



**San Francisco Bay Area Water Trail
Implementation Meeting #13
March 6, 2015**

Meeting Summary

Attendees:

Project Management Team (PMT): Ann Buell, Ellen Miramontes, Laura Thompson, Jared Zucker

Future PMT member when Buell retires: Dick Wayman (Conservancy)

Water Trail Staff: Maureen Gaffney

Advisory Committee (AC): Julie Bondurant (alternate), Tom Boone, Cat Burns (phone), Ted Choi, Lynn Cullivan, Cecily Harris, Jennifer Heroux, Paul Nixon (alternate), Wendy Proctor, Kevin Takei, Penny Wells, Laura Wilson

Stakeholder Group and Guests: Nicole Avril (San Francisco Recreation and Parks Department), Matthew Fettig (Vallejo Marine Terminal), Paul Kamen (CDAWGS), Amy Hutzler (Conservancy), Monica Melkesian (Build, Inc.), Ralph Mihan, Jackie Omotalade (San Francisco Parks Alliance), Nancy Peake (Marin County Parks), Fran Sticha (Bay Access), Susanne von Rosenberg (GAIA), Marcel Wilson (Bionic Landscape Architecture)

Facilitation: Ariel Ambruster, Center for Collaborative Policy

Welcome, Introductions, and Agenda Review

Buell welcomed the group. Introductions were made. Of note, Dick Wayman of the Conservancy will replace Buell when she retires (before next meeting). Gaffney, of ABAG, will supervise new WT Planner and work part-time on WT. New WT Planner to be introduced at next meeting, June 12.

1330 Broadway, 13th Floor
Oakland, California 94612-2530
510•286•1015 Fax: 510•286•0470

Buell Meeting will focus on two items: India Basin Shoreline Park (seeking input on planning for NMSB use) and Black Point Boat Launch site designation. Will also provide update on some of the milestones that the Water Trail Program has achieved since the last meeting.

Ambruster Reviewed the agenda and ground rules.

Updates and Announcements from Project Management Team, Water Trail Staff, and Advisory Committee Members

Buell: I am retiring in late spring. This is my last Water Trail meeting to lead. A big thank you and acknowledgement for all the help, input, and more that Advisory Committee and PMT members have provided over the years. Some Advisory Committee and PMT members have been participating since 2005, which was the beginning of the planning. They are: Penny Wells, Cecily Harris, Ted Choi, Barbara Salzman, and Laura Thompson. The following Advisory Committee members have been serving since 2011: Lynn Cullivan, Tom Boone, and Jennifer Heroux. The participation of the PMT has brought a lot to the Water Trail; each of the PMT members have brought the skills and perspectives of their agencies. Ariel Ambruster guides me on process and transparency, keeping me on the "straight and broad." Susanne von Rosenberg has been a valuable help with the final EIR and the Accessibility Plan. Jack Judkins provided important legal support for both of those documents. Amy Hutzel, my supervisor, has been super supportive. And Anna Schneider has been making the meetings happen since the start. Dick Wayman will take over for me.

Could not have progressed as far as we have without the Water Trail Accessibility Subcommittee. We learned so much from them; none of them are here right now, but we are so grateful for their time, dedication, and input.

In other news – The Coastal Conservancy is applying to ABAG for Priority Conservation Area designation for the entire Water Trail program. Designation application is due May 30. The Bay Trail and the Ridge Trail are already designated and have received funding. If the Water Trail receives PCA designation, all Water Trail sites would be eligible for federal funding. All counties and many local jurisdictions have issued resolutions in support of the Water Trail receiving this status.

There are many potential Water Trail sites in the designation pipeline – some near term, some a little ways off. The Berkeley Marina and the South sailing basin, Candlestick Point, Hudeman Slough, Cuttings Wharf, Cullinan Ranch, East 3rd Avenue, Point Pinole Regional Shoreline, and Petaluma Turning Basin.

Wayman: Know I have a lot to learn, will be looking for help from all of you. I'm grateful for Ann's excellent records.

Thompson: Let me be the first to thank Ann. Every 25 years or so a new regional trail is created. Ann with her dedication, passion, commitment, and excellent leadership is making it happen.

