



**San Francisco Bay Area Water Trail
Implementation Meeting #22
June 2, 2017**

Meeting Summary

Attendees:

<i>Project Management Team (PMT)</i>	Avra Heller, Lynn Sadler (by phone), Laura Thompson
<i>Water Trail Staff</i>	Ben Botkin
<i>Advisory Committee (AC)</i>	Don Brubaker (by phone), Ted Choi, Cecily Harris, Wendy Proctor (by phone), Kevin Takei, Penny Wells
<i>Stakeholder Group and Guests:</i>	Bo Barnes (Bay Access), Karla Cicero (EBRPD), Tom Colton (BASK), Maureen Gaffney (ABAG - Bay Trail, Water Trail), Matt Gerhart (CSCC), Lee Huo (ABAG - Bay Trail), Jim McGrath (SF Boardsailing), Ralph Mihan, Susan Moffat by phone, then in person) Larry Moss (BASK), Bob Nisbet (EBRPD), Andrew Sullivan, Sally Tobin (BASK), Susanne von Rosenberg (GAIA), Pam Young (GGAS), Dan Rademacher (Green Info Network)

Key Outcomes

Project Management Team Decision-Making Process

- Project Management Team (PMT) can make decisions by majority vote. Final revisions to language were approved by the PMT.

Water Trail (Water Trail) Trailhead Designations

- Keller Beach (Richmond, Contra Costa County) - deferred due to time constraints. Will be discussed at September 2017 Water Trail meeting
- Albany Beach (Albany, Contra Costa County) - Advisory Committee majority guidance in support of designation; conditionally designated by Project Management Team (PMT).

1515 Clay Street, 10th Floor
Oakland, California 94612-2530
510•286•1015 Fax 510•286•0470

Strategic Plan

- A subcommittee comprised of Advisory Committee members and others will be formed to develop a draft Strategic Plan for the next 5-years of the Water Trail Program; the goal is have a draft Strategic Plan completed for presentation at the September 15, 2017 Water Trail meeting.

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

Updates on Water Trail staff activities are summarized in the [staff update presentation](#).

- The Water Trail is maturing; a significant number of sites have been designated. Site designation will continue but staff want to address some other priorities as well.
- An agreement was reached recently to merge ABAG and MTC. The merger is scheduled to be completed by July 1. All ABAG staff will be MTC staff as of that date; functions, offices, etc. will not to change. Water Trail staff are not anticipating any major changes to how the Water Trail program is currently operating.
- The Lake Tahoe Water Trail just launched. See Slide 2 of the update presentation. It is a public-private partnership. The process started before the San Francisco Bay Area Water Trail, but was lacking leadership until recently. The Sierra Business Council and Tahoe Conservancy were instrumental in moving it forward.
- Petaluma Small Craft Center– continuing to receive parts; ready for construction in 2018
- Point Isabel – EBRP has conducted several site visits with representatives from the windsurfing community and are continuing to refine site design
- Berkeley Small Craft Launch ADA ramp – Current target is to go to construction in 2018; work had to be pushed off a little due to permitting reasons
- Antioch Marina – received the low float attachment for public launch and installed it last week. The other low float attachment for within the Marina is scheduled for delivery.

Confirmation of PMT Decision Making Language

Per discussion at the last two meetings, language was developed to clarify PMT decision making when there is not a unanimous approval of site designation. The revised language is shown in Slide 9 of the update presentation. The PMT unanimously voted to modify the PMT charter to include new language to clarify PMT decision-making, allowing for majority.

Water Trail Outreach Update

Updates

Extensive outreach is continuing to publicize the Water Trail.

