

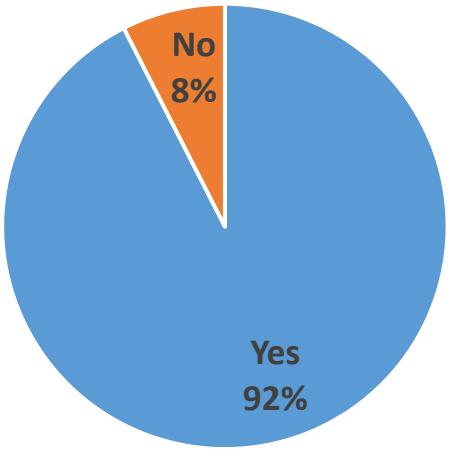
494 online responses
44 community session attendees

Part I: Responses to survey questions

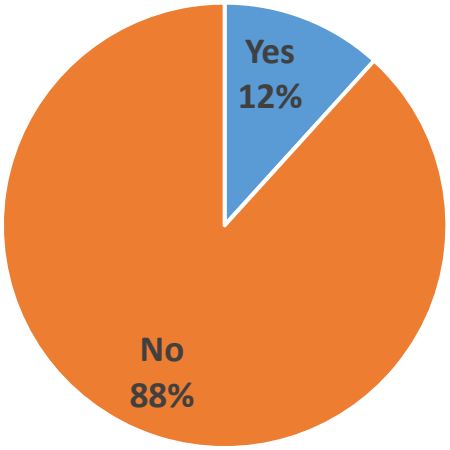
Do you live in Alameda's East End? (online)



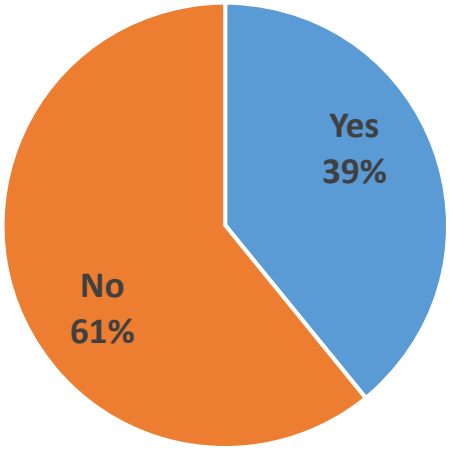
Do you live in Alameda's East End? (meeting)



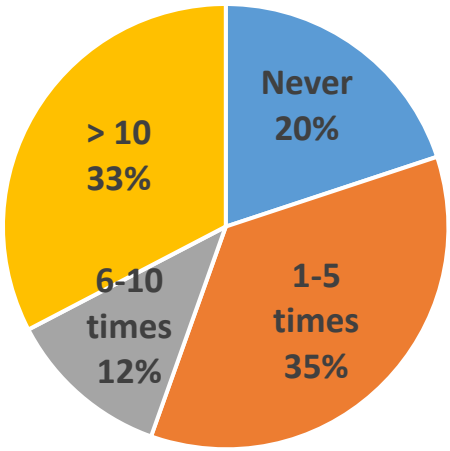
Do you have private access to the water? (online)



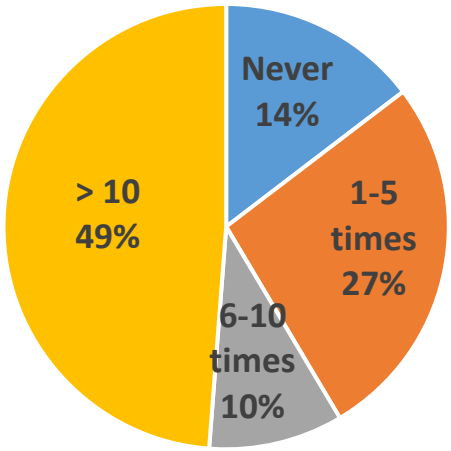
Do you have private access to the water? (meeting)



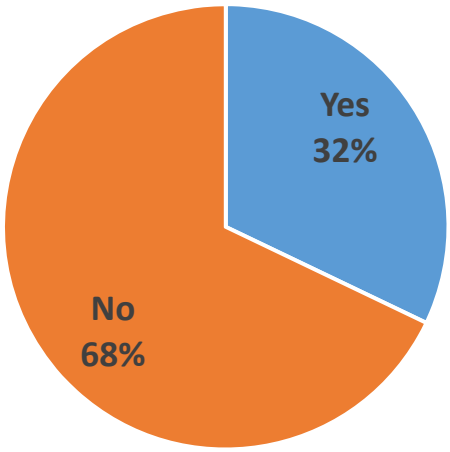
How many times in the last 5 years have you visited any of the 6 public access points along Fernside and Eastshore? (online)



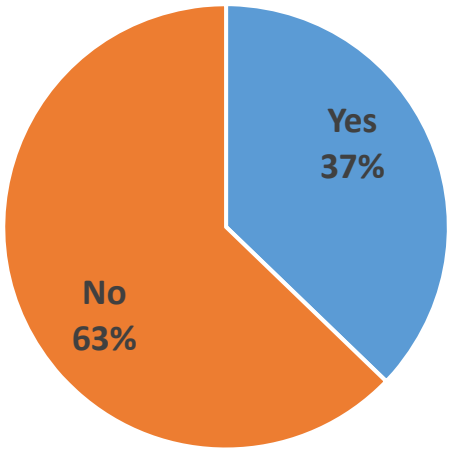
How many times in the last 5 years have you visited any of the 6 public access points along Fernside and Eastshore? (meeting)



Do you paddle on the estuary and/or San Leandro Bay? (online)



Do you paddle on the estuary and/or San Leandro Bay? (meeting)

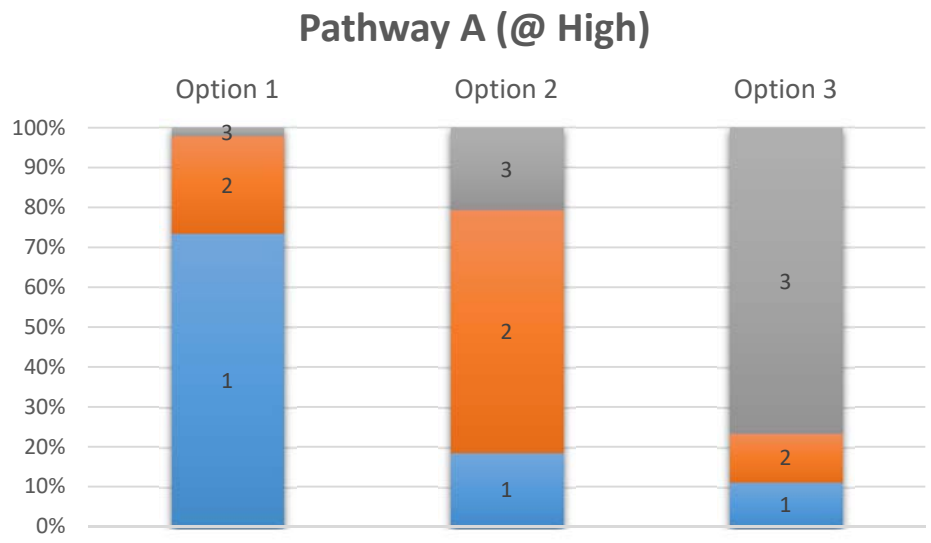


Part II: Input on Report Recommendations

Fernside Pathway A (@ High Street)