Miramontes: I am thankful for such a solid structure and system for implementation of the Water Trail. The Water Trail should be able to move forward smoothly, and unfold and grow with the great structure that Ann has put in place. I have greatly appreciated Ann's attention to detail, her persistence (for example in making the Accessibility Plan happen), her dedication to involving the whole team, and her clear and thorough communication. We will miss her leadership. To celebrate and acknowledge Ann's contribution to the Water Trail the PMT will be hosting lunch after this meeting. Everyone is invited.

The Treasure Island team came back for the BCDC Design Review Board review. I'm happy to report that they really listened to suggestions made by the Advisory Committee. Particularly at Clipper Cove – they are including a path from Treasure Island down to Clipper Cove. That will help people avoid having to use the stairs. They are also proposing a winch lift to lift and lower kayaks or other small boats adjacent to the stairs. They are also including some fun elements, one of which is a proposed human slide next to the stairs.

Blue Harbor (which was Pete's Harbor) is moving the proposed water trail access point to the inner harbor from the outer harbor. Don't know exactly where. Encouraged them to put it near the gangway. The old location was very far from the gangway. It is still in design.

Thompson: Would like to introduce Maureen Gaffney. Maureen is the senior Bay Trail planner for Marin, San Francisco, and the North Bay. She will be supervising the new water trail planner and will serve as my alternate to the PMT.

Hiring of the new water trail planner is in progress. An application solicitation was put out in January and 40 responses were received. The first round of interviews has been completed. We are about midway through the process. Expect to have new planner on board by late March or early April.

Zucker: I have been on the PMT for about one year. In that time have observed Ann's passion, and depth of knowledge which is truly exceptional and not often found. Should be replicated more often.

California State Parks Division of Boating and Waterways is redoing the state-wide boating needs facility assessment for both non-motorized and motorized

boats. The division will also be developing a recreational boating opportunities map. There have been frequent requests for this type of map.

The Division of Boating and Waterways is closing out its improvements at Coyote Point (a grant-funded effort). The Division is also funding planning at Encinal [Launching and Fishing Facility] (City of Alameda) and possibly for construction of an accessible ramp. Facility is redoing their parking lot and ramp. DWB is also funding the non-motorized boat ramp at Lake Merced.

Danita Rodriguez, the superintendent of State Parks, is interested in pursuing Water Trail designation for sites in the Bay Area. I will work with Danita to look more at accessibility considerations. There are issues with funding.

The transformation team (part of “Parks Forward”) of the parks board is looking at new initiatives to be embraced. I'm serving on the relevancy committee, which is looking among other things at facilities that serve underserved communities. See accessibility as an element of underserved communities.

Also want to continue to encourage everybody to engage with DWB with regard to available grants and funding.

- Heroux: Cullinan Ranch now has water in it and you can boat on it. Make sure you're comfortable with white water if you use the breaches to go from the inside to Dutchman Slough.
- Wells: Went to breaching ceremony; it was amazing to see. Have also paddled Cullinan.
- Cullivan: National Maritime Historic Park is restoring the Eva B. Will be launched April 11 from Hyde Street Pier. Not a Monterey-type boat. Everyone is invited to the ceremony. Are also re-doing our women and maritime trade in history display. Expected completion date is March 20. 2016 is the Park District's 100th anniversary. The Park District is looking for more use of and exposure of the Alma schooner. Looking for suggestions for places that you can go that she hasn't been.
- Harris: San Mateo County finished the improvements at the Western Promenade at Coyote Point last year, and are now working on the Eastern Promenade. Are approaching funders for support and will be proposing the promenade as a whole for designation. Are very motivated to have the first designation in San Mateo County. Harris is the Project Manager for the Coyote Point promenade improvements.
- Wells: SeaTrek, a non-motorized boat outfitter, lost their lease last year. They've been invited to move to the Bay Model in Sausalito. The Bay Model was never

considered as a potential Water Trail site but now has public access. Can launch kayaks and stand up paddle boards. Facility has water, changing areas, restrooms and lots of free parking.

Also in favor of designating Glen Cove Waterfront Park. Not a terribly appealing site, has pebbly beach and small parking lot, but it is a location where the Bay Trail, Ridge Trail and Delta Trail all come together. If Water Trail is added would have all four trails come together in one location.