- Ben, Kevin Takei, and Lynn Sadler participated in the Water Trail panel at the California Trails and Greenways conference; attendees were excited about Water Trails
- The Water Trail also had a table at Bay Area Open Space Council conference and Ben was able to show new Richmond Water Trail sites during a lunchtime walk
- Ben did a Water Trail segment on Bay Area Open Road

Participation in Planning Activities

- San Francisco Bay Restoration Authority – submitted project list for Measure AA funds; the project list is a guide for allocation of Measure AA funds, but projects are not required to be on the list in order to be funded. The list is updated every two years
- BCDC – participating in planning regarding sea level rise
- Port of San Francisco – tracking development of the Waterfront Land Use Plan
- Loch Lomond – current public access is under water at high tide, participating in planning of new access
- Working with Board Sailing Association on Baywinds beach restoration
- San Pablo Bay Yacht Harbor – in contact with new owner who is very interested in enhancing public facilities, programs

Opportunities to get involved

- PSCC is hosting Petaluma Day on the River Sunday, June 4
- Richmond Shoreline: BioBlitz on July 1
- Bay Day is Oct 7 – Ben is eager to partner with others

Sites Being Tracked for Potential Site Designation Consideration

- City of Oakland – City staff are eager to move forward with Jack London Square and Jack London Aquatic Center site designation, but still need a City Council resolution. Not able to get resolution done in time for this meeting because of staff commitments, but will happen soon
- Oyster Point Marina (South San Francisco) – Water Trail staff are working with a private developer looking to redevelop large portions of the marina. The redevelopment process is still in the early phases, but the developer is eager to know where access locations for kayakers should be – reached out proactively to Water Trail
- Kennedy Park (Napa) – coming up for site designation soon
- Encinal Beach (Alameda) – May be included on agenda for next Water Trail meeting
- Lakeville Marina (Petaluma) – has applied for permit to redo restaurant and improve facilities (the site of the former Papa's Taverna); possibility for future designation depending on proposed facilities

- Baypoint Regional Shoreline – was under consideration for site designation but is too muddy at low tide under current conditions; Water Trail staff are continuing to track – City is working on water access
- McAvoy Yacht Harbor (Bay Point) – concerns about safety (especially wind) – great location; Water Trail staff will continue to track – possible future site
- Also working with Golden Gate National Recreation Area and California State Parks

New Website

- Ben provided an overview of the new Water Trail website. It is mobile-optimized, has a modern look, is more photo-heavy, and provides expanded site information and an interactive map. The intent is to wrap up the changes by July 1. Some final tweaks are going to be made (e.g., to the legend). With the new website and map, the focus is really on the water.
- New/improved features include:
 - Safety/Education put more up front
 - Trip planning feature
 - A “get involved” option
 - Trailhead information will include info on previous website, plus built-in map, increased information on accessibility, lots of photos, and weather, tides and currents
 - Tide and current information will be real-time, users will also be able to edit dates to view planned travel dates
- The map has a consistent look with printed map; users can zoom in – map information includes habitat, shipping lanes, security exclusion zones, and other important things to know

Seeking input; input can also be provided after the meeting.

Comments and Discussion:

- Accessibility is one of the drop down options for each site – will have description of accessible features there, and for more broadly accessible sites, video showing path of travel with commentary and associated print text; still in progress - requires considerable staff time
- Need to let people know that kite boards and sailboards are not allowed on USWFS Refuge lands
- Hunting info is included; also discussed/shown on maps
- BASK website has trip planner with buoy info, etc. – Water Trail staff will include link on website
- Good job! Great improvement
- Would be great to add information on local restaurants, lodging to each sites; new website will have broader info on local attractions
- Is the site searchable by type of craft you can launch at a site? Not at this point – Water Trail staff will include in future update

- Need tutorial for reading tide and current charts – Ted Choi gets a lot of questions on how to use them. Need to consider liability implications/legal language -- tools provided on website are for guidance only. Also need to make it clear that actual conditions can be significantly different from predicated tides/currents because of rains or high run-off caused by rains
- Encourage new/inexperienced boaters to start with small trips, build experience and skills
- Boat storage, parking info will be included on the trailhead portion of the website

Printed Maps

Water Trail staff and map subcommittee are making progress with the Water Trail map. The purpose of the map is to increase access, education, and outreach. Slides 12 - 15 of the update presentation provide more information on the map features.

- Currently working on the North Bay map – will refine it, and then use it as template for the 4 maps covering the other parts of the Bay.
- Are working with the San Francisco Estuary Partnership on interpretive components.
- Have found, good affordable options for printing on water proof paper.
- Maps will be available on website as well; users can print their own.
- Would like feedback to make sure everything is accurate and looks good. Ben can share pdf for anyone who would like to comment directly. He will have another meeting soon with map subcommittee, and then incorporate changes into other maps.
- Maps will be available to end users at a variety of outlets.
- Expect to have final drafts of all maps for Advisory Committee and PMT review/approval at the September meeting.

