



**San Francisco Bay Area Water Trail
Implementation Meeting #19
December 9, 2016**

Meeting Summary

Attendees:

<i>Project Management Team (PMT)</i>	Laura Thompson, Matthew Trujillo, Dick Wayman
<i>Water Trail Staff</i>	Ben Botkin
<i>Advisory Committee (AC)</i>	Melisa Amato (alternate to Don Brubaker), Julie Bondurant (arrived ca. 11:30 a.m.) Tom Boone, Ted Choi, Lynn Cullivan, Joy Dryden, Cecily Harris, Wendy Proctor, Barbara Salzman (by phone, joined ca. 10:50 a.m.), Kevin Takei, Penny Wells (by phone), Laura Wilson (by phone), Yiwei Wang (by phone)
<i>Stakeholder Group and Guests:</i>	Bo Barnes, Maureen Gaffney, Ted Hallenbeck (BCDC), Avra Heller (SCC), Ted Kaiman, Betsy Littell, Cindy Margulis (Golden Gate Audubon Society), Dick Nelson, Anna Schneider, Fran Sticha (arrived ca. 11:30 a.m.), Jody Stuart (Marine Sciences Center), Susanne von Rosenberg (GAIA)
<i>Facilitation</i>	Ariel Ambruster, Center for Collaborative Policy

Key Outcomes

Memorandum of Understanding with the River Management Society (National River Recreation Database)

- Project Management Team consensus decision to move forward with the MOU, with a final decision occurring at a later meeting.

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Water Trail (WT) Trailhead Designations

- Emeryville Marina (Emeryville, Alameda County) - Advisory Committee consensus guidance in support of designation; conditionally designated by Project Management Team (PMT).
- Point Emery (Emeryville, Alameda County) - Advisory Committee majority guidance in support of designation; conditionally designated by Project Management Team based on majority (but not consensus) decision (decision valid if established procedures allow for designation by a majority of the PMT).
- Shorebird Park (Emeryville, Alameda County) - site designation discussion deferred to March 2017 meeting due to extended discussion on Emeryville Marina and Point Emery sites.

Detailed Meeting Minutes

Welcome, Introductions, and Agenda Review

The meeting started with introductions by the attendees and an overview of the agenda and ground rules.

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

Updates

- Dick Wayman of the State Coastal Conservancy is retiring at the end of 2016; Avra Heller will be the new PMT member for the Coastal Conservancy
- Grant Updates:
 - Ferry Point ADA path: Grant is complete – the new ADA path looks great
 - Petaluma Small Craft Center: Still in capital campaign
 - Point Isabel launch improvement: Hope to complete construction in spring of 2017
 - Antioch Marina low-float docks: Still doing design but moving forward
 - Berkeley ADA gangway: Delayed a little bit - hope construction will be complete in spring of 2017
- Grant Requests:

The Water Trail grant program closes spring of 2017; the hope is to get several more grants in place by then including:

 - Santa Clara County Creeks Coalition: to develop a new launch on Lower Penitencia Creek or Coyote Creek in the City of Milpitas.
 - Friends of the Petaluma River: to improve the David Yardsley Center launch
 - Vallejo Waterfront: to improve parkland next to the ferry terminal to include water access (which is badly needed in this area)
 - Baywinds Park Beach Nourishment: to improve this important area for kite boarders

Outreach Activities

Bay Day was a huge success. Maureen Gaffney and Ben were at the Benicia W. 9th Street newly designated Water Trail launch site. Ben also did a presentation at the BASK meeting -- there was great turnout. He had a table at the American Canoe Association (ACA) conference; there was lots of enthusiasm. Ben wrote an article that was published in the Petaluma Argus Courier and will put it on the Water Trail Facebook page. Ben also attended the most recent BCDC design review board meeting for India Basin and Mission Bay.

Upcoming/Tracking Sites

- City of Richmond: There are eight sites in the City, and the City has included a policy in its General Plan update to create a Cultural Heritage Water Trail
- Kennedy Park (Napa): Ben has been talking with the Friends of the Napa River, and the site is ready for designation
- Steamer Landing Park (Petaluma): The Friends of the Petaluma River are interesting in pursuing designation and then applying for a grant to improve the David Yearsley Center launch
- Turney Street (Sausalito): This location is waiting for gangway improvements
- Dunphy Park: City of Sausalito is undergoing planning for a park improvement project, to include improvements to water access within the Park or at adjacent Cass Gidley Marina
- GGNRA and CSP: Continuing to coordinate for enhanced water access and eventual designation

Outreach Plan

The Water Trail will continue with site designations. In addition, Ben is working with a consultant to update the website. The next major task is to develop Water Trail maps (and provide input on Water Trail locations to the upcoming revision of Department of Boating and Waterways Clean Boating Map). A grand “Re-Introduction” of the Water Trail is tentatively planned for the summer of 2017. Another goal is to continue to get projects funded -- although existing grant funding expires this spring, the Water Trail hopes to get additional grant funding in the future, possibly under Measure AA.

