

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600
State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

January 31, 2025

TO: Design Review Board Members

FROM: Lawrence Goldzband, Executive Director (415/352-3653; larry.goldzband@bcdc.ca.gov)
Ashley Tomerlin, Senior Bay Development Design Analyst (415/352-3657; ashley.tomerlin@bcdc.ca.gov)
Lisa Herron, Shoreline Development Analyst (415/352-3654; lisa.herron@bcdc.ca.gov)

SUBJECT: **200 Wind River Development Project, City of Alameda, Alameda County; Second Pre-Application Review**
(For Design Review Board consideration on February 10, 2025)

Project Summary

Project Proponent

Blue Rise Ventures, LLC (owner)

Project Representatives

Eric Tecza, RA, Blue Rise Ventures (Vice President of Development); Ryan Braniff, Blue Rise Ventures (Managing Partner); Matt Malone, Perkins & Will (Senior Landscape Architect); Angelo Obertello, P.E., CBG Civil Engineers (Principal Civil Engineer).

Project Location (Exhibits 2, 4)

The 200 Wind River Development Project is a 4.92-acre site comprising the southern tip of the 20.4-acre Wind River office campus at 200 Wind River Way in the City of Alameda, Alameda County. Located along the northern shore of Alameda Island, the proposed project area is bounded to the south and west by Atlantic Avenue, to the east by Alaska Basin, and to the north by the remainder of the Wind River office campus, whose northern boundary is a shoreline fronting the Alameda Estuary.



Figure 1. Project location

Project Overview (Exhibit 6)

The proposed project is the last phase of a new life sciences campus at 200 Wind River Way, which would redevelop an existing 4.92-acre surface parking lot. The project would construct a three-story, approximately 120,000-square-foot office and research and development (R&D) building at the intersection of Atlantic Avenue, Clement Avenue, and Sherman Street (newly created as part of an adjacent development), completing the complex originally envisioned in the 1997 Wind River Master Plan. BCDC Permit No. 1997.009 originally authorized a 5-building project, four of which have been built out. To accommodate the larger floorplate needed for an R&D building, the project team is proposing to construct the fifth building at the 4.92-acre parking lot rather than what the site originally contemplated in the 1997 permit.

This project also proposes public access improvements, including removal of a degrading timber wharf to create open water and enhance views to the Bay, renovation of the remaining concrete portion of that wharf with pedestrian paths offering connectivity along the shoreline and public access amenities.

Prior Review by the Design Review Board (Exhibits 7-21, 23-25)

The Design Review Board (DRB) first reviewed the current proposal in December 2023. At the time, the DRB requested that the project proponents continue to work with BCDC staff on project refinements and return for a second review. The DRB provided the following comments on the project:

1. **Overall Site Plan.** Board members expressed concern that some of the public spaces were reading as private and felt more affiliated with the building than the public shoreline. They suggested further development of the Bay Trail and more informal recreation opportunities rather than pre-programmed activities.
2. **Site Entrances.** Board members emphasized the significance of site arrival points and a particular need to strengthen the southern entrance to ensure a clear invitation to the shoreline and distinguish it from the back-of-house services. The Board also suggested developing a gathering space where Sherman Court meets the Bay Trail and shoreline at the northeast corner of the site.
3. **Circulation and Parking.** The Board discussed the lack of a clear front entrance, as the community approaches the site from both east and west, while the front door of the building faces the parking lot to the north. Sherman Court emerged as the strongest potential connection from road to water, compared to the southeast pedestrian access. Board members recommended transforming Sherman Court into the primary public entrance by reducing adjacent parking and adding park amenities, but acknowledged the challenge of making a 26-foot-wide fire lane present as an inviting pedestrian space. The Board also observed that the drive aisle crossing Sherman Court is likely to diminish its potential as a welcoming public space. For the southeast entrance, which offers the most direct route to the shoreline, the Board suggested reducing the parking lot size,

relocating the curb cut, converting remaining parking to parallel configuration, and increasing the planting buffer. These changes would establish a clearer site hierarchy and create more inviting public spaces at key access points.

4. **Programs and Activation.** The Board was concerned about overprogramming campus-oriented recreation activities in the limited public space. They recommended creating an inclusive waterfront that better serves community needs while highlighting the site's heritage. The Board suggested replacing the bocce court with community amenities including diverse seating arrangements, exercise nodes, and marine-themed climbing elements for children. Board members also suggested evaluation of water access opportunities including direct water access, fishing, and kayaking. The Board emphasized strengthening historical interpretation and studying potential activation of the northern area near the basketball court.
5. **Resiliency and Adaptation to Sea Level Rise.** While current plans show only 2 feet of vertical capacity with FEMA freeboard requirements, the Board believed there is not sufficient flood risk data to require raising the Bay Trail at this time. The timeline for adaptation appears to parallel future site renovations. The Board recommended expanding the inundation assessment beyond the building footprint and continuing to monitor flood risk data.

The project proponents have met with staff several times since the review and have revised the project's design in response to the DRB's feedback. All updates to the proposed project are reflected in the updated project description below.

Project Site

Site History (Exhibit 3)

The first known inhabitants of Alameda Island were the Ohlone, who called the area Huchiun. According to the map "Shellmounds of Huchiun" (2023) by artist and cartographer Gabriel Duncan of Alameda Native Art and the Alameda Native History Project, the northern tip of Alameda Island, encompassing all of what is now Marina Village and the project site, was once a tidal wetland. The nearest known shellmound is approximately half a mile southeast of the project site.