Water Progress Report and Check-In

Water Trail Progress Report

The Water Trail is maturing – the program now has 35 designated sites. The time is ripe to work on other aspects of the Water Trail Plan/Program. The initial focus of the Water Trail Program was on site designation. Site designation will continue, and Water Trail staff are continuing to work hard to ensure that access is incorporated into design.

Thanks are due to community advocates who got the legislation in place, and the many people who have worked on the program -- Advisory Committee, PMT, prior staff working on getting program moving, site owners and operators, and the public for continuing to provide input. Slide 19 of the [update presentation](#) provides a history of the development of the Water Trail, and Slide 20 provides an overview of the accomplishments to date.

Water Trail staff are seeking input to guide future activities. The question for today is: what do we want the Water Trail to look like in 5 years? Water Trail staff suggest developing a Strategic Plan for the next 5 years – the Bay Trail has done this to guide priorities for implementation; it includes guidance to staff, measurable goals, and then revisits the program status regularly to assess progress toward goals. Essential program functions (see Slide 23 of the [update](#)

[presentation](#)) will continue while the Strategic Plan is being developed. Possible components of a Strategic Plan include a SWOT (strengths, weaknesses, opportunities, threats) analysis, and a survey of boater needs. Water Trail staff are planning an on-line survey for distribution to the Advisory Committee and PMT. The survey can be completed anonymously or not, as desired. The goal is to create a draft for the Sept meeting and finalize it for the December meeting. Would like to form a Strategic Plan subcommittee and are seeking volunteers today.

Possible Priorities include:

- Design and Access Guidelines for in-house use -- the Bay Trail created guidelines and they have proven to be very useful. Water Trail guidelines need not be as sleek, but Water Trail staff get lots of questions from site owners/operators
- Environmental/Safety Education -- develop an environmental education program that could be presented to and/or be used by user groups, clubs, concessionaires
- Overnight accommodations network – identify those who are really interested in working with the Water Trail and accommodating Water Trail users
- Potential Community Boathouse program – could be a possible co-op program; MTC has a bikeshare program; hope to be able to learn from that program (currently increasing from 700 to 7000 bikes)
- Site Use Quantification – get a better feel for what Water Trail impact is in terms of getting folks out on the water
- Multi-media campaigns

Seeking input on SWOT analysis as well as listed priorities, and identification of any additional priorities.

Discussion/Comments

SWOT (Strength, Weakness, Opportunity, Threats) Analysis:

Strengths

- Well established program,
- Available funding
- Lots of partnerships,
- Need to look at internal and external factors/strengths

Opportunities

- Maintain flexibility as sports change/evolve – needs to be built into planning in the future; kiteboards, SUPs are all new since Water Trail Plan first initiated
- Make Water Trail adaptive to new users
- Increase ways to engage public -- more opportunity for public comment and more emphasis on communication with the public
- A community boathouse network, and leveraging of community boathouses/aquatic centers with multiple uses (e.g., PE during the school day, adult use after school hours, summer camps)
- Include attractions/features important to users
- Increased connection with local businesses and commercial opportunities

- We will have “won” when local businesses provide amenities because it makes financial sense
- Some sites may not have official recognition but from a user point of view they are an important stops
- The long-term hope is that there are many stops along the way that are not designated but provide important amenities
- Whatever the Water Trail does has to be designed to work with the public, including business – this can be messy, but important to include for long-term survival and funding of the Water Trail
- Overnight accommodations are one of those possible amenities – can be a drag to camp, especially if you are renting a sit-on kayak
- Financial
 - Bay Trail has done great job helping locals find funding, like grants, etc.; the Water Trail can make an effort to do the same thing
 - Also may be a time to consider creating a non-profit to accept donations

Threats

- Need to address sea level rise and how it might affect sites – where are the more vulnerable sites? Port of San Francisco has issues with floats getting knocked around at some of their sites by winter storms
- Safety -- Make safety a priority. Every single dock and float should have a ladder, many docks and floats do not have them
- Big obstacle to getting a lot of youth out there is that they can't swim; waivers usually require people to be able to swim to get into boats – would be good to include swim education as an element of Strategic Plan to create some linkages