Website Update

The website was created 5 years ago, and needs to be brought up to date. The changes will include modernizing the design; expanding site profile information, particularly for accessibility; optimizing the site for mobile viewing; supplementing recreation and interpretive information; creating an interactive map, and making the site more photo-oriented. Water Trail staff also have a goal to include a video showing and describing the path of travel at each site.

Other updates

California Canoe and Kayak is closing their San Carlos store and are intending to move to the newly-designated Redwood City Marina site.

Discussion and Q&A

So much has been happening with the Water Trail that a user survey might be a really good idea. A user survey was conducted in 2012, and this would be a good time to refresh that survey. It'll be important to consider questions on safety and security (e.g., theft, vandalism) in the survey. The Division of Boating and Waterways is currently conducting a boating needs assessment, but it is focused on motorized boats.

There was a question from Golden Gate Audubon Society (GGAS) about what is being done to educate users of the Water Trail about wildlife protection and habitat conservation. The Water Trail provides education via a required sign at the trailhead, the website, and outreach activities. The Water Trail map will have additional information on wildlife protection and habitat conservation, similar to a National Park Service map.

GGAS pointed out that animals rely on the Bay and need humans to behave properly -- organized user groups should participate in the education effort. GGAS believes that people don't always read the signs. Involving user groups in the education effort is a great idea, but needs more discussion time than available at this meeting. The recommendation was moved to the parking lot for further consideration at another Water Trail meeting.

GGAS also raised a specific concern with increased non-motorized small boat (NMSB) activity in the Emeryville Crescent. What is currently being done to ensure that increased NMSB use will not adversely affect sensitive species? GGAS is not opposed to public access, but it must be done right.

Water Trail Regional Map Development

Ben is working on developing regional water trail maps -- having these available will improve access, education, and outreach. There will be 4 - 5 maps. The maps will be conceptually similar to those available from the National Park Service: the front will have the map with trailhead locations, facilities, campgrounds, and suggested routes. The back will have interpretive information, including information about the Water Trail program, recreation, safety, wildlife and habitat, restoration and sea level rise, culture/history, and estuary and watershed processes. Developing the map is consistent with the Water Trail Plan and EIR and fulfills one of the goals of the Education, Outreach, and Stewardship Program. The maps will be printed on waterproof paper and updated regularly. The goal is to update them bi-annually if funding is available. They will be distributed to partners, programs, and outfitters; they will also be available on-line and on Avenza.

Ben has reached out to gather available map and outreach information, so as to not duplicate efforts. Ben would like to establish a subcommittee to help with the design of the map. Ted Choi, Betsy Littell, Penny Wells, Bo Barnes, Yiwei Wang, and Tom Boone volunteered to be on the subcommittee.

Ben is intending to have a draft of the maps available at the March meeting for review and comment, address those comments, and bring back the draft final maps for final review and approval at the June meeting. He would then make any final tweaks based on the review in June and hopefully publish them in July.

Discussion and Q&A

Ben provided an example of a map for initial review and comments. It would be best to have the eastern map extend to Big Break so that Brannon Island State Recreation Area can be included. That park is a great spot with available camping and a boat ramp. It appears that some information is missing near San Francisco Airport (there is a gap). The missing information should be added.

Memorandum of Understanding with the River Management Society (National River Recreation Database)

The River Management Society (RMS) maintains a national river recreation database, and also has a good website that provides, among other things, information on water trails around the country (nationalriversproject.com). The geodatabase contains rivers, access points and campgrounds, and the associated text and attributes. They want the San Francisco Bay Water Trail to share spatial information on launch and landing sites around the Bay. They're also looking for endorsement from the PMT on the data sharing effort. The database brings local water trails to a larger audience. Data sharing would require a memorandum of understanding (MOU) and the River Management Society has provided a draft. Having the Water Trail sign the MOU and participate in the program would require PMT endorsement.

