

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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April 24, 2009

Application Summary

(For Commission consideration on May 7, 2009)

Number: Material Amendment No. One to BCDC Permit No. M06-8
Date Filed: March 13, 2009
90th Day: June 11, 2009
Staff Assigned: Karen Wolowicz (415/352-3669, karenw@bcdc.ca.gov)

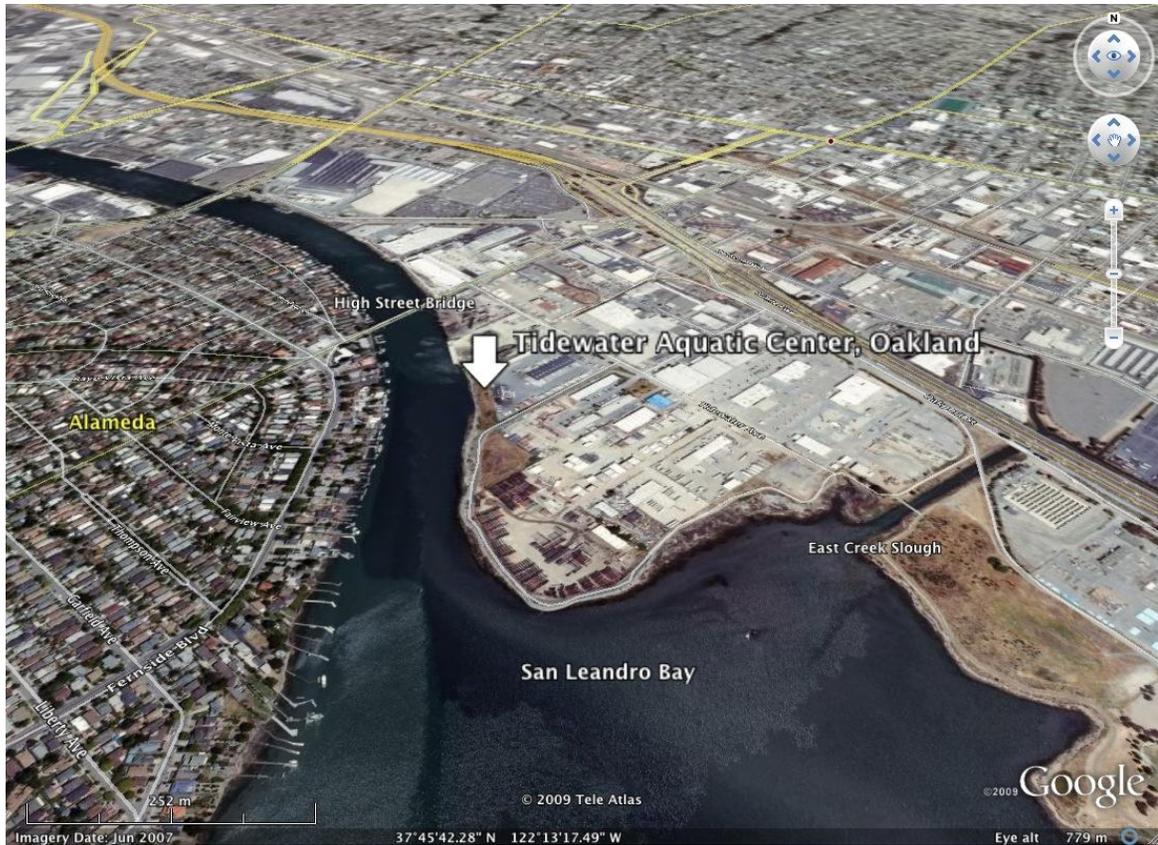
Summary

Applicant: East Bay Regional Parks District (EBRPD)

Location: In the Bay and within the shoreline band, along the shoreline of the Oakland Estuary, east of High Street Bridge in the City of Oakland, Alameda County (Exhibit A).



Making San Francisco Bay Better



Project: The proposed Tidewater Aquatic Center would involve constructing an aquatic facility with storage, launching, and training facilities for boating and associated shoreline public access (Exhibit B). In 2007, pursuant to BCDC Permit No. M08-6, the Commission approved an adjacent and associated project consisting of a shoreline public access park and trail, landscaping, a parking lot, restroom and other public amenities. Together, both projects expand Martin Luther King Regional Shoreline Park. The proposed project site is located to the east of the Oakland Estuary, and industrial uses occur directly to the north and east.