Weaknesses

- Not enough input from new users
- Equipment is expensive, can be cost-prohibitive
- Not enough community boathouse facilities and other options for reducing cost of participation
- Need more community outreach during design phase

Access/Design Guidelines

- Developing Water Trail access/design guidelines is probably much harder than it seems
- Bay Trail design guidelines took about 9 months to develop – tries to articulate all the considerations you have to address – not prescriptive, just informative to help design a good facility. Expected to be living document that would be updated over time as innovation continues to occur
- Not all sites need to satisfy all users

Communicating with the Public

- The Strategic Plan needs to include how to communicate with the public
- Need to be more conscious about involving younger Water Trail users (e.g., kite boarders) – it's hard for them to make it to meetings held during the day and are therefore less likely to participate this way – need to make an effort to get their input

(also applies to SUP users, sea ski users). SUP use has really evolved -- now have SUP championships

User Needs

- Two challenges – meeting needs of users who are seriously pursuing sports as specific hobbies, but also to get people who are new to being out on the water (“informal users” – may be attracted more by food, etc. than the sport itself)
- Storage/easy access is essential for people new to the sport
- Emergency bailout sites were not really considered. Original list of ~130 sites was whittled down to 85; may be time to reconsider some sites as emergency bail out locations
- Of all the sites that are primary – are there immediate improvements that kayakers would want? (Boat wash, restrooms, parking, etc.?) What are the priorities for improvements? Applies to any site in the Water Trail Plan, not just designated sites – and may in fact make sites able to be designated. Also, selected improvements may make whole network more valuable

Community Boathouse Network

- Support a community boathouse network – real obstacles for people getting on the water are storage space, ability to get a boat to Bay. France has good model – like kayak clubs; they also offer training, etc. – not just a community boathouse
- Rowing and sculling clubs are around the Bay, also aquatic centers
- Community sailing centers/clubs are a good idea; Jack London Aquatic Center was a big thing to bring into effect – look into what it took to bring it about – lessons learned; big battle over management of it
- Need to consider stewards and/or landowners – set up a stewards package that would induce stewards to take on a site
- People do not differentiate between the different types of parks/open space (local, state, federal) – they are just spaces we can recreate; we need to integrate this understanding more into our perspective on public consciousness

Trailhead Designation Consideration: Keller Beach

Consideration of site designation for Keller Beach was deferred to the September meeting due to time constraints.

Overview of Kite Boarding and Facility Needs for Kite Boarders

The presentation on kiteboarding can be found [here](#).

- Kiteboarding is growing in popularity.
- Equipment and site needs are shown in Slides 4&5. Kite sizes depend on wind conditions – stronger winds require a smaller kite. On-shore winds are preferred. If one gets in trouble, one is blown back to shore; kite boarders at Crissy field can have problems because currents may be off-shore even if winds are on-shore. The board is similar to a wakeboard.
- The launch process includes identifying the wind window and unpacking and setting up the kite (see Slides 6-9).

- It is often a partner sport – a partner is needed hold up kite at the start to help you get into the air and secure the kite while rigging.
- Safety is a big issue – one needs a number of lessons to be able to kiteboard safely without supervision. Kite boarders are taught to consider the locations of bystanders (see Slide 10 & 11). The recommended distance between kite boarders and the nearest people or craft is at least 200 feet. The basic rule in kiteboarding is to never sail further than you can swim.
- Slide 12 lists the top kiteboarding locations around the Bay.
 - Baywinds can have over 100 kites on a busy day and Coyote Point and Crissy Field as well.
 - Crown Beach is a top learning location.
 - Benicia is becoming a more popular location because of its consistent wind.
 - Sherman Island is outside of the Water Trail but near the Big Break Water Trail site, and a great resource (hosts lessons, camps, etc.).
- There are on-line resources for kite boarders and at least four organizations providing kiteboarding lessons (see Slide 13).