The proposed MOU sets the framework of cooperation including an agreement to:

- Strive to maintain understanding and communication
- Maintain clear records of responsibility for data partnership and the integrity of the information
- Have RMS provide technical support for the website
- Have RMS conduct routine updates, backups and performance testing
- Work with RMS's national river recreation database coordinator to create protocols and procedures to simplify the data donation process without challenging data integrity

Advisory Committee Discussion and Q&A

The following questions were brought up:

- 1) Who would be the local (Bay Area) partner organization?
- 2) How does one get out of the agreement if it isn't working?
- 3) What benefits does the Water Trail get from participating?

ABAG currently houses the GIS information for the Water Trail and could step in as the organizational partner entity. The Water Trail would get exposure and current information on best practices. For example the RMS recently hosted a conference on public-private partnerships. Ben would be the best person to serve as coordinator on this effort. We need

to be careful that Ben's time doesn't get diverted from his focus on the San Francisco Bay Area Water Trail. The consultant helping with the map can provide the GIS info and then the effort would not require a lot of Ben's time. Then NRP website had a lot of errors. Even after Penny Wells contacted them and pointed the errors out specifically, and they said that they would fix them, there were still more errors.

The ACA also has a database and would be a good partner to NRRD and the Bay Area Water Trail. Their database has over 500 Water Trails. The ACA database is out of date with regard to Water Trail sites and Ben is currently working on getting that updated. It still seems like in a collaboration with RMS, they would get more out of the association than the Bay Area Water Trail.

PMT Discussion

The Advisory Committee raised some good points. The PMT will re-look at the agreement. At this point the PMT can endorse moving ahead with the process of developing the MOU but will need to review the final MOU before they can fully endorse it. There also needs to be public input before the MOU is finalized. There's still some concern about how much the Bay Area Water Trail gets out of signing such an agreement.

The Project Management Team unanimously decided in favor of moving ahead with the development of the MOU, with the understanding that additional investigation is required and the MOU will come back at a later meeting for a final decision

Marine Science Institute Canoes in Sloughs Program Presentation

Background

The Marine Science Institute (MSI) is located in Redwood City near the Water Trail site at the Port of Redwood City's Redwood City Marina. They work with students from pre-kindergarten through college. MSI's vision is: *All age learners living in the Bay Area today will join together to form tomorrow's community of environmental activists, champions and stewards.* MSI's mission is: *To cultivate a responsibility for the natural environment and our human communities through interdisciplinary science education.*

Programs offered by the MSI include:

- Creek Study
- Discovery Voyage
- Canoes in Sloughs
- Tide Pools
- ShoreSide
- Marsh and Beach Exploration
- Inland Voyage

They take the students to the Bay (e.g., in the Creek Study program students learn how to do water quality tests) but also bring the Bay to students in the schools by bringing animals

into the classroom in the "Inland Voyage" program. The Creek Study program coordinates with the watershed study program and Canoes in Sloughs. The program occurs primarily in Redwood Creek.

Canoes in Sloughs

This program is for sixth graders and up; there is an age limit because of the strong currents in the sloughs. It's often the first time on the water for the students participating. The students learn about the location in which they're paddling but also gain confidence and leadership skills. The program includes safety instruction. The educational component of Canoes in Sloughs focuses on watersheds, wetlands and the surrounding areas. Depending on the specific group and other factors they may be able to go around Bair Island and look at the South Bay Salt Pond restoration project. MSI staff educate students about past uses as well as proposed future uses of Bair Island that were avoided through community action. This gives kids a sense of the importance of activism. As part of the instruction the students learn how to set up their canoes, how to steer, and physical safety including how to safely move canoes on land. The students are allowed to help move the canoes but are not allowed to move them on their own because the canoes are very heavy. Students are given guides and find animals and plants on the water. Each trip is different because conditions are so different at high and low tides. Another component is trash pick-up on the way back (the kids often turn this into a competition). Students launch from and land on the beach.

Discussion and Q&A

MSI connects with the students through their schools. In some cases they work with every student in the school. MSI also works with the general public on Saturdays (requiring only prior sign up). MSI used to have more than one location, but the other locations proved to be less popular so now they only work out of the Redwood City location. Parents have to be engaged. They're required to get involved and join in the canoe trip.

Sloughs are important habitat for waterfowl and endangered species. What is being done to help kids avoid sensitive species and to educate them about proper behavior around sensitive species? The program discusses endangered species that use the habitat and that it's important to avoid and protect them. Also, MSI's programs are restricted to the period from March to October. That means that they don't see that many birds. The paddlers typically stay on the periphery of the island. There's also less activity during school vacations in the summer. The educational component should talk about avoiding rafting birds. Including discussion of rafting birds may be difficult because the MSI program is an inquiry-based program, so it's hard to talk about species that are not present in any form. It's important to ensure that people are aware of the need to stay away from birds.