1. Option 1 (0): Maintain as public access, leave existing condition as is/minimal improvements
2. Option 2 ($$$): Pedestrian pathway, overlook, controlled gateway access, clearing, & re-grading pathway for ADA compliance, adjust the property boundary
3. Option 3 (0): Close this public access pathway and transfer property to adjacent property owners if not willing to fund or accept existing condition that is not ADA compliant

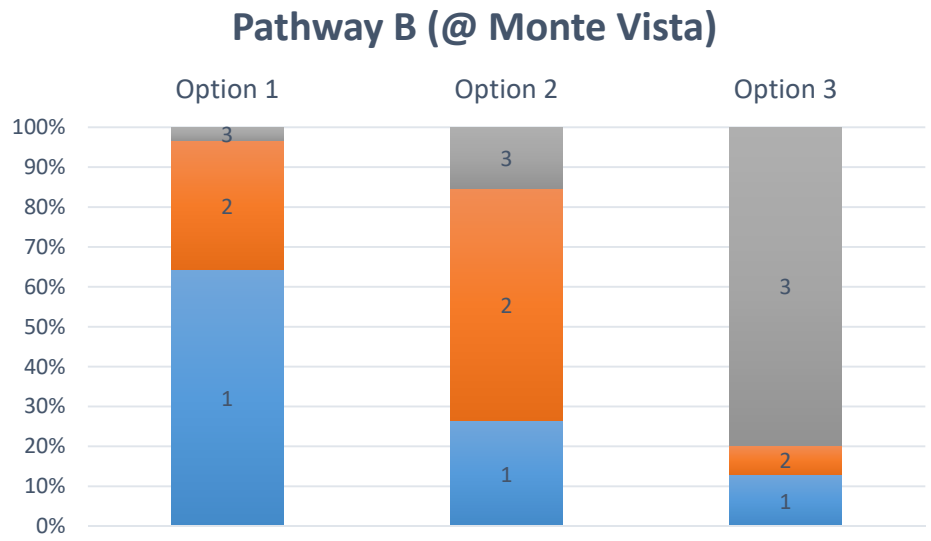
The study recommends Option 1 because the construction costs that would make it ADA compliant outweigh the public benefit. **Survey takers also selected Option 1 as their top recommendation, Option 2 as their second choice, and Option 3 as their third choice. Respondents at the community meetings shared the same priorities.**



Fernside Pathway B (@ Monte Vista)

1. Option 1 ($): Pedestrian only pathway, controlled gateway access, overlook platform, adjust property boundaries
2. Option 2 ($$): Pedestrian only pathway, controlled gate access, pier for fishing and viewing, adjust property boundaries
3. Option 3 (0): Lease or transfer pathway to adjacent property owners if not willing to consider vehicle/pedestrian conflicts

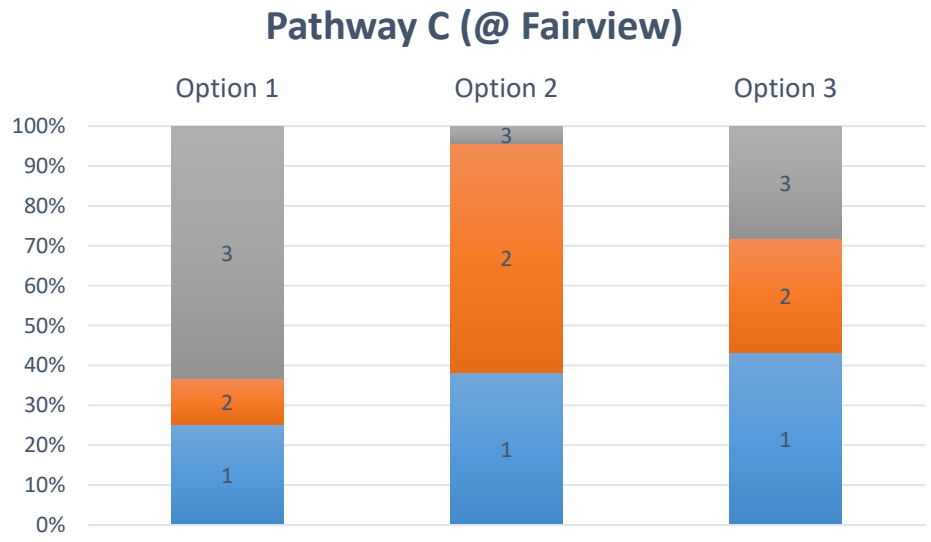
The study recommends Option 1 to provide a public view of the water while addressing safety and accessibility and avoiding potential liability issues due to vehicular and pedestrian use conflicts. **Survey takers also selected Option 1 as their top recommendation, Option 2 as their second choice, and Option 3 as their third choice. Respondents at the community meetings shared the same top priority, with Option 3 as their second choice and Option 2 as their third choice.**



Fernside Pathway C (@ Fairview)

1. Option 1 (0): Lease or transfer public access pathway to adjacent private property owners
2. Option 2 ($): Pedestrian only pathway, overlook
3. Option 3 ($$): 10-feet wide pedestrian-only pathway, remove existing fence at seawall, controlled gateway access, repave pathway for pedestrian use only, add kayak launch

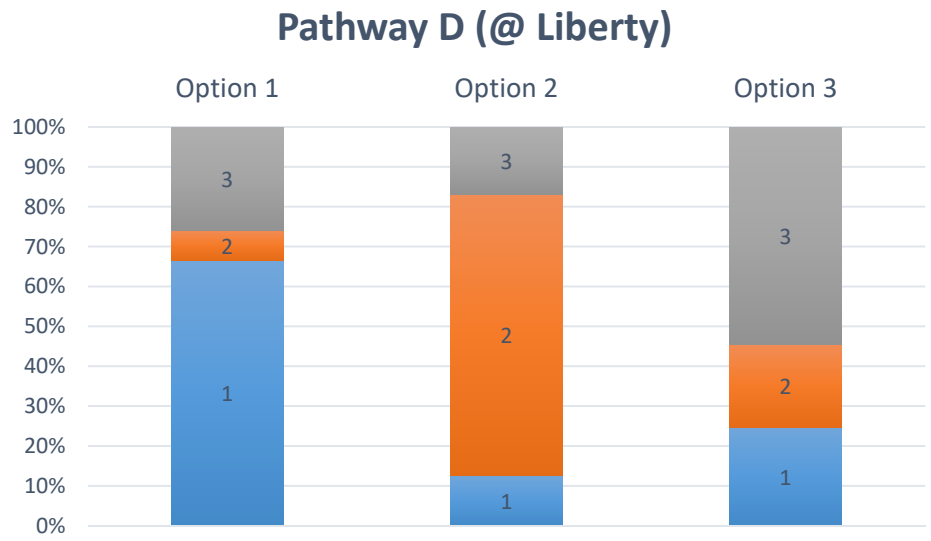
The study recommends Option 1 which will allow both the City and abutting neighbors to avoid the complexity of a liability issue from an incident. **Survey takers selected Option 2 as their top recommendation, Option 3 as their second choice, and Option 1 as their third choice. Respondents at the community meetings shared the same top priority, with Option 1 as their second choice and Option 3 as their third choice.**



Eastshore Pathway D (@ Liberty)

1. Option 1 ($$): Pedestrian pathway, overlook area, seating, kayak launch, controlled gate access, earthen berm, ADA accessible parking space, public property boundary adjustment
2. Option 2 ($): Pedestrian pathway, overlook, adjust property boundaries
3. Option 3 (0): Maintain public access in current condition with minimal improvements