Discussion and Comments

- Kite Boarding has taken over a lot of the younger board surfers in the Bay Area, especially in the racing arena; many manufacturers are focusing on this sport and foils. Three kiteboarding champions are from Bay Area. Experienced racers can go more than 37 mph.
- 2 important needs – Winds and space to launch.
- Many kite boarders use bumpers of their cars to tie off. Having a post embedded in the ground would help.
- Albany Beach has great winds and is used mostly by intermediate level and above kite boarders. There is deep water right off the shore, and foils need that kind of depth to launch their boards.
- Foiling is becoming a lot more popular.
- Most issues are caused by beginners learning to control the kite, but there is also a need to educate beach goers.
- Kites need to be able to “pop” their kites (do a safety release – taking tension out of one of lines to reduce power of kites to about 20% at which point the kite can usually be managed with one hand). Need more space for that - 150 feet vs. the 80 feet usually requested for a kite boarding launch.
- Another safety improvement: getting around obstacles (e.g., fences) – it’s not good to have to have kites navigating around fences, other users, etc. The safest thing is quick unimpeded access to the water; the most dangerous time is when kite is in the air on land.
- Identify on the Water Trail website which sites are more used by board sailors. Kayakers are not usually there at the same time because of the different wind conditions preferred for the two sports; but facilities desired are very similar so one can have multiple uses at the same site.

Trailhead Designation Consideration: [Albany Beach Presentation](#)

Background

Background information about [this site](#) (the Site Description and Environmental Review Summary) is available by clicking the link above or on the Conservancy's Water Trail webpage, under the 6/2/17 [agenda](#). The site layout, existing site features, proposed revised design, accessibility considerations and the community's proposed alternative design are provided in the Albany Beach presentation. There are currently no broadly accessible sites in the Albany/Berkeley/Emeryville, but that will change with the improvements at the Berkeley Small Craft Harbor in 2018. The planning process for this site has been extensive, and there have been a series of recent reviews and community meetings (see Slide 16-18). The proposed site designation conditions are shown in Slide 19.

Discussion/Comments

In addition to deciding whether to designate this site, the goal of this discussion is to develop recommendation for BCDC Design Review Board second meeting on this site on June 5.

Advisory Committee Discussion and Comments

- Wendy and Joy (as accessibility representatives) are both OK with this site and Keller Beach
- Will there be signage to let people know about congestion issue at south end? Yes there will be
- City of Albany council did agree to allow EBRPD to provide additional parking on City of Albany lands to the north of the site – not on EBRPD land but EBRPD will set rules. Current City of Albany parking limits are 2 hours, but new parking limits will be set to be consistent with EBRPD parking limits
- A 2-hour parking limit basically cuts out kayaker use
- Locals' plan has much longer path of travel from north parking area to beach – and the shorter the distance from the car to the beach, the better. In some places that's not possible, so kayakers can't go there, or can only go there with someone very strong who can carry the kayak, or must bring a cart if it would work in that area
- Problem with parking on Buchanan is that people will be unloading into traffic – so would need much wider parking spaces.
- Could make some of the parking (closer to the site) paid parking – kayakers and kite boarders wouldn't mind paying a little, but would help deter public casual hikers/beach users

Public Discussion and Comments

- Design should protect existing uses while ADDING new uses. Put Bay Trail further back so boaters don't have to cross it. Proposed location creates a conflict
- 18-inch sand wall will not keep sand of the Bay Trail at this location; sand on the Bay Trail is really bad for bikers; Bay Trail will have slow bikers like young kids, plus wheel chairs, etc.