Is MSI willing to considering partnering with SFBBO, the South Bay Salt Pond Project, or the Don Edwards San Francisco Bay National Wildlife Refuge? The interest is there. ABAG would like to learn more about MSI's messaging and trade information to help each other educate the public about how to best be on the water in a sensitive environment.

Boaters tend to all become birders, and opposing public access restricts non-governmental organizations (like GGAS) from building their membership base. Audubon's focus is on protecting the resource not on building membership.

How is the program funded? Is there a grant funding? Do the schools pay? Some schools (the ones that can afford to) pay so that MSI can offer services to schools with fewer resources. MSI does 4 - 5 programs per day and reaches thousands of students.

City Kayak works with a lot of beginners/first-time paddlers who don't know how to approach or deal with wildlife. This program is great to get people educated. Even if a program like this increases the number of paddlers if they're educated better that's better than just having a few new uneducated paddlers.

Emeryville Site Designations -- Common Background

All three sites on the agenda are owned by the City of Emeryville. The City Council has passed a resolution of support for designation of all three sites. The City is very supportive of site designation. The sites are located in the Albany/Berkeley/Emeryville geo-region. There are six potential Water Trail sites within this geo-region: Albany Beach, Berkeley Marina Ramp, Berkeley Marin Small Boat Launch, Point Emery, Shorebird Park, and Emeryville City Marina.

Several sites within this geo-region provide accessible features, including the Berkeley Marina Ramp and the Berkeley Marina Small Boat Launch, but none are currently considered broadly accessible. The Berkeley Marina Small Boat Launch will provide a broadly accessible site upon completion of scheduled improvements in 2017. These improvements include a new ADA restroom, improved path of travel, paving/repaving the parking area, and a Water Trail Grant funded accessible gangway to the existing low-freeboard dock. These improvements should be in place within the next several months.

There are extensive mudflats to the south of the sites (in the Emeryville Crescent), which provide habitat to foraging birds. Most birds are foraging in the mudflats at low tide and would not be affected by boaters, as boaters would hopefully be aware of the need to avoid mudflats at low tide.

Emeryville Marina Trailhead Designation (See Slides 1 to 15 in Water Trail Meeting Presentation)

Background

The Emeryville Marina managed by Safe Harbor Marinas. The site is particularly popular with kayakers due to its ideal location for trips to nearby Treasure Island, Yerba Buena Island, and the San Francisco waterfront. Frequent summer winds and an on-site vendor (seasonal) also make it popular for kiteboarding, although most kiteboards launch from Radio Beach to the south or are transported to open water on a jet ski. Windsurfers utilize the Marina Point Launch. Day-to-day management of the Marina and boat launch facilities are handled by the marina manager. The marina offices are staffed seven days a week.

The Emeryville Marina serves motorized boats, sailboats, and non-motorized boats. In addition to private boats, this marina also hosts commercial sport fishing charters and party boats. The Emeryville Marina provides NMSB access at three primary locations:

- Marina Ramp and Dock – The main Marina boat launch facilities consist of a corrugated cement boat ramp with a high-freeboard dock located to the west of the ramp. The high-freeboard dock is made of wood and there is a small landing platform at the end of the gangway that can be utilized for launching. This launch is designed primarily for trailered boats, but is used by many different boat types. An ADA gangway provides access from the parking area to the dock. Loading/unloading is allowed at the top of the ramp. The Marina boat launch can become crowded, particularly on weekends.
- Marina Point Launch – The Marina Point Launch is a cobble cement ramp located at the northern point of the Marina. The launch is a steep water entry ramp that is particularly popular with windsurfers. There is a washdown station at the top of the ramp.

The path of travel to the dock is accessible, however, launching from the dock provides poor access, as it is a high freeboard dock. There are opportunities for improving access at the marina.