Work in the Bay would involve dredging approximately 3,500 cubic yards from an approximately 16,000-square-foot (6.37 acres) area, with disposal of the material at Winter Island, outside of the Commission's jurisdiction, the placement of approximately 6,413 square feet of floating and cantilevered fill in the Bay for a boat dock and two gangways, 9,000 square feet of new riprap, and after-the-fact approval for approximately 8,000 square feet of riprap already placed by the applicant in the Bay.

Work within the 100-foot shoreline band would involve constructing a 6,200-square-foot building and a 3,500-square-foot building to store kayaks and canoes, a 3,000-square-foot building for a park district meeting room and a park district residence, a 3,130-square-foot secure outdoor storage area, an approximately 18,500-square-foot public access area including a public access trail ranging from 12 to 25 feet wide with an average width of 17 feet along the shoreline, approximately 11,400 square feet of landscaping associated with the three buildings and adjacent to the entry plaza, two stormwater outfalls, and after-the-fact approval for approximately 870-square feet of shoreline riprap (Exhibits C and D). The proposed aquatic recreation facility would be open to the public with restricted hours. Oakland Strokes, a youth rowing club, would also lease a portion of the facility.

**Issues
Raised:**

The staff believes that the application raises five primary issues: (1) whether the proposed fill is consistent with the McAteer-Petris Act and *San Francisco Bay Plan* (Bay Plan) policies regarding fill; (2) whether the project would provide maximum feasible public access consistent with the proposed project and whether the access increases water-oriented recreation opportunities; (3) whether the proposed project would be consistent with the Bay Plan policies on natural resources including fish, other aquatic organisms and wildlife, tidal marshes and tidal flats, and subtidal areas; (4) whether the proposed project would be consistent with the Bay Plan policies on dredging and water quality; and (5) whether the proposed project would be consistent with the Bay Plan policies on safety of fill and shoreline protection.

Project Background

The proposed project would be an expansion of the Martin Luther King, Jr. Regional Shoreline. The project site is relatively flat with minimal development, and while it is currently open to the public, its use is limited due to the lack of improvements. The proposed project would be the second phase of a two-phase project. In 2007, East Bay Regional Parks District (EBRPD) received authorization from the Commission to implement Phase One improvements at the adjacent site, which included: (1) a 470-foot-long, 10-foot-wide asphalt shoreline trail; (2) a 690-foot-long, 8-foot-wide trail along an access road from Tidewater Avenue to the shore-

line; (3) an approximately 23,000-square-foot landscaped area with picnic tables; (4) a public restroom; and (5) an approximately 50-space vehicle parking lot. Phase Two, which is the subject of this proposed project, would extend the shoreline trail 460 feet along the shoreline. Combined, Phase One and Phase Two would provide continuous public access along an approximately 950-foot-long section of shoreline. This project would provide a range of non-motorized boating opportunities to youth, including rowing, kayaking and canoeing, and also classes and interpretive sessions. The applicant would also partner with the Oakland Strokes, (a youth rowing club), Save the Bay and Cal Adventures.

Project Description

**Project
Details:**

The East Bay Regional Park District describes the project as follows:

1. In the Bay:

- a. Replace, use and maintain approximately 920 cubic yards of riprap covering approximately 9,000 square feet (0.20 acres);
- b. After-the-fact approval to replace, use and maintain approximately 820 cubic yards of riprap on an approximately 8,000-square-foot (0.18 acres) area;
- c. Dredge approximately 3,800 cubic yards from an approximately 16,000-square-foot (0.37 acres) area with disposal at Winter Island located outside of the Commission's jurisdiction; and
- d. Place, use and maintain: (1) an approximately 5,175-square-foot ADA-accessible floating dock; (2) two gangways, one ADA-accessible, measuring a total of 1,220 square feet supported by 139-square-foot concrete abutments; and (3) ten pilings (totaling seven cubic yards) covering approximately 18 square feet.