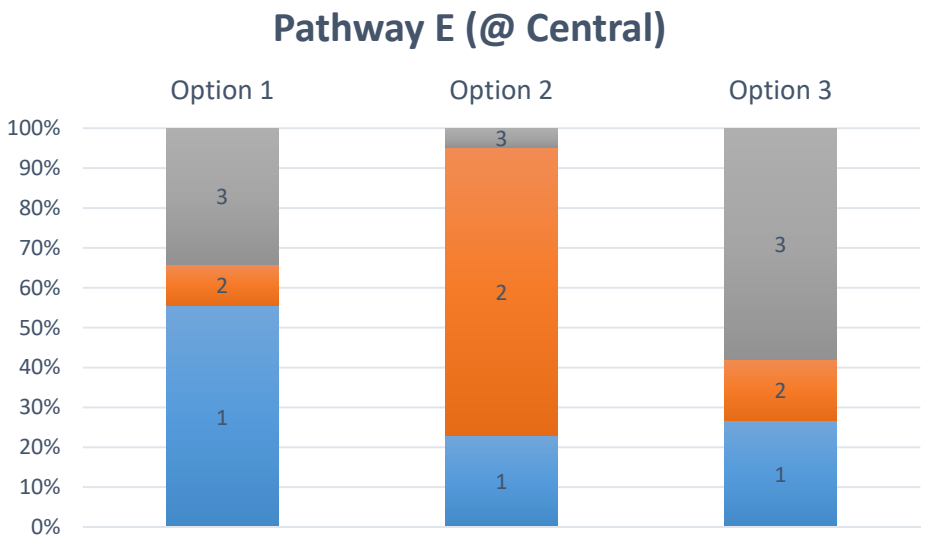
The study recommends Option 1 to provide an appealing public access area with direct access to the water. **Survey takers also selected Option 1 as their top recommendation, Option 2 as their second choice, and Option 3 as their third choice. Respondents at the community meetings shared the same top priority, with Option 3 as their second choice and Option 2 as their third choice.**



Eastshore Pathway E (@ Central)

1. Option 1 ($$$): Pedestrian pathway, overlook, seating, pier for fishing and viewing, controlled gate access, earthen berm, ADA accessible parking space
2. Option 2 ($): Pedestrian pathway, overlook, seating
3. Option 3 (0): Maintain current condition

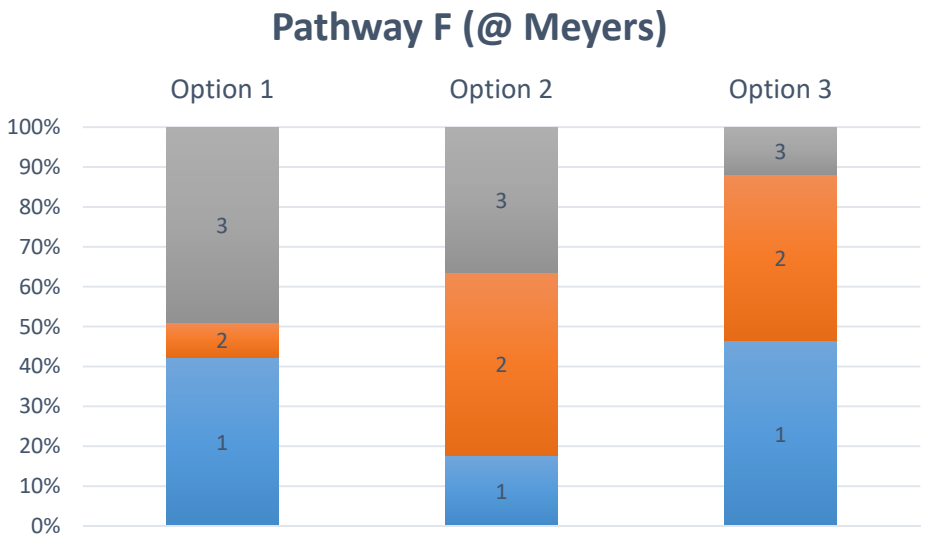
The study recommends Option 1 which preserves current landscape features and considers land-based recreational amenities. **Survey takers also selected Option 1 as their top recommendation, Option 2 as their second choice, and Option 3 as their third choice. Respondents at the community meetings selected Option 2 as their top recommendation, with Option 3 as their second choice and Option 1 as their third choice.**



Eastshore Pathway F (@Meyers)

1. Option 1 (0): Transfer or lease public access point to adjacent private property owners
2. Option 2 ($$$): Remove and replace fence, add public fence, controlled access gateway, remove pine tree for water access, repave pathway to min. 10 foot wide, pier for fishing and viewing
3. Option 3 ($): Remove and replace fence, add public fence, controlled access gateway, remove pine tree for water access, repave pathway to min. 10 foot wide for access to water's edge

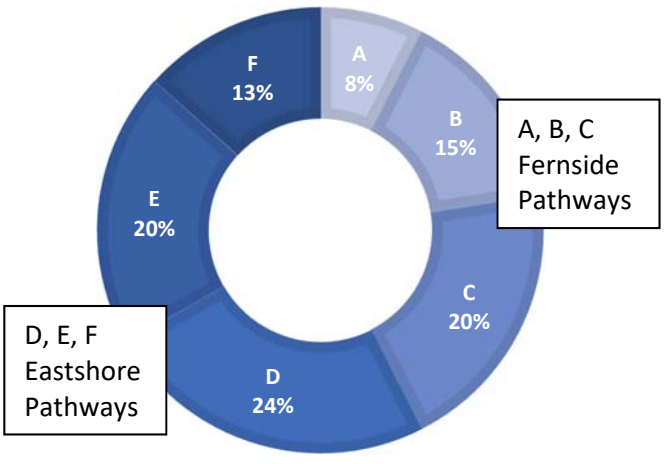
The study recommends Option 1, as the pathway has been inaccessible to the public for over 15 years and the cost to create access outweighs the public benefit to reconstruct a narrow pathway when there are other public access pathways nearby. **Survey takers selected Option 3 as their top recommendation, Option 1 as their second choice, and Option 2 as their third choice. Respondents at the community meetings shared the same priorities.**



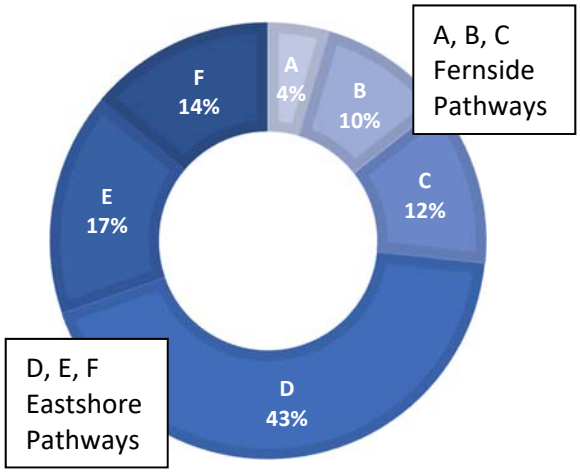
Part III: Public Access Budget Challenge

Due to the Tidal Canal real estate transaction, the City has approximately $1 million budgeted for improvements on up to 6 pathways. In this budget challenge simulation, please allocate $1 million across all 6 pathways to provide your recommended solutions for direct public access and potential recreation uses.

Online allocation of funding:



Community meeting allocation of funding:



Part IV: Community Feedback

256 survey takers entered their email addresses to be added to a list of people we will notify when there are updates on this project.

184 survey takers provided open-ended general feedback related to the public access pathways on Fernside and Eastshore that staff has analyzed.

The feedback we received online and at the community meetings was analyzed and will be used in making a recommendation.

At the community meetings, we asked people for one word that describes what is most important, and we created a word cloud image to display the outcome visually.