The site has ample parking and access to a variety of nearby amenities, including restaurants, walking paths, picnic areas, lawns, and restrooms. There's a nice park on the west site of the marina area. An ADA portable restroom is located approximately 50 feet from the boat ramp, while full service restrooms are located within the Marina complex, approximately 900 feet from the boat ramp/1,050 feet from the ADA parking near the launch. Ample paid parking is available in large lots at the site, and is allowed for up to 24 hours. Free 4-hour parking is provided in the furthest west parking lots, along the shoreline park, between 7AM and 10PM. There is one ADA parking spot on the paid parking side and one ADA spot located on the free public parking area. There are more ADA spots located further away from the launch, including the one located near the portable ADA restroom. The marina is served by the Emery Go-Round Shellmound/Powell and Watergate Express lines. These lines connect to numerous locations (and other transit options) within Emeryville, Oakland, and southern Berkeley.

The seasonal vendor rents stand-up paddleboards, kiteboards boards and provides lessons. The vendor is typically present from April through September. The Marina has private security that regularly patrols the area.

The marina manager has expressed interest in providing onsite kayak storage in the future, and overnight/extended parking may be feasible. The Marina is very interested in improving access for NMSBs and increasing NMSB use. Possible installation of a low float dock has also been discussed. Unfortunately, grant funding from the Water Trail is ending in the summer of 2017 (grant application have to be submitted by the spring). The Water Trail would like to

do a future round of grants, but no funding sources been identified yet. It's important to make recommendations for suggested improvements anyway.

Proposed Designation Conditions

- Encourage City/Marina to develop kayak storage
- Encourage City/Marina to develop low-float and/or universal design launch
- Water Trail identification and education signs installed
- Water Trail education sign includes messages relevant to navigational safety; avoiding rafting waterfowl; and directs users to not land in the Emeryville Crescent

Discussion and Q&A

Just to the right of the boat ramp is an undeveloped area of firm mud that is a nice soft area to launch and land kayaks and canoes. Is it possible to put a Mobi Mat across the mud area so that accessibility for launch and landing can be improved? The mud is underwater at high tide, and the grade is the same as the ramp. Water Trail staff will look into this further.

It would be great if the Marina could allow for longer-term parking with permission, so that overnight/multi-day trips are possible. The harbormaster was open to the idea. There's no current system for issuing permits or permission for longer-term parking. The site is known for windy conditions, but the harbor is very protected. It would be good to inform kayakers to expect windy conditions once they leave the harbor.

The distance from the launch to a real ADA bathroom should be shown, not just the ADA port-a-potty.

What improvements are proposed at each of the three sites under discussion? Only the addition of signage is proposed. The Water Trail program can still recommend improvements to the City, but as mentioned previously grant funding is limited. Signs do provided a benefit.

Is the marina launch inside or outside the breakwater? The marina launch is outside the breakwater. There is no designated dragon boat/kayak tie-up at the marina (no designated location). It would be good to have a designated transient tie up area; inside tie-ups that are not of use for other boats are fine. Also availability of on-site storage is very important. The market rate for kayak storage is \$20 - \$60/month depending on the geographic location.

CalTrans owes a lot of mitigation for the Bay Bridge construction but that won't be done until the bridge work is done, which will be next summer at the earliest. GGAS would like to have the mitigation measures implemented and evaluated before more access to the sensitive area south of the marina (Emeryville Crescent) is encouraged. There are existing impacts to waterbirds from traffic, noise, etc., and GGAS is very concerned about the cumulative effect. There will be more information sometime in 2017 regarding the types of mitigations to be implemented and when they will be delivered. The goal of the mitigation is to reestablish waterfowl roosting areas and shorebird high water refuge areas. Until

GGAS knows exactly where the mitigations will be it doesn't make sense to launch more users into sensitive areas.

GGAS's concern is acknowledged but it's impossible to say that site designation will increase use. GGAS believes that the maps, the website, the "relaunch" and other efforts by the Water Trail would lead to an increase in use. Also it should be noted that the Emeryville Crescent is a state marine reserve. So there may be restrictions associated with that. Water Trail staff were not aware of that the Emeryville Crescent is a state marine reserve and will do further research into the requirements. One way to address the concern with increased use of the Emeryville Crescent is to tell people on the education sign not to paddle to restricted areas.

The Water Trail EIR includes a summary of the projected increase in use associated with site designations and implementation of the Water Trail. There was a considerable amount of work done to try to establish what that increase might be, and the conclusion was that while there might be localized increases if there are significant new features added to a site, overall growth in NMSB use is driven primarily by demographics. Certain age groups including baby boomers and millennials are increasingly participating in NMSB activities, and overall population growth also contributes a corresponding increase in use.