2. Within the 100-foot shoreline band:

- a. Construct, use and maintain a boat service area including: (1) two one-story, (26-foot-high) boat storage buildings, one with an approximately 5,100-square-foot footprint and one with an approximately 3,500-square-foot footprint; (2) one approximately 3,000-square-foot, two-story (24-foot-high) building; and (3) an approximately 3,130-square-foot outdoor storage area;
- b. Construct, use and maintain the following public access improvements: (1) an approximately 18,500-square-foot paved area, including an approximately 460-foot-long Bay Trail ranging from 12 to 25 feet wide with an average width of 17 feet, a 1,115-square-foot plaza, a 2,500-square-foot staging area for boat launching, two vehicle parking spaces and a kayak storage area; (2) an approximately 11,400-square-foot (0.26 acre) landscaped area adjacent to the buildings and the entry plaza; and (3) various public access amenities, including signs, benches, a public

restroom and bicycle racks; and

- c. Place, use and maintain approximately 100 cubic yards of riprap with two stormwater outfalls covering approximately 870 square feet.

Fill: The proposed project would involve placing new fill covering approximately 15,460 square feet of Bay surface for riprap, a floating dock and gangway, and pilings to anchor the dock.

Type of Fill (sq ft)	Total Net Fill (cubic yard)	Total Net Fill (sq ft)
Solid (riprap)	~1,000	9,157
Floating (floating dock)	0	5,175
Cantilevered (gangways)	0	1,220
After-the-fact Solid (riprap)	820	8,000
Total	1,820	23,552

Public Access:

Proposed public access would include: (1) an approximately 460-foot-long, 12- to 25-foot-wide extension of an existing 400-foot-long section of the San Francisco Bay Trail; (2) a 1,115-square-foot entry plaza; (3) two boat staging areas totaling approximately 6,250 square feet; and (4) a 2,500-square-foot lawn for boat staging.

Priority Use:

The proposed project is located in an area designated as Waterfront Park, Beach on Bay Plan Map No. Five. Bay Plan Map No. Five includes a policy statement that San Leandro Bay, which is south of the proposed project site, possesses, "valuable wildlife habitat; great recreation potential." Further, a Bay Plan Map policy states that "boating facilities and parks [should be developed], but preserve wildlife habitat. Provide continuous shoreline public access and public and commercial recreation uses."

Schedule and Cost:

The applicant proposes to begin construction in Spring 2009, and complete construction by Spring 2010. The total estimated project cost is approximately \$4 million.

Staff Analysis

- A. **Issues Raised:** The staff believes that the application raises five primary issues: (1) whether the proposed fill is consistent with the McAteer-Petris Act and *San Francisco Bay Plan* (Bay Plan) policies regarding fill; (2) whether the project would provide maximum feasible public access consistent with the proposed project and whether the access increases water-oriented recreation opportunities; (3) whether the proposed project would be consistent with the Bay Plan policies on natural resources including fish, other aquatic organisms and wildlife, tidal marshes and tidal flats; and subtidal areas; (4) whether the proposed project would be consistent with the Bay Plan policies on dredging and water quality; and (5) whether the proposed project would be consistent with the Bay Plan policies on safety of fill and shoreline protection.

1. **Fill.** The Commission may allow fill only when it meets the fill requirements identified in Section 66605 of the McAteer-Petris Act, which states, in part: (a) the public benefits from fill must clearly exceed the public detriment from the loss of water areas; (b) fill in the Bay should be limited to water-oriented uses, such as water-oriented recreation and public assembly, or minor fill for improving shoreline appearance or public access to the Bay; (c) no alternative upland location exists for the fill; (d) the fill should be the minimum amount necessary to achieve the project purpose; (e) the nature, location, and extent of any fill should minimize harmful effects to the Bay including the water volume, circulation, and quality, fish and wildlife resources, and marsh fertility; and (f) that the public, health, safety, and welfare require that fill be constructed in accordance with sound safety standards.

The applicant proposes to place approximately 6,715 square feet of floating and cantilevered fill to provide an ADA-accessible floating dock and gangway. The applicant also seeks authorization for approximately 17,157 square feet (0.39 acres) of solid fill for shoreline stabilization, of which 8,000 square feet would be to authorize after-the-fact riprap already placed at the site.