Community Meetings

Community Questions and Comments with Some Staff Responses Provided at Meetings

- The report doesn't provide the feasibility of all possible options but narrows down to three options without an explanation of how they got there
- The pathways are within the current flood maps. It was explained that recreation amenities do not have structures and have a 25 year life span, so not an issue for the 100 year flood plans
- We need to see CEQA analysis
- Adjacent homeowner remarked that they were told that the access needed to remain open for emergency access. It was explained that the pathways are not used for fire or emergency today, but needs to be accessible by ambulance
- Safety is an issue. Staff explained that the report's recommendation is not to open the semicircles because the principle of crime prevention by environmental design is to make safe spaces and not create hiding holes. These create areas where bad things could happen.
- The gates are an option that was recommended for the public to consider , they would open and close at dusk
- What are the full measurements of the semicircles? It was explained that the Fernside pathways are 58.1, 55.2, and 54.5 feet wide

- There are encroachments on all six pathways
- How was the criteria created in the report?
- Dialing back the emphasis on parking is confusing. The points are an issue when the study shows the access point as less desirable based on the level of encroachment. This double penalizes the pubic and rewards the homeowner. The report does not acknowledge the incentive for homeowners to have encroached on public land
- The need for gates should balance safety and access – would they be open for specific events?
- The parking referred to the in the report is street parking. Staff explained that there could be a loading zone at Eastshore and Liberty in addition to street parking
- Adjacent homeowner remarked that landscaping was done by homeowner with full cooperation and acceptance of the City in an older agreement.
- If part of the property is transferred to homeowners, how would that work, would it be sold or leased? What would happen if they do not want the land? If the City were to lease the land, it could stop leasing the land at any time. If the property owner did not want the land, we could close it and not transfer it.
- Are the numbers broken out so instead of the 3 recommendations we can come up with a hybrid mix? Staff explained that the numbers are broken out in background information for the report and would be provided in the future. Any of the options can be a hybrid.
- The cost of the gates are around 10k for the Fernside pathways, more for the wider Eastshore pathways
- Are maintenance costs included in the estimates? Are additional police necessary? Staff explained that maintenance costs are not included because we won't know what we are maintaining until we have a recommendation to make.
- The consultants did not have appraisals of the land value for reference
- Can the money be spent elsewhere? Staff explained that the budget of $1 million is for design, permits, and construction. If we do not spend this money it would stay there with the project (less expenses to date)
- Today, there is minimal maintenance to these areas, trash is spotty, police increased patrols
- Is the water safe?
- Is grant funding an option? Staff explained that grant funding is a possibility for a kayak launch, but most grants require a match, and the pathways don't go to anywhere but a viewing area, so it is more difficult to secure grant funding. We also cannot use Developer Impact Fees (DIF) funding from new development projects.
- There is not a cost to bring in electricity for gates because they would be solar powered
- We do not have a count for how many people or how frequently the pathways are being used
- The standard height for a fence is 6 feet, we could also do 8 feet with a variance.
- We should look at what we want as a city as the starting point
- Can motorized boat launch be included? Staff explained that we cannot have motorized boat craft because we would need boat trailer parking. We do have this at Encinal and Grand boat ramps so these needs are already addressed elsewhere on the island
- Keeping open as is does not mean busting down walls
- We can look at the short term and the long term – we want to keep these open for future use
- There is the assumption that the $1 million is all there will ever be. Additional funding could come. We should use finds to protect the land now and can find additional funding for future years

- Maybe we should use the funds to protect the land and do a kayak launch later
- The vision should be keeping ownership of the land. The City should give us more options now and in the future. Then we should get the stakeholders together to iron out the details before they go to the Rec and Park Commission or the Council
- There should be a signature page for the report that gives bios of who the authors are
- How much will it cost to maintain the pathways? Staff explained that it is not yet known.
- Have there been parking and traffic studies done? Staff said no.
- Permits are not needed if the property is left as is and just maintained
- The report recommendations to transfer the land seemed to go against the purpose of the study. Staff explained that the City did not give direction to say what should or should not stay public, we did say we wanted to deal with safety issues
- Each access point should have an option 4 – reclaim all public land
- The public is considering limited options
- The report puts on the table what is being considered. If the property is sold it should be open to bid – other parties would be interested in buying the lands
- The survey was a nonstarter with the option to give back the land – since this is not what I want I didn't want to participate
- Will all pathways have to be ADA compliant? We cannot have signs that say the pathways are not ADA compliant
- Leaving as is and leasing the rest of the property is an option at all the pathways
- The choices need to be clarified – when it says maintain as public access and property boundary adjustment, does this mean keep the pathway as is and lease the area that is not currently being used. Staff explained that the property boundary adjustment varies on each pathway. For example at Liberty and Central pathways it means the City improving and maintaining the landscape areas and leasing smaller areas such as the driveway and walkway to the residence.
- How much revenues can we get from leasing the area not in use today? Staff said that the lease amount has not yet been discussed.
- The report presupposes that these were parks to begin with
- Is there documentation of fire access?
- The Police Department agrees with the report recommendation that the semicircle is not safe – we met with APD in July to discuss current issues and to identify how to address safety concerns
- No one is against having the pathway run straight through – that is what is most safe
- I would love a kayak access but do not think we need to take all the public land back – why would we?
- As a runner, I would feel better with no bulbs. It doesn't feel safe when I can't see what or who is at the end of the path.
- The use of the land way back when does not matter today
- There are only 5 police on patrol in Alameda at night and it takes hours to have someone respond to a call
- Oakland took down their fishing piers because of people using drugs – this brings in bad people and the police don't have time
- We need to build safety into the design
- Phoenix – beautiful pier – dawn/dusk – people jump the fence at night

- Hire a civil engineer to build a seawall with a dock
- There are hundreds of houses nearby in a flood zone – talk to them to see how much more it would cost to protect the neighborhood – the City should be working on this
- Where do the property lines extend into the mud on Eastshore? The residents lease the submerged land – all Eastshore – a few hundred a year to access
- We should adjust the property boundaries of areas where it doesn't add to the public benefit
- Police comments should be part of the record
- What Council will decide this?
- We should restart the process with a community visioning process to determine what City residents would like to be able to do along this shore. Then study which sites could accommodate these uses based on site characteristics/costs/funding and then set priorities. It's OK to have a vision that needs to be implemented incrementally over time

Public Access A

- How accurate is the cost? It was explained that for Pathway A it is pretty accurate because of how much work is required due to ADA issues
- What is the extent of the property boundary adjustment in option 2? Staff explained that this boundary adjustment is the full width of the pathway from the street to the water's edge.
- How much of a crown is there for this pathway to be level?
- This pathway is deep water
- These choices are all or nothing – make compliant or not – there is no low cost option
- Staff explained that we can leave this pathway as is but if we get an ADA complaint, the Citywill have to fix it or close it

Public Access B

- The report takes a paranoid view towards pedestrian/vehicle conflicts. Cars and people share spaces all the time. Staff explained that no cars are allowed in parks in Alameda.
- The garage of the adjacent properties are not on public property

Public Access C

- There are driveways into Lincoln Park and to Encinal Boat Ramp that both have vehicles and bicycles.
- Does the City have the legal obligation to allow access to the garages? Staff explained that this is being reviewed.
- It was noted that there have not been any pedestrian vehicle incidents to date
- Staff explained that it is possible for a kayak launch here but it is not preferable because with the available length for a gangway, it is not an ADA accessible slope at all tides and the regulatory agencies will not permit this.
- Is ADA parking required? Staff explained that ADA parking is not required because there on-street parking as an existing condition and is available to people of all abilities.
- The decrepit garage and one of the adjacent properties is drawing criminals – if you clean that up it would clean up the area
- The areas do not feel public today – would the city repave and re-landscape so the access points feel public? It feels like you are encroaching on someone's public space

- Want to protect the privacy of the houses – the boundary needs to be carefully designed if we remove a fence we would put up another

Public Access D

- This is the best location for a kayak launch and would be designed to be accessible at all tides
- Could this work be combined with the HOA efforts to reduce sea level rise?
- This pathway needs a bollard – there are tire tracks when the gate is left open
- The bulk of the area being encroached on is the landscaping. The walkway is the area the report recommends leasing, not any of the waterfront or landscape area
- Adjusting boundaries is just to let the house have access
- Is there a version of the kayak launch that is scaled back some? Staff explained that the launch needs an 80 foot gangway to reach deep water so it is usable at all tides.