It would be good to develop a protocol for evaluating sensitive sites. One would still want to know if use will increase, regardless of what the EIR said for the Water Trail as a whole. Is there any issue with postponing site designation for 2 to 3 months while this issue is worked out? GGAS believes that it will be at least six months before they will hear from CalTrans about the proposed mitigation. Not designating the site is effectively a lost opportunity for education. The public already knows and uses the site. The educational component should hopefully outweigh any increase in use. While use may increase by a small percentage, the educational sign will be seen by all Water Trail users. It may also be possible to get the seasonal vendor involved in educational efforts. Another option may be to reduce online and other publicity - to hold off on publicity until the mitigation is known.

It's a good idea to educate users so the site should be included on the website. Some members of the Advisory Committee are not comfortable with delaying designation or some type of partial designation (i.e., with reduced publicity) and see designation as a great opportunity to educate users now, and about changes in the vicinity in the future. Also, Advisory Committee members very familiar with site use of certain sites have not noticed a big increase in use following other Water Trail site designations. Unless there's a specific reason that a site suddenly becomes popular there is no change in user traffic. It is possible that if the media report on a specific site, for example, if there are whale sightings, that use will increase at that site. No increases in site use have been noted in San Francisco, on the Peninsula or in Palo Alto as a result of designation.

Point Emery is the most important and sensitive of the three sites up for designation today. Shorebirds use the area and a lot of windsurfers launch from there. The issue is really the

cumulative impact. GGAS would just like to slow down the process of designation to allow already impacted species to recover first and then move forward. The educational component is appreciated.

The water south and north of Emeryville has very different uses. The area between the Emeryville Marina and the Berkeley Marina has been extensively used for more than 30 years. South of the Marina there's not a lot of use. The proximity of the freeway and the Bay Bridge, and the extensive mud flats create significant disincentives. Because of the shallow water there's very little incentive now for windsurfers and sailboats to go there. Kite boarders may be different. It's important to get specific details on what is desirable. It might make sense to implement restrictions on use, especially seasonal restrictions, or tidal zone restrictions in this area.

GGAS is waiting anxiously for CalTrans to describe the proposed mitigation. CalTrans will propose them first and then stakeholders will comment. There will be a lot of stakeholders including EBRPD, the Cities, State Parks, Audubon, and many others who will want to be involved once mitigations are proposed.

Caltrans has had some very initial conversations with BCDC relative to the bridge demolition and associated mitigation. BCDC could bring back some additional information. It's also possible that the EBRPD Advanced Planning Group may have some information. Kevin Takei will follow up. Restricting access to the Bay for the public would require a change in BCDC permit conditions if there's public access in the area now. The permit process would take months to years. Uses would continue in the interim period with or without Water Trail designation. The only thing we have to lose is an opportunity to educate the public. Even if the site is designated, it can also be undesignated. So there doesn't appear to be a downside.

Advisory Committee Deliberations

The following points were raised during Advisory Committee Deliberations:

- It would be best to designate without additional publicity, just install the signs
- The website has more room for information - it's very important to put all the information on the website
- The mitigation process could take a long, long time to implement. CalTrans hasn't really even started the process, and it's very important to get the educational information out there now
- NMSB use is only a small portion of the total use at the marina
- Add a condition to put signs visible to boaters turning south at the point of the marina
- Change the language in the designation conditions to require folks to stay out of the Emeryville Crescent and to include information about the state marine reserve
- The Water Trail should commit to monitoring any CalTrans mitigation and adjust signage as needed
- The Water Trail should also help publicize any new mitigation-related information

- Several advisory committee members supported designation specifically because of the educational signage
- The Water Trail should conduct a site designation review of this location when CalTrans mitigation is known. The normally scheduled five-year review could be accelerated
- Kayak storage is underutilized in many areas. It was even taken out at Brisbane. The Water Trail should be careful with recommending kayak storage, and rather encourage site owners to explore the possibility of having storage available

The suggestion by a member of the public to create an electronic beacon was eliminated because most NMSB users do not have access to waterproof electronics. All advisory committee members supported accelerating the site designation review if CalTrans mitigation is completed sooner than five years from site designation.

The Advisory Committee voted unanimously to recommend site designation with site designation conditions proposed in the meeting materials and the following additional conditions:

- Water Trail staff to track CalTrans mitigations efforts and revise Water Trail signage and website as needed
- Water Trail staff to publicize mitigation requirements on the Water Trail website
- Water Trail staff to add language about not entering the Emeryville Crescent to Water Trail education sign
- Site designation review to occur once CalTrans mitigation is implemented, even if this is prior to the 5-year standard review date

The Advisory Committee unanimously recommended conditional site designation with the designation conditions as proposed in the meeting materials and the supplemental conditions listed above.