- The park is not large enough to accommodate all the contemplated uses
- BCDC Bay Plan Policy requires preservation of unique recreational uses at designated parks/open spaces, so kite boarding access must be maintained
- There has been a dramatic increase in anglers recently
- Open space is really critical for kite boarders; current design makes open space go away; current open space is ugly (gravel), but it's there
- There is no wind meter at beach, but the wind even swirls in different directions the beach, closest wind meter is at Point Isabel
- Sand wall doesn't defend against multidirectional wind-dynamic at beach
- Current design does not work for kite boarders
- The current design also does not take into consideration the existing parking dynamics – typically 8 to 20 cars at Golden Gate Fields lot at any one time. Buchanan street lot/spots are usually full – what happens along the southerly stretch of the street? There are usually 30 – 40 cars there and no accommodations has been made for them and that parking will go away with the new Bay Trail and other proposed Golden Gate Fields reconstruction
- Kite boarders currently launch off the beach and walk across the beach into the water
- Locals' alternative plan indicates that there may be space along existing maintenance road for an unloading area or possibly ADA parking; also requested kayak storage. Would like entry-level access for kayaking and SUPs; need to make sure that connection from parking area to active portion of beach is feasible
- Questions by Golden Gate Audubon Society:
 - Does the design refer back to 2008 BCDC Bay Plan?
Answer: The Water Trail Plan was finalized in 2011 and reflects then-current policy guidance.
 - Was a qualified biologist retained to assess the site? How can you ensure that there are no biological impacts?
Answer: The EIR was a programmatic EIR and addressed many of the issues expected to be encountered at individual sites as well as potential concerns associated with the Water Trail Program as a whole. An environmental checklist was developed to determine whether a site's potential impacts are within the realm addressed by the Water Trail EIR. If not, for example, if there is extensive construction that could affect site hydrology, then site-specific CEQA document would also be required.
 - How can kite boarders avoid rafts of waterfowl? Albany Mudflats and South Area (i.e., area including Albany Beach) are sensitive habitats and extensively used by birds.
Answer: Kite boarders prefer areas of open water that are exposed to wind, which rafting birds tend to avoid. Additionally, birds are a hazard to kite boarders, so kite boarders make an effort to avoid birds. The required Water Trail education sign would inform non-motorized small boat users to not boat in the Albany Mudflats. The Albany Mudflats area is not an attractive area for kite boarders or kayakers because of the mudflats; going there would also require a fairly long paddle from the beach.

- Golden Gate Audubon conducts Christmas bird counts in this area. Least terns and Alameda song sparrow forage in that area, and there is burrowing owl mitigation site located in the Albany plateau. It would be better to encourage the Water Trail to protect these sensitive habitats, and have boaters use marinas instead – focus water access on marinas. It would be helpful to have Water Trail staff, the Advisory Committee, and PMT review the conservation biology seminar on-line.

PMT Discussion

The PMT acknowledged the healthy dialogue about how to design a very popular section of the Bay and the concerns about both designs, including access for kite boarders with the EBRPD design, and more distant parking and unloading into traffic for the community design.

- Question: Do staff have enough info to comment at DRB meeting on Monday?
Answer: feedback is creating more questions.
 - Staff see merits of and concerns with both designs.
 - Closer parking to beach is better for access for paddlers, and loading/unloading area should be close to beach as well – the greater distance from parking to beach with community plan could make the distance excessive for persons with disabilities/mobility limitations.
 - It's unlikely that parking would sufficient with just northern parking – probably need both.
 - The Eastshore Park EIR does designate this site as a recreation area; many other areas within the park are designated as habitat.
 - Also need clarity on how kite surfer rigging and launching is envisioned under the community plan
- Important to recognize that this site is for multiple users
- The design is still in flux: does it make sense to designate now?
 - PMT has designated sites prior to final design in the past
 - There doesn't seem to be an alternative, but safety is main concern and it seems there are some safety issues that are not fully resolved, as well as possibly some conservation issues. May not be quite ripe yet.
 - Is this site needed right away? Is it an important stopover for NMSB users, or something like that? How far is it from other sites?
 - If the site is needed right away, could a smaller portion be designated before the rest of the site is fully designed

There was overall agreement during the discussion that site might not be ready to designate. The design is still in flux, and there are unresolved issues.

Additional Public Input

- From Bay Trail perspective:
 - The community design is inherently contrary to the intent of the Bay Trail because it pushes the Bay Trail away from the shoreline
 - The sand wall will help even if there will be some sand on the trail; it's an important part of this particular section

- This is clearly a high demand area, and it is a very small space; that makes it a very challenging situation to make design work “well enough” for all the different user groups. The EBRPD design is not perfect for anyone, including the Bay Trail but provides balance of needs.
- This section of the Bay Trail will be a slow-down area for bikes because of the intensity of uses along this section.
- It should be noted that EBRPD had to get the additional limited space to be used for project through eminent domain; parking capacity in other areas is not in EBRPD jurisdiction.
- EBRPD perspective:
 - Hope if there is a continuance of with regard to site designation that it is not based on an alternative design
 - There is NO alternative design – this is THE design.
 - Site designation could include findings that the designation is contingent on parking.
 - There have been 7 years of community meetings/public process, not just recent meetings and outreach. The City of Albany adopted a resolution in 2011 supporting this project, inclusive of the parking.
 - EBRPD doesn't own that land, and are going through legal process/ settlement agreement with Golden Gate Fields to get the lands.
 - The EIR has been sued three times and has withstood all three lawsuits.