- a. **Public Benefits v. Public Detriment.** Currently the site is vacant. Approximately a quarter of the proposed fill (6,715 square feet or 0.15 acres) would be to construct an ADA-accessible gangway boat dock for launching kayaks, canoes, and other non-motorized boats. The remaining fill to be authorized (approximately 17,157 square feet or 0.15 acres) would be to install riprap to create a permanent shoreline for the proposed activities.

The Commission must determine whether the public benefits associated with the fill for the shoreline protection, the floating dock, the gangways, and pile placement exceed the public detriment from the placement of that fill.

- b. **Water-Oriented Use.** The purpose of the proposed fill is to stabilize the shoreline for public access and to provide recreational access to the Bay. In 2003, the applicant discovered contaminated riprap and immediately removed the contaminated materials and replaced the riprap with clean, one-quarter ton rock riprap. The riprap removal also resulted in a small amount of unquantifiable fill removed. According to the applicant, the riprap stabilized the shoreline and thus facilitates continuous public access along the length of the project site. The additional riprap proposed as part of this application would also protect the facilities and public access in the shoreline band associated with the aquatic center. The fill associated with the floating docks and gangways would involve fill to improve water-oriented recreational access at the project site.

The Commission must determine whether the proposed fill in the Bay qualifies as a water-oriented use.

- c. **Alternative Upland Location.** The applicant states that there is no alternative upland location for the proposed dock or gangways as the structures must be on the water to provide access for launching and tying up boats. The proposed riprap fill is intended to stabilize the Bay shoreline.

The Commission must determine whether there is an alternative upland location for the uses proposed in the Bay.

- d. **Minimum Amount Necessary.** The applicant states that the proposed fill would be the minimum amount necessary to provide access to the Bay for small recreation boats and to stabilize the shoreline. Due to the shallowness of the site and the prevailing winds, rowing shells would dock only along the western side of the proposed launching float. The length of the proposed floating dock was determined by estimating how long a float was needed to dock rowing shells for the Oakland Strokes program and other EBRPD programs at the same time.

The applicant states that the fill for the riprap would be the minimum necessary to engineer a stable shoreline at the site.

The Commission must determine whether the fill placed as part of the proposed project would be the minimum amount necessary to construct the project.

- e. **Minimizing Impacts.** The Bay Plan policies on water surface area and volume state that, “[w]ater circulation in the Bay should be maintained, and improved as much as possible. Any proposed fills, dikes or piers should be thoroughly evaluated to determine their effects on water circulation and then modified as necessary to improve circulation or at least to minimize any harmful effects.” According to the applicant, the placement of riprap along the shoreline and the boat launching facilities would not result in any changes to the water circulation of the Bay.

The Commission must determine whether the project has been designed to minimize harmful impacts to water circulation as a result of fill placement.

2. **Public Access and Recreation.** Section 66602 of the McAteer-Petris Act states that “...existing public access to the shoreline and waters of the...[Bay] is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided.” The Bay Plan Public Access Policy 1 states: “[a] proposed fill project should increase public access to the Bay to the maximum extent feasible, in accordance with the policies for Public Access to the Bay.” The Bay Plan Public Access Policy 2 states, in part: “...maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline.” The Bay Plan Public Access Policy 5 states, in part: “[w]henver public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed.” The Bay Plan Public Access Policy 6 states, in part: “[p]ublic access improvements provided as a condition of any approval should be consistent with the project and the physical environment...and provide for the public's safety and convenience. The improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline should permit barrier free access for the physically handicapped to the maximum feasible extent, include an ongoing maintenance program, and should be identified with appropriate signs.” The Bay Plan Public Access Policy 8 states, in part: “[a]ccess to and along the waterfront should be provided by walkways, trails, or other appropriate means to connect the nearest public thoroughfare where convenient parking or public transportation may be available.” The Bay Plan Public Access Policy 10 states, “[f]ederal, state, regional and local jurisdictions, special districts, and the Commission should cooperate to provide appropriately sited, designed and managed public access, especially to link the entire series of shoreline parks, regional trail systems (such as the San Francisco Bay Trail) and existing public access areas to the extent feasible.” The Bay Plan Public Access

Policy 11 states that, “[t]he Public Access Design Guidelines should be used as a guide to siting and designing public access consistent with a proposed project. The Design Review Board should advise the Commission regarding the adequacy of the public access proposed.”