Project Management Team Deliberations

The PMT unanimously supported site designation with the supplemental conditions proposed by the Advisory Committee. The PMT requested that Susanne and Ben work together to draft language regarding the Emeryville Crescent for the education sign. The PMT indicated that harbormaster should be encouraged to consider extended overnight parking with permission or similar system (this is not a designation condition).

The Project Management Team unanimously decided in favor of conditional designation of the Emeryville Marina with the designation conditions as proposed in the meeting materials and supplemental conditions recommended by the Advisory Committee.

Point Emery Site Designation (See Slides 1 to 4 and 27 - 37 in Water Trail Meeting Presentation)

Background

Point Emery is a small park with stunning views of the Bay, walking paths, and a small parking lot located off of West Frontage Road. Point Emery has two launches -- a wide, sandy beach north of the parking lot, and a narrow but short set of stairs near the Point. The beach access path is approximately 50 feet long and leads from the parking lot, down a small set of steps, and through small dunes to the sandy beach. The path to the beach and out to the Point is unpaved and generally not accessible. Free unlimited-duration parking is available from 7AM to 9PM. There are thirteen spaces, including one ADA space. There are no restrooms. Car break-ins are known to occur.

Point Emery is popular for kayakers and stand-up paddlers due to its location, parking with no hourly time limit, and short walk from the parking area to the beach. Paddlers use the beach for launching or landing. The site is a key launch for kiteboarders and windsurfers on windy summer afternoons. Parking is frequently filled on windy summer afternoons by kitesailors and windsurfers. This site is recommended for intermediate to advanced kitesailors and windsurfers only. Gear can be rigged on the beach or on the grass area within the park. No public transportation services the site. A popular segment of Bay Trail runs along the shore next to the Park.

The City of Emeryville Capital Improvement Plan includes a project that would install shoreline protection (riprap) along the unprotected portions of the northern shoreline and the western-most portions of the south shoreline of Point Emery.

This site is located in close proximity to Shorebird Park (A5) and the Emeryville Marina (A6), approximately 0.4 miles south and 0.7 miles southwest from the Park, respectively. The Berkeley Marina Small Boat Launch Water Trail site is located approximately 1.3 miles north. Treasure Island is 3.5 miles west and Pier 40 and the San Francisco waterfront are 6 miles west.

Proposed Designation Conditions

- Encourage City to incorporate water access path in riprap project
- Water Trail identification and education signs installed.
- Water Trail education sign includes messages relevant to navigational safety; avoiding rafting waterfowl; and directs novice kite boarders not to launch from this site

Discussion and Q&A

This site is only suitable for more experienced windsurfers. It is not a good location for learning. The rigging area is very close to the road, and the beach is small. The site has very limited facilities but is used a lot by kayakers and windsurfers.

Of the three sites on the agenda, GGAS is most concerned about this site. Shorebirds use it for roosting at high tide and use of the site would create a flushing hazard. One sees rafting

birds in large groups of shorebirds in the Emeryville Crescent but not here. The promontory is a niche habitat for sanderlings.

The site signs should include language that indicates that the site is very windy. The water entry path launch at the northern tip looks very tricky and slippery. It might be hazardous. It's unclear why the City would want the site designated. It only has 13 parking spots and it's really only use by windsurfers.

The site could serve as a safe haven for windsurfers who are blown off-course, and it's good to know where those safe havens exist. It's a great windsurfing site, and if one puts in in the morning when it's not windy one can surf the waves with the kayak when the surf comes up. Rough water skills are often practiced in this area - the site is safe for practice, because the wind blows you back to shore. The Water Trail Plan says that there are only 16 good windsurfing sites in the Bay

Advisory Committee Deliberations

The majority of the Advisory Committee supported site designation. The following comments were made:

- It would be good to have a site for windsurfing in this area
- This is an excellent bail-out area and people lounge on the beach
- It's important to make people aware of the windy conditions
- The site description on the Water Trail website needs to be clear that there's no restroom
- It doesn't seem like this site is something that should be a designated spot. It doesn't really offer any good features. People will always use the site and can always bail out there
- Perhaps it would be possible to create a list of sites that are not designated but that are good bail out or emergency landing sites
- This is the only good kitesurfing site on the East shore of the Bay south of Pt. Isabel
- Designation conditions should be the same as for the Emeryville Marina
- This would be a good kitesurfing-specific location. But it should be noted the windsurfers and kite surfers frequently don't get along
- Kite surfers already know where they're going to go out; the Water Trail brings value by adding the educational sign

A majority of the Advisory Committee voted to recommend site designation with the addition of the same supplemental site designation conditions identified for the Emeryville Marina.