Public Access E

- This is not a good choice for a kayak launch because it is 140 feet until you are in deep water and that's too long for a gangway.

Public Access F

- This is the smallest of the pathways
- Why would the City have to pay to remove the encroachments by homeowners?
- The recommendation is at the forefront and doing anything different will be an uphill battle
- This will need more inviting landscape

Where is the tree on the maps of what is public land? The tree should be able to stay. Staff explained that with both the width of the tree and the root diameter, there is not room within the existing public land to include a pathway around the tree.

Post-it Comments

- A: reclaim all encroached land including bulb out – grade for ADA – lighting, Towata park gets all my nickels [as a kayak launch], all public land stays public, lease encroached property, A: consider the highest public benefit for the future, consider building space that creates a human and humane environment for visitor, no gates, keep the property public no gates, no transfer of public land and option 1, maintenance, #1 with gate – too close to High St bridge
- B: Towata park gets all my nickels, reclaim all encroached upon land including bulb out – lighting, keep gate, all public land stays public, add gate control, no need to reclaim bulb – lease that back, remove private encroachments on public land and make pedestrian only, no gates – public access should be open to the public, butterfly community garden for kids, family, community, schools, science and stuff, B: no gates, no transfer of public land and option 1, maintenance,
- C: no benches – they have proven to attract homeless guests for extended stays (i.e. Park Street), reclaim all encroached upon land including bulb out – lighting, remove private encroachments on public land, Towata park gets all my nickels, no need to reclaim bulb, all public land stays public, no gates, all public land stays public and is subject to proper architectural design, C: maintenance, if City land must be police patrolled, City to retain liability for any vehicle/pedestrian conflict if City land, no gates, all residents, cars and pedestrians to coexist

- D: remove all encroachments (except the corner of the driveway) – open for public access, do not build a large floating pier – instead build modest steps or small ramp to enter water, reclaim all encroached upon land including bulb out – lighting, Towata park location gets all my nickels, no gate transfer as little as possible, vessel traffic - have impact to berge and rowing been considered, green fences only, are we really sure consulting company knows about docks – question the viability of an 80 foot extension to deep water, build berm to protect Eastshore and Fernside area from FEMA map, maintain open space – fence off neighbors – water access, start neighbor's property at corner curb, sea wall and cost to limit flooding, D: maintenance, #1 but don't have gate close at dusk on fireworks night – many from all over Alameda come and enjoy, get grant for dock from DBW, keep the public property no gates, do not add ADA parking spaces not safe for pedestrians and children playing and impacts view corridor
- E: reclaim all encroached upon land including bulb out – lighting, no gate, no gate, reclaim all public lands – no pier, Towata park gets all my nickels, if built for public access barriers should be added to prevent public access of adjacent private property – for all options, E: no gates, keep the property public – no gates, currently at high tide I can launch my canoe – I do not want to lose this! maintenance, do not add ADA parking spaces not safe for pedestrians and children playing and impacts view corridor
- F: no gate, keep all public lands, do not sell access to adjacent landowners - no action better than selling, no gate, remove all encroachments – open for public access, open gate – make homeowner take tree – reclaim all land – lighting, Towata park gets all my nickels, lease but not permanent transfer, option 3 but no access gate, lease don't sell land – give us option for future, keep gate no 24/7 access, F:use revenue from lease or sale to fund more viable sites for recreation, city should keep property, no gates, keep property public no gates, maintenance

Online Survey

General Comments

- Leave it alone you are just creating terrible problems for the residents and Fernside
- 3227 Fernside and the narrow Eastshore access are sidewalks to the houses, not suitable and not worth making ADA compliant.
- Access needed for emergencies. Balance adjoining property owners' concerns with public access
- ADA accessibility needs to be a top priority.
- Add foot or overhead shower, small concrete skateboard ramp for little kids.
- Add kayak launch to proposal at Central for multi-use at one site
- Add more money to the budget. Don't shirk city responsibilities to residents. Have a more competitive bidding process where it doesn't cost a million for each dock.
- Add night lighting if not already considered, should alleviate most concerns about crime and landowners can close curtains to shield light if bothered just like we all do with streetlights.
- Against transferring public property to adjacent home owners. It is a public space. They bought their property knowing they were adjacent to a public path
- Alameda is such a special place and I think it's important to maintain these public access ways, within reason, as much as possible. I also think it's important to incorporate access to the

water, even if not a pier, a small shoreline - which can allow for kids to play, dogs to swim, kayaks to launch, etc.

- Alameda wastes too much money. I'd rather this be spent on Emma Hood pool.
- Any "transfer" must be a purchase at fair market value.
- Are parks open to hot dog, tokens, bikes vendors?
- As long as the public has access, I'm happy.
- Budget for maintenance is important. Does City have $ in annual revenue budget? Parking, congestion studied? Can $1m be used for anything else?
- Can’t do this part on my phone
- Charge a decent amount to the affluent encroaching neighbors with their pools and docks and BMWs using the public path as their driveways and who have taken the property that rightfully belongs to the city's population, and use that to fund the other parklets.
- Charge adjacent properties for encroachments to increase budget for public access.
- Concerns about rise in crime, if pathways are emphasized. Also concerns about antisocial behavior and property damage.
- Creating public access is critical and hopefully one day will lead to a full loop around the island for a healthy and happy community.
- D and E are the two most prime locations. One should be fully retrofitted (ADA access) and we should do nothing with the other one until we have more funding.
- Definitely take the access back at Meyers. The homeowner should have never had sole access.
- Do not give away public access to adjacent homeowners!!!
- Do not reward entitled property owners who are stealing public land!
- Do not transfer ownership to adjacent property owners or you close the door for any future solutions.
- Don’t want to add amenities that would encourage non neighbors use
- Don’t want to say one of the side in the residence. You should be dividing access so people can
- Don't give away the land. Even if nothing is done about it now, we come up with another idea for future use.
- Don't give away the public shore!
- Eastshore has great access. We go there regularly. Believe developing Fernside lots is waste of money. Would much prefer the money spent on Parks that are more in use. Rittler park could use the money to improve the sporting fields where the kids play soccer and baseball
- East shore fishing pier and kayak launch not feasible because of tidal mudflats!
- Eastshore access points are better developed, shorter for security purposes, and have fewer property issues with neighbors to resolve.
- Fiscal responsibility.....the city cannot afford multiple large projects. If water access is truly desired, it needs to be at Eastshore/Liberty. Everything else should be maintained as is, lightly developed or disposed of to adjacent property owners.
- For public safety and to avoid nuisances from loitering these pathways should be closed. People can enjoy the water view from more public and monitored viewpoints.
- Get rid of the public access and transfer to property owners
- good progress since May 2017
- Hooray kayak launch!!! Thank you for finding these gems.
- Horrible survey