Have been working with Ann from the get-go – for 10 years. I agree with everything everybody has already said. We've become pretty good friends over the past 10 years.

Takei: Point Pinole is still working on the access design. Ferry Point is in the process of undergoing a land-use plan amendment (for the whole Miller – Knox Park). As soon as that is done the ramp to the beach will get put in.

Big Break – A naturalist working there has expressed an interest in doing some enhancements. It's located near Antioch Dunes and is a hub that connects the Water Trail to the Delta Trail.

Boone: Thank you, Ann, so much for your leadership; it has been phenomenal and inspiring. The Coast Guard has had four rescues this year so far of non-motorized small boats. That's pretty low for a mild winter. A rower ran aground in Alviso Creek, there was a rescue at the Golden Gate Bridge, a person in the water in Sausalito and a capsized boat at Coyote Point.

Choi: Have a question regarding the incidents: Were they weather-related or just random? Would like to know the cause.

Boone: Don't have the specifics. Will look into it.

Mihan: City of San Rafael entered into a lease with Terrapin restaurant. Restaurant will include a launch ramp and low freeboard dock, canoe slip and paddleboard railings. San Rafael Yacht Club also has a lease with the City. The lease requires their dock to be open to the public. They just put in a low freeboard dock. At Loch Lomond Marina the developer is putting in a natural sandy beach launch, and adding stand up paddleboard railings.

Fettig: Am representative of Vallejo Marine Terminal. Vallejo Marine Terminal is taking out an old Gold Medal Flour factory and putting in concrete factory. As part of redevelopment we are proposing to put in a new launch at the Vallejo Marina. There's dilapidated access now in the area we are looking at. We would remove some boat slips in an area of the marina that has silted in. Would remove part of

an old pier, and provide a means for getting through the breakwater. Would leave most of the old breakwater, to have a calm launching location.

There followed discussion about the specific location of the proposed boat launch. Planned location is at the very north end of the waterfront just south of the Mare Island Bridge.

Miramontes: She recommended that Matthew Fettig attend the meeting today to learn about the Water Trail.

Buell: Accessibility Plan was adopted by the Conservancy board at their most recent board meeting. Would like to acknowledge the Accessibility Subcommittee. Their participation made a huge difference. Ellen Miramontes has also been an ardent supporter.

The Water Trail has a process for going back to sites that were conditionally designated to verify if they've met their designation conditions. Pleased to report that McNears Beach has met all of its designation conditions. It just needed to have the Water Trail identification sign, the Water Trail educational sign, and the beach mat to be installed. Staff added language to the educational sign that indicates that the south side of the park is a workable launch point at all tide stages. This compares to the north side, where the beach mat is, that only works well at higher tides. Would like approval to fully designate McNears Beach.

Ambruster Asked for any objections and comments. There were none.

Since there are no objections or comments, this site is now considered fully designated!

The Project Management Team decided in favor of full designation for McNears Beach.

Also wanted to provide an update on the City of Suisun City designation status. There were unanswered questions about site use, and enforcement of wildlife regulations on the water. As a result Water Trail staff added 25 more questions to the information gathering questionnaire for site designation. The questions address such items as number of users, who is enforcing environmental laws on the water, etc.

Nancy Peake, with Marin County Parks, did the first new questionnaire. She had answers for everything. Think you will like the new format [of the Site Description report] and the more extensive information.

Conservancy will also do everything we can to get the word out on the Accessibility Plan to everyone. This includes other Water Trails, landscape architects, etc. As far as we know it's the first of its kind. All of your hard work is being publicized.

Presentation on India Basin Shoreline Park (San Francisco Parks Department)

Buell Now would like to introduce the two people who are going to present information on the proposed Park development at India Basin: Nicole Avril with San Francisco Recreation and Parks Department and Monica Melkesian with Build, Inc.

Avril: We are excited to be here to present the concept for the India Basin Shoreline Park and to get feedback regarding non-motorized small boat access at the proposed park. Marcus Wilson with Bionic Landscape Architecture will also present a portion of the slides. San Francisco has four great legacy parks: Golden Gate Park, Crissy Field, the Presidio, and McLaren Park. But none of these are in the southeast portion of the city; in fact, there are very few parks in the southeast portion of the City.