The majority of the Advisory Committee recommended conditional site designation with the designation conditions as proposed in the meeting materials and the additional conditions added for the Emeryville Marina.

Project Management Team Deliberations

Two members of the PMT supported site designation with the conditions proposed and added conditions proposed by the Advisory Committee. One PMT member did not support site designation due to the following concerns:

- This is a very informal site
- There are no plans by the City to improve the site (other than rip-rap reinforcement of the shoreline)
- There are concerns with sensitive bird habitat at the tip of the point

This PMT member would prefer to take a “wait and see” attitude regarding the site.

The PMT then had a discussion regarding the procedure for site designation if the PMT cannot reach consensus. It was unclear whether the PMT can designate a site by majority or whether site designation requires consensus. There had been some discussion of this issue prior to the departure of Ann Buell, and further review is needed to determine if a procedure was ever finalized. The findings from this review will be brought back at the next Water Trail meeting.

The PMT agreed that if established procedures indicate that a majority decision is acceptable, then the site will be considered designated.

Other comments: If designation is postponed it would be good to find a way to list emergency bail out spots that don't meet the criteria for full designation. It would also be good to put up an educational sign even if we don't designate a site. There is a question whether this is possible and the discussion was tabled (moved to the parking lot) and will be considered at a future Water Trail meeting.

A majority of the Project Management Team decided in favor of conditional designation of the Point Emery Launch with the designation conditions as proposed in the meeting materials and the added designation conditions recommended by the Advisory Committee. The site will be considered conditionally designated if established procedures allow for designation by a majority of the PMT.

Shorebird Park Site Designation

The site designation discussion for Shorebird Park was deferred to the next meeting due to the extended discussion regarding the Emeryville Marina and Point Emery sites.

General Public Comment

Someone who has their board or the kayak on their car has many options about where to go. The Water Trail is not serving people who need on-site storage, or co-ops or clubs. The Water Trail is only serving people that have cars to transport their equipment and homes or yards big enough to store it. This makes the Water Trail vulnerable to charges of elitism. The Water Trail should make on-site storage the highest priority in designating sites. That then allows clubs and co-ops to establish. One member of the public specifically disagreed with

Ted Choi's experience regarding boaters' desire for storage. Use of self-storage depends on the cost, and whether one has access to a car and personal storage location.

There was a question about whether there is a legal liability for the Water Trail if someone gets injured at a water Trail site. Water Trail staff believe that the Water Trail would most likely not be liable, because the Water Trail does not actually operate any sites. Also the Water Trail website tells people to inform themselves and boat within their level of skill.

Parking Lot (Possible Items for Future Agendas/Staff Work)

Possible agenda topics:

- Development of a list of emergency bail out sites that may not be or become Water Trail sites
- Process/Program for getting organized clubs involved in educating boaters about species protection
- Evaluate possibility of installing educational signs at sites that are not Water Trail sites
- Consider adding Brannan Island State Recreation Area to Water Trail maps and recommend as a possible Delta Water Trail site
- Evaluate feasibility of electronic beacons as a means of warning boaters that they may be entering a sensitive habitat area

Action Items:

- Water Trail staff to research process for decision-making for PMT when decisions are not unanimous and report back at next meeting
- Water Trail staff to research State Marine Reserve boundaries and requirements in Emeryville Crescent
- Susanne and Ben to develop language for the Water Trail sign informing boaters about the Emeryville Crescent SMR and applicable requirements/appropriate boating practices
- Ben to survey meeting attendees regarding their preferred meeting location for March (State Office Building or ABAG offices)
- Ben to check into the possibility of a Mobi-Mat for the firm mud area adjacent to the high-freeboard dock at the Emeryville Marina
- BCDC staff to report back on initial Bay Bridge mitigation discussions with CalTrans
- Kevin Takei to check in with EBRPD Advanced Planning Group to see if they have information on CalTrans' proposed mitigation
- MSI to connect with Yiwei (SFBBO) regarding possible partnering opportunities

Adjourn - Meeting was adjourned at 1:15 p.m.

Next Meeting – The next meeting is scheduled for March 10 at 10 a.m. and will be held either at the State Building in Oakland or at ABAG in San Francisco. Please consult the agenda when it is posted.