The Bay Plan Recreation Policy 1 states, “[D]iverse and accessible water-oriented recreation facilities such as marinas, launch ramps, beaches, and fishing piers should be provided to meet the needs of a growing and diversifying population....”

In assessing whether a project provides maximum feasible public access consistent with the project, the Commission relies on the McAteer-Petris Act, the policies of the Bay Plan, and also relevant court decisions.

BCDC Permit No. M06-08, issued on July 6, 2007, authorized the park facilities on 36,000 square feet (0.83 acres) at the adjoining site as an expansion to Martin Luther King Regional Shoreline. These facilities included vehicular access to the shoreline, parking for 50 cars, a 400-foot-long shoreline public access trail, a landscaped area with picnic tables and BBQs, and a public restroom.

The proposed project would develop public access and recreational boating facilities on the site located immediately to the north of the access improvements authorized in M06-8 and would include: (1) an approximately 460-foot-long, San Francisco Bay Trail shoreline pathway ranging from 12 to 25 feet wide, with an average width of 17 feet; (2) a 1,115-square-foot entry plaza; (3) two asphalt-paved boat staging areas totaling approximately 6,250 square feet; (4) one 2,500-square-foot lawn for boat staging; (5) landscaping associated with the three buildings and adjacent to the entry plaza; (6) a public restroom, (7) two buildings and a paved outdoor area for boat storage, (8) a building to house offices, training facilities, and a caretaker’s residence; (9) an ADA-accessible dock for launching non-motorized water craft; and (10) other public access amenities, such as benches, signs and trash containers. The floating dock would be accessible to the public during restricted daylight hours, such as 6 a.m. to dusk, and all public access improvements would be ADA-accessible. The site is also designated as a launch site for the Water Trail in BCDC’s Draft San Francisco Bay Area Water Trail Plan.

This proposed project has been designed to easily allow a future connection across the neighboring sand and gravel facility to the north if the current industrial use changes.

The Commission’s Design Review Board (DRB) reviewed the proposed project on April 10, 2006. The DRB reviewed both Phase One and Phase Two public access improvements. The DRB evaluated whether the proposed mezzanines in the middle building of the three proposed buildings could adversely impact public access, and whether the location and size of the secure boat storage area would impact a possible future public access connection to the north across the existing sand and gravel facility. The DRB did not find that the proposed mezzanines would adversely impact public access. The applicant altered the location of the secure boat storage area so as not to obstruct the possibility of extending public access across the neighboring site to the north if the use changed and the area became available for access. The DRB was also concerned about the proposed grass pavers, and the DRB proposed soft paving in lieu of grass pavers. The applicant stated that the canoe and kayak users benefit from the grass areas where they can layout, or stage, their equipment and argued that grass pavers were a better choice for the expected use and the DRB agreed. The applicant proposes

that this area would also be used to help train beginner boat users and provide the extra width required for fire truck access.

The Commission must determine if the proposed public access proposal is the maximum feasible public access, consistent with the project, as required by the McAteer-Petris Act and the San Francisco Bay Plan.

3. **Natural Resource Policies.** The Bay Plan policies on fish, other aquatic organisms and wildlife state, “[T]o assure the benefits of fish, other aquatic organisms and wildlife for future generations, to the greatest extent feasible, the Bay’s tidal marshes, tidal flats, and subtidal areas should be conserved, restored and increased.” The policies further state that, “[t]he Commission should consult with the California Department of Fish and Game and the U.S. Fish and Wildlife Service or the National Marine Fisheries Service whenever a proposed project may adversely affect an endangered or threatened plant, fish, other aquatic organism or wildlife species...(and) give appropriate consideration of (their) recommendations in order to avoid possible adverse impacts of a proposed project on fish, other aquatic organisms and wildlife habitat.” Further, the Bay Plan Subtidal Area policies state, “[a]ny proposed filling or dredging project in a subtidal area should be thoroughly evaluated to determine the local and Bay-wide effects of the project on: (a) the possible introduction or spread of invasive species; (b) tidal hydrology and sediment movement; (c) fish, other aquatic organisms and wildlife; (d) aquatic plants; and (e) the Bay’s bathymetry. Projects in subtidal areas should be designed to minimize and, if feasible, avoid any harmful effects.”