India Basin has 1.5 miles of shoreline; that's the same as Crissy Field and McLaren Park. Seven properties make up the Shoreline, six are under development. They are all at different stages of development, and the City wants to do coordinated planning. The site is roughly in the middle of the Blue Greenway. The Blue Greenway is a 13-mile multi-use path all along the east side of the City. For the most part it runs along the water. The seven properties are shown on the attached slide (see Slide 1).

M. Wilson: One of the challenges with the area is that it is a post-industrial waterfront that is not designed for people. The India Basin Open Space portion has a 5-acre mitigation wetlands that is failing. The plan is to keep some aspect of the mitigation wetlands wild character into the future but incorporate part of it into an active activity area with new programming. That might include trails to educate people about the wetlands.

Features that Recreation and Parks would like to see at India Basin are trails, a beach, and non-motorized small boats/human powered water activity. This park would have a different character than other parks that provide a natural environment. The plan is to provide opportunities for gathering spaces and also for small food vendors for example. The small-scale commercial opportunities would provide a ladder of success for small businesses.

Melkesian: The City is really still studying water access. The work is at an early stage; for example, we're working to understand sedimentation conditions and similar factors in the area. We are at this meeting because we're interested in feedback.

M. Wilson: India Basin is very shallow. Are particularly interested in what we know about non-motorized small boat access and shallow water.

Avril: 900 Innes is the schooner building site. This shipyard started in 1875 and was operational until the 1990s. Want to highlight this historic feature. Are planning on building a full service, world class facility. This is the only Recreation and Parks property that has formal waterfront access. It will connect to adjacent properties as well. The historic shipwright's cottage on the property will be retained.

The whole area has challenging topography. Part of the plan is to improve access to the park, including from the housing projects up on the hill. The area is a brownfields site. Parks and Recreation studied the possibility of restoring the wetlands.

The India Basin Shoreline Park is intended to include a playground, picnic area, passive recreation, and an informal non-motorized small boat launch.

The area is underutilized, and not connected to the surrounding neighborhoods. It's hard to get down to the shoreline from the hill. They would love to find locations for waterfront access that would not require regular dredging.

Ambruster: Are now going to take comments from the Advisory Committee and then the PMT.

Wells: There is a great deal of mud in San Francisco Bay. People in non-motorized small boats only get stuck once, then they learn to use tide tables. The role of the Water Trail is to educate people.

Harris: It sounds like a great project. Will there be access for people who are not San Francisco residents?

Avril: Yes, we would love for it to be a regional destination. Have also talked to some folks at the history expo in San Francisco -- there's a small organization interested in having a boat staged here.

Cullum: Have been told that Maritime historic Park cannot pull up to the pier, but would love to do an educational program there, bring in the Alma.

Proctor: There are no organizations that are part of the disabled community on the stakeholder list. Need to consult early for effective design.

Heroux: Concerned about impacts to wildlife. Project needs to consider the effects of opening up the wetlands to public access, even if it is a failed wetlands. Need to

consider the user groups that may be out there. Am very interested in hearing what is being done to address this concern.

Kamen: The only way to get low-cost access to water sports is to have a nonprofit club or co-op. Even concessionaires are pretty expensive. That could be a great role for the Conservancy, because it requires real estate set aside - an initial acquisition grant.

Avril: Recreation and Parks is committed to providing low-cost access set-aside.

Kamen: It's not apparent in the plan.

Melkesian: Are at the start of planning; will definitely consider.

Wells: There is less mud at some launch locations; she will give locations to Recreation and Parks. The Navy rip-rapped three of the best beaches in this area. Question: does BCDC have any jurisdiction to get some of the riprap removed?

Miramontes: BCDC would work with Lennar on public access.

Melkesian: That area still owned by the Navy.

Avril: It was called Bucks Beach.

Wells: Sees the possibility of a boatway from Sierra Point to Candlestick to India Basin to Pier 62. Currently the Water Trail basically has no locations on points of land north of San Francisco Airport, and in most places to get to land you to have to paddle in a ways – quite a ways actually – up to a mile. Would be great to have Water Trail sites on points like this. It's a great location for a park – it's as valuable as everyone says.