- How much does the controlled gate access add to the budget? Neighbors can notify police if after hours rules are broken. Also, I feel strongly that at least one access point (Central?) should remain open last dusk for fireworks and night sky gazing. Again, if users (including teenagers) become too loud, residents can notify police per city noise ordinances.
- How much would a lease of the properties bring the city? Don't sell the paths to private property owners!
- I actually have no idea if I stayed in budget - the numbers didn't match the dollar amounts
- I am mainly concerned that no property be transferred to the public and am willing to forego current improvements in favor if that.
- I am opposed to spending any $$ on this and the one current access point that is well paved is more than sufficient.
- I am opposed to these paths being transferred or leased to the property owners adjacent to the paths.
- I believe public access to the shoreline is very important.
- I believe we have enough access to the water nearby. It would be nice to make sure other access paths stay clean and safe. I wouldn't mind if a few more benches is added to some of the access paths.
- I definitely think access needs to be restored to what was originally envisioned in ALL the areas. Thanks.
- I do not believe all the options are on the table. Why are there options that only have a gate and no free access or access and a pier? Why not one with access but no pier etc. It seems that by limiting the options, you push the results towards privatizing at least some of the paths.
- I do not think rewarding bad behavior is appropriate. This is public land and should stay as such.
- I don't personally do water sports like kayaking now, but may in the future and I would like to preserve access. I would also like to preserve access for walking with my leashed dog, and sitting on a bench by the water.
- I feel the money can be better used for other area in Alameda. Do we really need more fishing pier or public access area? Once improvements are made what are the cost to Alameda to maintain these areas. Who is going to pay for the upkeep when the trash and garbage pile up? When the fishing pier need replacing?
- I greatly appreciate access to the beautiful bay. We walk or ride bikes. Please keep our access open.
- I have enjoyed the pathways along Eastshore since I was a child--over 50 years now--please don't change them! The others I have no real opinion about.
- I have gone to these pathways for my entire life and always enjoyed them. I understand that the property owners do not like them, but they bought their homes knowing that they were next to the pathways. I feel that at least one pathway should have an area to launch a kayak. There are many areas in Alameda for fishing and I don't feel it is necessary to add fishing to these wonderful pathways. Access to the water should be a right not just for the few who are fortunate enough to open homes there.
- I live on Eastshore and enjoy our current amount of access and am concerned that if the area is developed our quiet little neighborhood will not be quiet anymore. I fear there will be less parking and that these access points will provide more traffic from over the high St bridge or

places for misbehavior/dangerous activity to since there are already incidents and burglaries happening. There is also development on other areas of Alameda that can better accommodate the increase of traffic (people and cars and kayaks, etc.). We bought on Eastshore because it was a beautiful quiet end street (besides school traffic at the beginning and end of school only so is manageable) and now that may change.

- I must take this opportunity to strongly disagree with 'giving' homeowners additional property which was likely never part of their purchased property line. I realize it will take budget and long term maintenance for these pathways to remain which is why I defaulted to the lowest cost overall and do not support spending on excessive items like a pier. I find this a 'nice to have' opposed to a must. Closing a space for 15 years; I find this appalling and certainly not appropriate to now just buckle and give this property over. They get rewarded for not abiding by the local laws of property access points? Further, I am a contractor myself and find the estimates slightly outrageous to have work done for the city. Those costs are extremely high. Perhaps the published rates are top of the median in case budget runs over.
- I never knew about some of these access areas
- I object to transferring public land to private use
- I prefer keeping all as is or lease/sale back to adjoining owners. I'd prefer spending the money on access by the Bay Farm Bridge on both sides of the canal.
- I strongly object to the idea of gated access and parking. I don't understand exactly how that will work but it seems to me that it will detract from aesthetics significantly as well as reducing openness and space.
- I think 1 million dollars is an inadequate budget for shoreline access and transferring property to adjacent property owners should be avoided. If one of the lower cost options is not feasible today because of cost, it could be feasible at a later date. I think all available land may be needed for responding to sea level rise and climate change, so there is not good reason to abandon city-owned property that may be needed for construction access, staging, or project implementation. Depending on future shoreline adaptation options along Fernside (which will be challenging), the shoreline area may change dramatically here making the public access options more or less attractive. There is no reason to be short sighted in your current options. Things about a very long-term (2100) planning horizon and not just immediate shoreline benefits.
- I think most the pathways should be sold or leased to the adjacent homeowners. Several pathways could be improved minimally with seating and improved pathway. This budget does not address maintenance, security and cleaning. Given the current concerns about Alameda's infrastructure upgrade costs it seems ill advised to take on increased maintenance obligations.
- I think the construction costs are quite high. I would recommend starting with the most attractive options and then getting bids. Also, it should be considered to do some of the work now, and some later. The idea that we need to complete it all at once does not seem necessary to constrain the projects.
- I think the public access paths are a highly valuable asset to the residents of the east end. I think all 6 should remain open for public use, or be reopened to the public, as the case may be. I do not think any of the 6 should be sold or leased to adjacent private property owners. If there isn't enough funding for upgrades for all 6, I am fine keeping them as is (this is preferable to selling to adjacent owners). I don't think the adjacent owners should be rewarded for encroaching on public land. I don't understand why this has been allowed to go

on for so long (i.e. installing gates, using path as driveway. In summary, please keep all 6 as is, or upgrade to the extent of the budget. Thank you.

- I think this public access is important and valuable for the community
- I would think that this doesn't all have to happen in one fiscal year. I am an avid kayaker, and would love to have more places to launch, we are a boating community after all.
- I'd rather keep improvements minimal, with more access points, than reward "squatters" and never be able to make those passages effectively public again.
- If owners are given the option of taking title they should have to pay market value and I am not in favor of them getting title to any property.
- In general pathways should be public but the few that have garages homeowners should still have access
- In the event of an emergency I want to know each of these are open to the public. We won't be able to get off the island via bridge or tunnel with the traffic.
- Increase budget and retain for public use
- Is there any income to be made from leasing or "transferring," aka selling, the property to neighbors? Is there any funding to be found in the future? I would prefer to see at least ONE kayak/boat launch park, and maintain as much public access at the other as possible, with future plans to develop them into boat launches. People are moving to Alameda to be near the water and water sports, so we need to cater to that. It doesn't all have to be with this project, but could also be with future intentions.
- It make sure more sense to keep B a pedestrian/overlook, give C the fishing pier, and make D the kayak ramp with E staying close to what it already is.
- It would be a shame to lease or give them to the neighboring property owners. They have been owned by the city and should be maintained at all cost to free use by the public. If extra funds are necessary, we should host a fundraiser. These access points are vital to the equity of enjoyment of the waterfront by ALL of our citizens.
- It would be nice if the access point at Liberty had a wall that you can sit on. Many people gather to watch the fireworks and so sometimes there can be 20 people there at the same time.
- It's a shame that these waterway access points are not made available for everyone to enjoy.
- Just because the owners closed off access for so long does not mean they should be rewarded with the property, they should be fined and the path should be opened to the public.
- Keep all public access. even if minimal upgrades
- Keep them public!!!!
- Leave them OPEN to the public. I moved from Hansen St last year and used 3 of these parks all the time, daily on dog walks.
- Limit access to regular park hours (dawn to dusk)
- Maintaining several at current state plus undertaking a bigger project (including a kayak launch!) on Fernside and one bigger or two smaller projects on Eastshore seems like a really smart, balanced approach.
- More options to choose from, not impressed with these ideas. Never transfer to private owner!
- My main concern is that the report and recommendations do not really take into account the additional cost of ongoing maintenance, insurance, police enforcement as there is the possibility that homeless encampments could spring up which also leads to additional costs of

creating new city codes, parking is challenges along Fernside and the cyclist already complain when people are taking up the cycling lane, seems like fishing is a nebulous benefit since recommendation is only to eat one fish a year from the estuary, I also worry about lawsuits against the city or including the city when something goes wrong concerning any of the neighboring properties which could include the possible litigation costs of having certain property owners removing their improvements on these public lots. One million dollars doesn't go very far in the grand scheme and will be interesting to see how many Alameda residents are actually interested in using these parklets. I think another option that should be considered is partnering with the region park across the estuary as they have a modern facility already in place and possibly a space could be improved for the residents of Alameda. Realistically putting money toward repaving Tidewater would make us all happy when traveling to the park.