The applicant states that the project would not significantly impact the Bay’s tidal marshes, tidal flats, and subtidal areas. Only scattered marsh plants occur along the shoreline, intertidal and subtidal mudflat that would be impacted by dredging, a relatively small area (16,020 square feet or 0.37 acres). Although these areas can be expected to quickly recolonize with benthic organisms, the float and human activities can be expected to discourage bird use of this area. Despite this potential impact, it was determined that the project was categorically exempt from the need to prepare an environmental document.

The project is near East Creek Slough, Damon Slough, and Arrowhead Marsh, all sensitive wetland habitats. Members and participants in the programs at Tidewater Aquatic Center, such as Save the Bay’s “Canoes in Slough” program, would be led by naturalist that would educate kayak and canoe groups about the fragile environment and instruct boaters to avoid the slough altogether. The applicant also plans on placing signs on or near the dock to educate the general public about the sensitive Bay habitat nearby. In discussions with staff the applicant has not been receptive to the establishment of formal exclusion or buffer zones to protect this nearby habitat.

The Commission must determine if the proposed project would be consistent with the Commission’s Bay Plan natural resource policies.

4. **Dredging and Water Quality Policies.** The Bay Plan policies on dredging state that “[d]redging and dredged material disposal should be conducted in an environmentally and economically sound manner. Dredgers should reduce disposal in Bay and certain waterways over time to achieve the LTMS goal of limiting in-Bay disposal.” The Bay Plan Dredging Policy 2 states, in part, that, “[d]redging should be authorized when the Commission can find: (a) the applicant has demonstrated that the dredging is needed to

serve a water-oriented use or other important public purpose, such as navigational safety; (b) the materials to be dredged meet the water quality requirements of the San Francisco Bay Regional Water Quality Control Board;” ... “ (d) the siting and design of the project will result in the minimum dredging volume necessary for the project; and (e) the materials would be disposed of in accordance with Policy 3.” Policy 3 states, in part, that “[D]redged materials should, if feasible, be reused or disposed outside of the Bay and certain waterways.

The Bay Plan Water Quality Policy 2 states that “[W]ater quality in all parts of the Bay should be maintained at a level that will support and promote the beneficial uses of the Bay as identified in the San Francisco Bay Regional Water Quality Control Board’s Basin Plan and should be protected from all harmful or potentially harmful pollutants. The policies, recommendations, decisions, advice, and authority of the State Water Resources Control Board and the Regional Board, should be the basis for carrying out the Commission’s water quality responsibilities.”

The proposed project includes removing approximately 920 cubic yards of riprap covering approximately 9,160 square feet followed by dredging approximately 3,835 cubic yards of sediment from approximately 16,020 square feet. Following dredging, new riprap material would be placed on the reconfigured shoreline and a floating dock and gangway installed. The dredging is needed to increase the water depth at the project site for small boat access to a depth of -3.6 feet Mean Lower Low Water, plus one foot of overdredge allowance. The dredged material would be disposed at Winter Island, a managed wetland near the City of Pittsburg, in the west Sacramento-San Joaquin Delta outside of the Commission’s jurisdiction.

The California Regional Water Quality Control Board certified the proposed project on March 13, 2009, and stated that, “the project will impact 0.37 acres of rock riprap-armored shoreline through the dredging/excavation of about 3,835 cubic yards of sediment and soil... However, these activities are not anticipated to have significant impacts on shoreline habitat, since their major impact will be to move rock-lined shoreline habitat slightly landward, while slightly increasing the amount of open water at the Project site. The new floating docks and gangplanks are not anticipated to have significant impacts on beneficial uses of waters of the State, since they will not place significant amounts of fill into waters of the State.”

The Commission should determine if the proposed project would be consistent with the Commission’s Bay Plan dredging and water quality policies.