Ted: 1) It would be great to have kayak storage (for kayak owners). 2) With respect to the mud line – as long as I can land, pick up my kayak and get into my car and drive away, I'm okay. If I get stuck in the mud I will not make that mistake again. Consider putting a road or other emergency "haul out" site in areas were mud is not so much of an issue.

Nixon: Should create access that works on a zero tide, too.

Marcel: Where are the restrooms relative to the kayak sites? Would be good to have restrooms closer to the water.

Buell: Because of the wetland restoration, Heron's Head Park has not been considered as a Water Trail site.

Miramontes: Really appreciate that Recreation and Parks took her suggestion to come to the Water Trail meeting.

Melkesian: Would like to come back in September to provide an update.

BREAK

Ambruster: We're now moving on to Black Point Boat Launch site designation.

Buell: Provided overview of Black Point Boat Launch.

Black Point Boat Launch is located on Harbor Drive under Highway 37 on the Petaluma River across from Port Sonoma. Black Point Boat Launch is in a very strategic location with regard to paddling reasonable distances and having an opportunity to get out of the water if needed. The closest nearby Water Trail sites (Buck's Landing, Lakeville Marina (Papa's Taverna), and Petaluma Marina) are relatively far away.

There's pickleweed to the north and to the south of the site. There are homes at the edge of the pickleweed marsh to the south, which have boardwalks over the pickleweed. Across the river is the Moose Boat production facility. Moose boats are small aluminum catamarans designed to meet a variety of mission-specific applications for law-enforcement emergency response and security patrol purposes.

The Petaluma River Ship Channel runs through this part of the Petaluma River, and there's good fishing in season. The site was renovated in 2007, in part with Cal Boating funds. It is in great shape. It has a high freeboard dock (boarding pier), concrete boat launch ramp, accessible restrooms with running water, soap, and hand dryers. There are two hoses for boat rinsing, and ample pay parking for cars and boat trailers, both near the launch and at a larger parking lot across the road. The site also has well-maintained trash receptacles, a sophisticated storm water treatment system. There's a gently sloping path of travel from two trailer-size accessible parking spaces down to the boarding pier. The path of travel restroom and parking appear to be well designed and maintained for accessibility. Everything is in great shape with regard to accessibility, but the high freeboard dock and boat ramp may not work for all users. The site is considered broadly accessible, and is definitely the most accessible site in the Petaluma geo-region.

There are also picnic tables, bike racks, and a fish cleaning station. There's a public information kiosk on site where Marin County Parks would be willing to post information related to stewardship and on-water environmental laws if provided by Water Trail staff.

The site is used by many different boat types. Non-motorized small boats observed at the side include kayaks, standup paddleboards, canoes, and outrigger canoes. The site is also used by motorized boats and sailboats.

The site is used regularly by the Northern California kayak anglers. Also an outrigger canoe club is thought to use the site seasonally. There are no staff on site but there is regular trash service, restroom cleaning, and routine site maintenance that occurs 3 to 4 times per week. Additional facilities maintenance is performed seasonally and as needed. There are no plans for facility changes in the next five years. Marin County Parks would consider adding some additional features that would make the site more accessible to non-motorized small boat users with disabilities if feasible, and if the features do not impact any sensitive habitat. Stewardship activities are periodically organized at the site. For example on February 8, 2015, a volunteer site cleanup day was planned.

The California Department of Fish and Wildlife patrols the site and the hunting and fishing activities near the site on a regular basis. There have been some car break-ins and vandalism at the site. Other issues include graffiti, illegal dumping, stolen property, iron ranger theft, and illegal fires. If boaters get stranded or there is an on-water emergency the US Coast Guard, Marin County Sheriff, and/or Marin County Fire Department can be called.

There are an estimated 7,000 users annually; most users are using powerboats. Most boaters using the site go up the Petaluma River. If more user data are desired Marin County Parks would be willing to periodically collect user data.

There are four potential Water Trail sites in the Petaluma geo-region: Petaluma Turning Basin, Petaluma Marina, Lakeville Marina and Black Point Boat Launch. There are no beaches and currently no low float docks or transfer systems in this geo-region. At the Petaluma Turning Basin, a nonprofit organization is fund-raising to add a low float dock, and boat and concession facility to the existing high freeboard dock. That location should eventually provide broadly accessible non-motorized small boat access for the public. The Petaluma Marina has a boat launch ramp, as does the Lakeville marina. The future of the Lakeville Marina as a public launch site is unknown.