- Need to consider how improvements will attract people with little to no scruples like some of the homeless and some fisherman. See the parking area next to A1-Storage on the Oakland side of the High St Bridge for reference.
- No Alameda Park Property should be given to homeowners. If the owners are interested in using the land not needed for public access, they should be able to PURCHASE it at current property value. Otherwise, it should be kept by the city indefinitely.
- No gates, open space should be open
- None of these should go to property owners (at least without property owners paying FMV or close to it). Please fix the budget portion - I had idea how to actually enter numbers there (budget amounts were in 100Ks, acceptable entries were 0-100. I used percentages.
- Ok
- Ok to keep as is unless any development will help with potential future flooding issues. The neighborhood does not seem to be able to accommodate an increase of foot and vehicle traffic.
- Once the land is given to private owners, the Public will (likely) never get it back. Little improvement in all initially in some is better than massive improvement for few with private transfers. Consider bike lock racks.
- Open access to ALL currently public land - remove ALL encroachments at all six access ways and add public assess signage at Eastshore & Meyers
- Open all and make all safe for public access!
- Our quaint town of alameda has many gems and treasures. These accesses are one of them. I support keeping these open, not spending a ton of $$ making them ADA complaint as that's just not serving the majority. Suppressing this benefit from the population due to excessive costs to allow for ADA parking is just not serving the greater good. Not everything in this world can be for everyone. Travel the world and we will see this is reality. We have made great strides here in CA. We are making a mark but worldwide it's a grain of sand.
- Owners that illegally encroached on public land should shoulder part of the cost. The property lines have been the same since they purchased their properties.
- personal watercraft launch should be somewhere centrally accessible, views of manufacturing plants vs bay should be considered for viewing areas, areas inaccessible to water (runoff area and rocks) should be have fewer resources than larger more accessible parklets
- Please consider improving connections btw Lincoln Park and the access points, and adding signage to raise awareness that the access points exist.

- Please do not use any additional funds for this
- Please fill the concrete barrier holes (parking barriers?) at the front of Central park ASAP. My leg got trapped, I fell and almost broke my leg there.
- Please keep access open to public.
- Please keep ALL the pathways accessible to the public with some improvements for ADA access and in NO case should there be controlled access. Keep Public Access to our shorelines open to the Public!
- Please keep them public.
- Please maintain the public access to public lands! Don't close our access!
- Please make sure that those neighbors who chose to maintain or at least not encroach on public land are rewarded with good outcomes, and that those who chose to encroach, or to take over as driveways, or to fence off public land are forced to bear the costs of their overly aggressive behavior. Let's reward good behavior; thank you.
- Prevent access @ night
- Priority number one is that all these pathways remain public lands! We can get more funding later, but we can't get back land lost to private owners.
- Promote access of these little know water accesses & keep them public.
- Public Access is important!
- Public access should be maintained at all costs; it is reprehensible and a sign of total mismanagement that F has been closed off to the public for 15 years.
- Public access should be maintained, and the budget should be allocated such that access is maintained and then if there is additional money, follow consultants recommendations for beautification improvements
- Public access should remain public. Transferring to private individuals and interests is not acceptable practice. Put my tax dollars to work and keep alameda open to all its residents.
- Put the money into the Central option
- Rather have a kayak launch at Fernside and High Street. I have a preference against fishing and prefer a launching location.
- Respect, safety and privacy.
- Restoring our shore access will be a major improvement to our neighborhoods. I think it is critical to maintain what we currently have, and not concede public lands to the homeowners that have been taking advantage of their neglect, furthering their neglect. I would love to see a kayak launch on both Fernside and Eastshore.
- Retain full public access at all points. homeowners need to cover cost of returning public land to the public
- Safety and privacy
- Safety and access control gates per park regulations
- safety and installation controlled access gates to enforce dawn to dusk regulation
- Shape up a few of these points, then use the remaining money for Alameda schools. Six access points are not necessary. Or consider selling the Tidelands Leased property to the abutting homeowners to gain more funds.
- Should be left for public view
- Shouldn't the property owners be fined for building on public property? That could be added to the improvement budget.

- Spend the $1 million on viable projects. Not on too narrow strips on land. Spend money on public recreational access at the Nob Hill / Bridgeway Center Site. The center was redeveloped for public and business viewing. The gate is locked and the business use their water view space for storage. Spend the million on a project there that has true potential to be of signification benefit for the public.
- Stop all accesses improvements
- Thank you for conducting this important and worthwhile study! Alameda Island is an absolute treasure and I believe it is so important to maintain one our greatest assets -- our public shoreline! And that public shoreline should remain PUBLIC. Alameda residents pay an inordinate amount of money to live here and deserve to have as many water access points as possible. Furthermore, it would be a mistake to set the precedent that if you illegally encroach on public space, all you need to do is wait long enough and it will be yours to keep! The $1,000,000 budget for 6 access points is absolutely inadequate. Please continue to look for ways to improve and make more accessible our wonderful public spaces. Thank you!
- Thank you for this process, I appreciate being able to give public input online since I can't attend one of the meetings.
- The $1M received from the Tidal Canal transaction was meant to cover the administration cost of the transfer. If the CoA wants to spend on infrastructure there are more urgent projects that need funding (road repair). The accesses have not been further developed since their formation nearly 100 years ago for good reason. Increased access will negatively impact the neighborhood (especially the deep narrow ones) with increased crime. There are plenty of better fishing/launching/viewing accesses available.
- The budget calculation program did not allow spending of more than $100 per project.
- The budget part of this survey is ridiculous
- The choices for use are not inclusive enough. If I wanted a path, I might also want a controlled gate, for instance. The notice for East Shore owners is very short, Fernside has had a year to think about what they want. East Shore gets a month. Not good. East Shore Home Association has not been notified
- The city ABSOLUTELY should NOT transfer or sell any of this publicly owned property to the adjacent property owners. The city needs to maintain ownership of 100% of this property to preserve its access for the community and general public. There can be a long term strategy for doing this, such as leasing/licensing to adjacent property owners for a short period of time so they can gradually remove their encroachments. Regarding budget and available funds, it is a fallacy to say there is only $1m in available funding for all of the improvements - the city has a $93m general fund annual budget and has the resources to address all the needs and improvements at all six pathways.
- The city has not maintained (trash, vandalism, cracked pathways, weed landscaping, etc.) the 2 "developed" "parklets" of the 6 areas described) where is the new money to do that going forward going to come from? If the city cannot maintain what is already there, how can it propose adding more without incorporate "running cost"?
- The city should not transfer any public property to private property owners. The public should have access to all public access pathways.
- The east end of our beautiful island needs a first class and safe location to enjoy the water. None of these abandon pathways can be converted into what the citizens of Alameda want and deserve. Instead of dividing these funds over 6 locations they should be pooled together

to create a location that has everything. Adequate parking, gated, lighting, camera for security and can be easily patrolled by the police even without having to park, get out of their patrol car and having to walk down an alley like pathway to see what activities are going on down near the water. Before spending good money into locations that could become ignored and abandon for decades again, Towata Park could be that perfect location and a blank canvas to create that first class water access location that the citizens at the east end deserve, need and really want.