5. **Safety of Fill and Shoreline Protection.** The Bay Plan Safety of Fill Policy 4 states that, “[t]o prevent damage from flooding, structures on fill or near the shoreline should have adequate flood protection including consideration of future relative sea level rise as determined by competent engineers.” The Bay Plan Protection of the Shoreline Policy 1 states that, “[n]ew shoreline erosion control projects and maintenance or reconstruction of existing erosion control facilities should be authorized if: (a) the project is necessary to protect the shoreline from erosion; (b) the type of protective structure is appropriate for the project site and the erosion conditions at the site.” Further, Bay Plan Protection of the Shoreline Policy 2 states, in part, that, “[r]iprap revetments, the most common shoreline protective structure, should be constructed of properly sized and placed material that meet should engineering criteria for durability, density and porosity,” and

Policy 3 states, in part, that, “[a]uthorized protective projects should be regularly maintained according to a long-term maintenance program to assure that the shoreline will be protected from tidal erosion....”

This project was submitted to the Commission staff in 2005 at a time when sea level rise did not receive detailed analysis. Hence, the potential impacts of sea level rise on the proposed project and its associated public access was not discussed with the applicant until recently. The applicant has submitted project plans that illustrate that the public access would be located approximately 61.2-inches above Mean High Water or approximately 18-inches above the estimated 100-year highest tide. The final public access would thus be 2 inches above the 100 year flood expected with a 16-inch sea level rise over the next 50 years, the conservative estimate of the California Climate Action Team Reports on Climate Change. As for the proposed fill in the Bay, the majority of it would be floating, which would move with the tide.

The Commission should determine whether the fill has been designed to be safe for the public and for shoreline protection.

B. Review Boards

1. **Engineering Criteria Review Board.** The Engineering Criteria Review Board did not evaluate the proposed project because no significant structures are located on Bay fill.
2. **Design Review Board.** On April 10, 2006, the Design Review Board (DRB) reviewed both Phase One (previously-approved pursuant to BCDC Permit No. M06-8) and the proposed project, Phase Two. As discussed previously, in response to the DRB’s concern that the secure boat storage area would impact a future public access connection to the north, the applicant changed the design of the storage area so it would not block the possibility of future public access to the neighboring site. Both the applicant and the DRB agreed that Phase Two of the proposed project would not alter or block views to or from the Bay; the site to the East of the project (an industrial site) completely prohibits views to the Bay from the nearest public road.

The DRB also questioned whether the slope of the ADA-accessible gangway would be appropriate for access, and the applicant assured the DRB that the gangway would have a less than five percent slope. Finally, the DRB recommended that the amount of surface runoff be reduced. Since the DRB meeting, the applicant has worked with the City of Oakland to develop and implement best management practices to reduce storm water runoff and improve storm quality at the project site, including minimizing the use of solid pavers by using grass cells and installing a landscaped bioswale area.

- C. **Environmental Review.** In October 1999, the City of Oakland certified the Oakland Estuary Plan Environmental Impact Report, which mentioned the project site. In April 2003, East Bay Regional Park District issued a Notice of Determination that the project site was Categorically Exempt under Section 15183, which was certified by the City of Oakland on May 18, 2006.

D. Relevant Portions of the McAteer-Petris Act

1. Section 66602
2. Section 66605

E. Relevant Portions of the San Francisco Bay Plan

1. San Francisco Bay Plan Policies on Fill
2. San Francisco Bay Plan Policies on Public Access
3. San Francisco Bay Plan Policies on Dredging and Water Quality
4. San Francisco Bay Plan Policies on Shoreline Protection
5. San Francisco Bay Plan Policies on Tidal Marsh and Tidal Flats
6. San Francisco Bay Plan Policies on Fish, Other Aquatic Organisms, and Wildlife
7. San Francisco Bay Plan Policies on Recreation
8. San Francisco Bay Plan Maps

Exhibits

- A. **Regional Map, Exhibit A**
- B. **Project Site, Exhibit B**
- C. **Building Elevations, Exhibit C**
- D. **Phase Two, Exhibit D**
- E. **Phase One, Exhibit E**