The sites in this geo-region are relatively far apart. Black Point Boat Launch is about equidistant from Cullinan Ranch in the Napa River geo-region and Bucks Landing in the Marin/North San Pablo Bay geo-region. Cullinan, however, is not reachable directly from San Pablo Bay because Highway 37 is located between the Bay and the site. Cullinan can only be accessed from the Napa River. Bucks Landing to the south is privately owned and rustic, and at this point would not be considered very accessible.

Without this site the distance between the Northern Marin geo-region sites and sites on the Petaluma River are too great for most people in non-motorized small boats to travel. Having a resting point and restrooms at this location are beneficial for both personal safety and the environment.

The environmental concerns at the site include the location of the site in the immediate vicinity of sensitive habitat. There are known heron and egret rookeries, a secondary harbor seal haul-

out site, and confirmed presence of salt marsh harvest mouse and Ridgway's Rail (formerly California clapper rail) in the vicinity of the site. All of these concerns are addressed by existing language on the Water Trail sign and are part of the Water Trail education program.

We made contact with Karen Taylor at California Department of Fish and Wildlife, Meg Marriott at U.S. Fish and Wildlife Service, and Eric Jolliffe at the Corps of Engineers to get information on species presence.

Other potential concerns at the site include the navigation channel and hunting. Hunting is always addressed on the Water Trail sign, and information about the ship channel can be added. The bottom part of the educational sign can be modified to highlight key issues for the site. Some of the material in the kiosk is faded and Marin County Parks is willing to put in new copies. The Water Trail can provide additional information if desired.

The proposed conditions for site designation are:

- Water Trail identification and education signs installed.
- Water Trail education sign includes messages relevant to hunting; navigational safety; avoiding heron/egret rookeries, rafting waterfowl, rails, California least tern, harbor seals, and salt marsh harvest mice; and directs users to not land in marshes, on levees, or at harbor seal haul-out sites.

Related requests include:

- Update faded safety information
- Work with Water Trail staff to craft site-specific language for bottom of the education sign

This concludes the presentation. Ariel will lead the next portion.

Ambruster: We will start with questions

Heroux: Is the population of Ridgway's rail in the strip marsh significant?

Buell: Unknown at this point.

Miramontes: If people were looking at trips in this region would they mostly go up the Petaluma River?

Wells: Can answer that. It's a 12-mile trip between Black Point Boat Launch and downtown Petaluma. Used to be a great trip but now Papa's Taverna is out of business - that was a very popular lunch stop. If you travel to the south away from the river you can go to Bucks Landing at Galinas Creek. Sonoma Creek is too far and it's too muddy.

Buell: And we're not sure about Bucks Landing's future.

Choi: Is there an outfitter who really knows this region? Can we invite outfitters to provide information for the site and make users aware of them? It would be great if we could encourage outfitters to partner with the Water Trail. That applies not just at this site, but to the Water Trail in general.

Wells: There are resources in downtown Petaluma.

Ambruster: Is it okay if you share these with staff off-line? We're very tight on time.

Wells: Okay.

Buell: Was contacted recently by someone at Oyster Point Marina who wants to start a concession there.

Ambruster: Would like to present Barbara Salzman's concerns. There are concerns about expanding boat use with additional docks or transfer facility. There may be night time owl use – need to discourage lighting. Support more educational signs telling people to stay out of marsh sloughs, don't land in marshes, and how to avoid disturbing wildlife.

We will now start the general discussion. The Advisory Committee will go first with their comments, then the public. Then we will ask the Advisory Committee to narrow in on a recommendation to the PMT.

Harris: Sounds like the site is ready to go for designation. Sounds like it has great facilities and parking.

Heroux: The site is a perfect example of where the Water Trail education program could really improve ethics and behavior of people using the site. Site seems ready to go once the education sign is put up. We have lost some connectivity with other sites, but it's still great to have a place where people can get out for a break and not have to land in marshes. Have few questions in part because of the great new information included in the site description. It answered a lot of questions I might have had.

Proctor: I second what Jennifer said.