Advisory Committee Deliberations

The following points were raised during Advisory Committee deliberations:

- This will never be a perfect site, but no site is, and this is a well-loved site. Doesn't seem like the EBRPD plan can be improved
- It is a challenging, well-used site with many existing user groups. The addition of the Bay Trail is likely to bring more people to site.
- Would not be comfortable designating this as launching/landing site because of potential for user conflicts, parking issues. Consider designating it as a destination site as opposed to increasing congestion/parking demand.
- The Water Trail educates boaters, public and designating this site would increase the network and the power of the network to educate people about what is safe and how to protect wildlife. Also increases ongoing awareness to improve site.
- Disagree with the idea to create a second category of site designation.

The majority of the Advisory Committee recommended conditional site designation with the designation conditions as proposed in the meeting materials. One member recommended additional discussion to resolve design issues between EBRPD and kite boarders prior to designation.

Project Management Team Deliberations

The following points were raised during PMT deliberations:

- It's important to make sure site works for everyone

- Need to ensure that signage really emphasizes multi-user aspect of site

The PMT unanimously supported site designation with a supplemental condition of ensuring that signage emphasizes multi-user aspect of site.

The Project Management Team unanimously decided in favor of conditional designation of Albany Beach with the designation conditions as proposed in the meeting materials and a supplemental condition of ensuring that signage emphasizes the multi-user aspect of site.

General Public Comment

Additional discussion of the proposed modifications to Albany Beach continued after the conditional designation.

- A lot of young people came to Albany Beach community meetings – meetings were in the evening, which is critical for people who have regular jobs. Need to consider this aspect for Water Trail meetings
- Disappointed that public comment on Albany Beach had to be cut off because of time concerns
- Also disappointed that during the lengthy design process that BASK was not contacted. Every change makes a difference to the kayaking community, especially with regard to parking next to the beach
- EBRPD design of Albany Beach eliminates kilters from the beach.
- A regular kayaker may be able to lug kayaks, but would still be much harder.
- If there is an asphalt path, it should only be for drop off.
- None of the cyclists actually spend time at the beach, so designing for them is not the right thing.
- How does issue of exclusion of kite boarders get addressed for a designated site?
- Kite boarding presentation was really informative; it would be good to have a presentation about SUPing.

Action Items:

- Volunteer for Strategic Plan subcommittee - contact Ben if interested (AC members)
- Create draft Strategic Plan (Strategic Plan subcommittee)
- Provide any remaining comments on redesigned Water Trail website to Ben ASAP (all)
- Reschedule Keller Beach presentation to September Water Trail meeting (Ben/Avra)
- Contact Ben if interested in partnering for any Bay Day activities (all)
- Include link to trip planner with buoy and related information on BASK site on new Water Trail website (Ben)
- Add tutorial on using tide and current charts to new Water Trail website, ensure there is appropriate legal language warning users that information is provided for guidance only (Ben)
- Provide comments on draft Water Trail map to Ben (all)
- Schedule presentation about SUPing (Ben)

Adjourn - Meeting was adjourned at 1:05 p.m.

Next Meeting – The next meeting is scheduled for September 15 at 10 a.m. and will be held at the State Building, 1515 Clay Street Oakland. This meeting had originally been scheduled to be held at the ABAG office in San Francisco, but had to be moved due to a scheduling overlap.

Post Meeting Informational Update – following the June 5 BCDC Design Review Board Meeting reviewing Albany Beach Plans:

Over the weekend between the June 2 Water Trail Implementation Meeting, and the June 5 BCDC Design Review Board (DRB) meeting, a compromise plan was negotiated by the various key stakeholders. That plan was presented by EPRPD to the DRB. The compromise appears to meet the needs of the kiteboarders and the Park District, while maintaining the design elements that will enhance access for paddlers (close parking, ADA improvements, drop-off, etc.). The compromise plan was approved at the June 5 meeting, and it is attached to this document for reference.