- The Fernside B pathway is too close to the bridge to have a fishing pier be useful, but a pedestrian access and overlook would be nice. Fernside C is likely most suitable to have a fishing pier. Eastshore A, at Liberty, is likely best for a kayak launch since there isn't existing encroachment from neighbors and it would be easy to modify for car and trailer access and parking. Eastshore B is already in good condition due to the neighbors keeping it accessible, so not much change is necessary there, and a large pier would likely just interfere with the Marina anyway.
- The paths should definitely remain public as they provide access to our coast which is something that should be accessible to everyone, not just those who live there. Also the paths should be marked public since many of them look like private property.
- The pathways are one of the pleasures of Waterside Terrace. As a youngster it was always nice to walk down one of these paths to enjoy the pleasures of the water, shore birds and just watch folks out rowing, sailing or skiing. It would be sad to let the accesses be taken away from the neighborhood.
- The pathways belong to the public, regardless of what has transpired in recent years. They can't be used if people don't know they exist or if they are intimidating to access!
- The property should remain public access!
- The three public land Fernside bulb outs that are currently illegally fenced into neighbors backyards, need to be returned to the public. These rich homeowners never bought that land, and have never paid property taxes on that land. It is land stolen from the rest of Alamedans, who are prevented from using it by illegally placed fences that fence that public land into the private homeowners personal backyards. Return the public waterfront land back to Alamedans!
- There are so many higher priority issues happening in Alameda right now that, for the city to spend any more time on these pathways past this input period, it is a waste of time/resources. I hope the city takes reasonable resident feedback and closes out this issue, finally.
- There needs to be at least one kayak launch since there is not one currently for the public on the East End. Crown Beach does not count. A launch = a ramp or a floating dock.
- There should be more kayak and sailboard docks
- There should be no transfer of access pathways to adjacent property owners. Many people or groups would be interested in bidding on these rare pieces of land. Sale is a last option however.
- These access points are local treasures. Please keep them public.
- These access points belong to all residents, not the homeowners. We and our future children have a right to continue enjoying them
- These belong to the public. I want public access with no controlled gate access. Any property owner that has infringed on public property should, at their own expense, reroute their access onto their property. Do not lease or transfer any public land to private persons.

- These belong to the PUBLIC. KEEP THEM THAT WAY.
- These pathways were originally intended for fire/water access. The paths are too narrow on Fernside for public recreational use.
- These public access points are not maintained by the city or monitored by the city. There are people who frequent these areas that are doing drugs and disturbing the neighbors to the access. If the city isn't going to provide for the safety of the neighbors, and not going to monitor these access areas, then they should be transferred to the neighbors. I am on the shoreline in Eastshore. I lease out into the water. I DO NOT want random people walking behind my house. I don't want to be liable for anyone getting hurt. I have people periodically walking along the rocky shore. It isn't safe. I don't want them there.
- They are a great resource and with a bit of clean up should be enjoyed by the community
- They should remain public
- They've been public access before the people moved in, so they should remain public access. Noting fancy, but just the basic access only.
- This budget game is BS, the numbers in the bar make no sense? Please provide clear instructions. Governing is not a computer game, is this not the job of our elected officials? DO NOT give away public land.
- This is a ridiculous way to spend $1,000,000. I can't imagine that the public use of these areas is high. If people want to launch a kayak, they can use crown beach, south shore, grand street boat ramp or any number of other options. How about using the money to repair more streets and sidewalks in Alameda?
- This is public land. Don't give it away to homeowners who have encroach on our land.
- This land was given to the city for a purpose. It's not in the community's interest to change that just because it hasn't been a priority in the past.
- This part of the survey was confusing. The park at the end of Central should be maintained as is. The park at Liberty should be upgraded. The rest sold to the adjacent property owners.
- This situation is a critical opportunity for the City to reflect on its values as a waterfront community, while simultaneously raising a number of important questions: What is the value of providing *all* residents with waterfront access? What are the costs of privatizing waterfront space, which will never be accessible by the public again? Is the $1,000,000 cap from a single revenue source the true cap for the cost of this project, or might there be other resources to draw from to support public access to our community's natural resources? What biases did the consultants bring into the project, and why were definitive recommendations made PRIOR to obtaining community input on the information they discovered and presented? Knowing that this most certainly cannot be a unique situation, how have other communities addressed similar situations, and what can we learn from their handling of these matters?
- Those costs are insane.
- Traffic, parking issues, and noise in our quiet neighborhood are unacceptable. Spend the money on Lincoln Park.
- Under no circumstances should any of the public access pathways be leased or sold to neighbors.
- Under no circumstances should private owners get those bits of public access. That's not OK.
- use funds to improve security
- Utilize state park/resource bond funds to make improvements

- Want to paddleboard earlier and later than 6AM/PM.
- We appreciate your efforts to preserve access the kayak launch would be superb.
- We can do all the amenities and spread them over several years with future funding without giving away public property.
- We should not sell our public park/water access to neighbors! Those are public access ways that some have wrongfully taken over!! If we must stay within 1 million, put in public excess & ADA access with sitting area in each, for now. With plan for improvements of piers, kayak areas and fishing areas in the future. With security please.
- We should not transfer any public property to private owners, even as a lease.
- What does the BCDC have to say about all this?
- What is the point of living on an island in Alameda, surrounded by water, and not having excellent access? The island will only be improved by having access to the water for water sports. Why turn our backs on this treasured asset? The plan should be to start with the 2 that will have kayak launches and phase in the others every fiscal year until they are all completed to give the public the best access. The homeowners knew they were buying properties next to public access paths. We have let them deteriorate and ignored them. Don't just keep them, improve them!
- When my parents owned property on Fernside and my grandparents owned their house at 1436 Eastshore those areas always were public access. I want it to stay that way. No one has the right to fence it off.
- Who is responsible for providing privacy/security for adjacent property owners
- Why do public spaces need controlled access gateways? Leave them public and do minimal improvements for access and usability. Eliminating this cost and the expectation of ADA on all spaces would be of benefit, with one space maximized and a second at minimal improvement.
- Why does everything cost so much? I'm from Oregon and we do things much more economically. California governments get ripped off at taxpayers' expense.
- Why not try to create revenue from these public pathways? (Example: kayak rentals). Also, why do you offer all of the options, and then at the end show us the budget when all along the options were unrealistic to start! Obviously, the City needs a LARGER BUDGET for this, or not dangle so many carrots in front of us.
- Why would the West End take a homeless shelter if the East End won't even allow public shore access?
- Why wouldn't you make access on "mount trashmore" with a dock and parking at the model airplane field?
- With the exception of Pathway F (@Meyers), I would like the pathways to remain public and as open to public use as possible. I believe improvements including a kayak launch and overlook would be most appropriate at the Liberty Avenue pathway. I would prefer the Central pathway to stay just the way it is, although an overlook for firework viewing would be a nice addition.
- Would like to see the cost breakdown of the 750K
- Would want to be sure access to adjacent homeowners' yards/properties is prevented during low tide as I have seen a robber try to access via Eastshore/Central pathway
- You have put together a good report. Thank younger your openness and your effort
- You should take pictures of the other side of these walkways, which shows many don't open up to useable area. Use the $1,000,000 to fund transportation projects.