Zucker: What is the distance to Bucks Landing?

Buell: About 9 miles.

- Mihan: The dock is in great shape but it has a very high freeboard of about 2 feet. It would be great to have a low freeboard dock on the upstream side of the boarding pier.
- Ambruster: Are there any other questions or comments? Since there are no other comments or questions we are going to bring it back to the Advisory Committee for recommendation.
- Wells: Recommend designation.
- Heroux: Concur.
- Choi: Also agree with designation.
- Cullum: Concur.
- Ambruster: Are there any comments from the public? We have a unanimous Advisory Committee recommendation to designate with conditions as proposed by water trail staff. We will now move into discussion by the PMT.

The Advisory Committee reached consensus to support the conditional site designation with the designation conditions as proposed in the meeting materials.

- Miramontes: Seems like a great approach with the signs and all the other facilities. Agree with Ralph – it would be great to have a low float dock – that would create nearly universal access. Would encourage Marin County Parks to consider putting in a low float dock, maybe apply for grants. Is there a concern over capacity for motorized boats versus non-motorized small boats?
- Peake: The biggest conflict is with fishing lines and motorized boats; fishing line gets into the propellers. That's obviously not an issue for non-motorized small boats. There is no conflict between non-motorized small boats and motorized boats.
- Thompson: Also agree with Ellen and Ralph. Are we going to add extra warnings on the bottom of the sign?
- Buell: We're not planning on making that a condition but would add language as appropriate.
- Thompson: She anticipated the customization would occur for the sign. Is okay with staff developing the customize language.

Buell: Thinks that salt marsh harvest mice would be a good thing to highlight. Water Trail staff would have the appropriate Advisory Committee members review, for example, Barbara Salzman or Jennifer Heroux.

Miramontes: Tom Boone – what about a special navigational safety message?

Boone: It's mostly tug and barge traffic, nothing unique. There are also only a few tug and barge transits per month.

von Rosenberg: At Black Point Boat Launch the channel is 200 feet wide, and further up the Petaluma River it is still 100 feet wide, all the way past downtown Petaluma. There's ample room for non-motorized boats and tug and barges to pass each other safely.

Zucker: Division of Boating and Waterways would support designation of the site. Look to us for grant funding for low-float dock. Can also provide a fishing line recycling station. The Department has these available to give away.

Buell: Think the site is ready for designation with an added message at the bottom of the sign. Sounds like we have agreement all around.

Ambruster: Have conditional designation from the PMT. Now we have time for public comment.

The Project Management Team decided in favor of conditional designation for Black Point Boat Launch with designation conditions as stated above.
--

Miramontes: Matthew Fettig of the Vallejo Marine terminal is still here, if you have additional questions.

Wells: Need a map of Vallejo waterfront to get a better sense.

Ambruster: We will have the Water Trail look at looping in outfitters.

Harris: Sports outfitters like REI for example should be considered.

(Google earth was accessed from the computer at the meeting.)

Matthew: Showed location of proposed mitigation site they would improve. They would pull out old docks which are all sitting in mud but not the breakwater behind it. Folks would access the launch from land. Some dredging would be required; Vallejo Marina has a dredging permit that Vallejo Marine Terminals would like to go under.

L. Wilson: Why not create access at Vallejo Marine Terminal?

Miramontes: Can explain. Are seeking ideas for how to address public access for their very large site, which cannot have access on-site due to safety considerations. Are looking for an alternate location that would be open to the public.

Fettig: Not sure if current location being considered is the best. Another possibility is at an old breakwater south of the ferry terminal (Brinkman's Marina). A beach could be created in the corner there. Vallejo Marine Terminal would make green cement at its site.

Wells: Brinkman's Marina is pretty silted in. Would removal of breakwater fix that?

Matthew: Don't know. A local business organization is trying to get the Corps to dredge Mare Island Channel again.

General Public Comment

(No general public comments were received)

Ambruster: Any other comments?

Buell: No? Thanks everyone!

Ambruster: And with no other comments, meeting is adjourned.

Adjourn - Meeting was adjourned at 12:55 p.m.

Next Meeting – The next meeting is scheduled for June 12, 2015 at 10 a.m.

Notes – Susanne von Rosenberg (GAIA Consulting, Inc.)