In modern history, use of the site has been exclusively industrial. Around the turn of the 20th century, the Alaska Packers Association used the rectangular harbor known today as the Alaska Basin as a winter docking location for its fishing fleet. Historical photographs show Alaska Basin densely filled with multi-masted sailing ships. The site had a warehouse and a rail spur of the Alameda Beltline, connecting to a switching yard to the west (on what is now Jean Sweeney Open Space Park), and a pier at the north end of the campus, the concrete abutments of which are still visible. The site was modified in the early 1960s to accommodate containerized cargo. By 1982, the warehouse was removed from the wharf, and by 1993, the site appeared largely abandoned. Construction of the current office campus began in 1998.

A Phase 1 Environmental Site Assessment by the Alameda County Health Department has identified and listed a small area of residual motor oil-contaminated soil under the parking area on the western portion of the site. The contaminated area is currently capped with clean soil and asphalt, but the proposed project would require disturbing the cap and contaminated soil underneath. The project team reports that it is subject to a county-imposed Risk Management Plan and must comply with precautions included in the plan for the event the affected soil is disturbed.

Permit History

BCDC has issued several permits in the vicinity for public access, utilities, and shoreline protection. BCDC Permit No. 1997.009.00 originally authorized the Wind River office campus development on November 26, 1997. A second permit, M2003.029.07, was issued to the south of the site.

BCDC Permit No. 1997.009.00

The 200 Wind River Way project is the final component of that overall office campus development. The permit originally authorized the construction of four 2- to 4-story office buildings, each approximately 100,000 square feet and partially located within the Commission's 100-foot shoreline band jurisdiction (a fifth building was constructed outside the Commission's permitting jurisdiction). The permit authorized shoreline improvements, pier replacement, capping of contaminated soils, and site improvements for circulation and public access.

The overall Wind River office campus project is a phased project; the following is a summary of the public access phasing required by the existing permit (1997.009.05). All the below phases have been completed:

1. **Phase I.** Build out approximately 189,320 square feet of public access, including 10- to 12-foot-wide paved pathways, parking, landscape improvements and amenities.
2. **Phase II.** Construct an approximately 41,500-square-foot wooden wharf with furnishings and signage, a 10-foot-wide landscaped public access connection from Atlantic Avenue to the shoreline; and an interpretive program.
3. **Phase III.** Built out five overlook decks, connecting pathways, furnishings, and site interpretation.

To date, the permit has been amended five times, mostly for time extensions to complete required public access features. Amendment No. Four reduced the dedicated public access area from 189,320 square feet to 184,820 square feet because 4,500 square feet was transferred to the BCDC permit for an adjacent property (see M2003.029.07 below).

BCDC Permit No. M2003.029.07

BCDC Permit No. M2003.029.07 covers an area to the south of the site and originally authorized the expansion of Grand Marina into Alaska Basin to include public access, vehicular parking,

boat storage, a floating dock, gangways, boat slips, and other improvements for the Marina. The authorized expansion project was not built.

The required shoreline public access improvements include: Bull rails and cleats to demarcate the public access area; furnishings, and interpretive signage. None of these features have been built to date.

The permit has thus far been amended seven times, mostly for time extensions to complete required public access features. Amendment No. 7 transferred the public access connection from Wind River (BCDC No. 1997.009.05) to this permit, M2003.029.07, following property ownership transfer. The public access areas were modified to incorporate this change and update the total public access area from 3,500 to 5,700 square feet, while eliminating redundant requirements where the access areas physically overlapped.

Existing Conditions (Exhibit 4-5)

The 4.92-acre project site is a remote parking lot that has historically been underutilized since the campus was developed. From 2020 to 2023, the project site was used for temporary construction parking by the builders of the adjacent Alta Star Harbor housing development.

Today, the most prominent feature of the site is the abandoned wharf, which occupies the entire eastern edge of the site along Alaska Basin. The wharf is constructed of creosote-coated timber piles and pile caps, heavy timber decking, and an asphalt top surface. A recent inspection of the wharf found that while the concrete portion of the wharf is in fair to good condition, 30 percent of the piles supporting the outboard timber portion of the wharf are severely deteriorated. The shoreline to the south and north of the project site is stabilized with stone riprap.

A shoreline trail along the eastern side of the development provides views of Alaska Basin and leads to the publicly accessible Wind River Park, a shoreline public access area with the larger Wind River office campus. The publicly accessible shoreline features can be accessed through three points:

- 1) From the southeast corner of the site, the public can walk onto the wharf from the new sidewalk and cycle track along Clement Avenue;
- 2) From the northwest, there is a public path off Atlantic Avenue, just south of the main vehicular entrance (Wind River Way), leading directly east through the Wind River office campus and connecting with the shoreline path on the south side of Building 300; and
- 3) From the northern edge of the site, pedestrians can enter Wind River Park via a walking path between Building 600 and the Encinal Yacht Club to the north.

The majority of users access the campus by personal vehicle, arriving on Alameda via either the Webster Tube or the Park Street Bridge, which are approximately equidistant from the project site (approximately 1.5 miles each way). The project site is served by the AC Transit Line 19 bus,

with a stop at the corner of Atlantic Avenue and Wind River Way. The Research Park also operates a shuttle for employees that runs daily to and from the Oakland 12th Street BART station.

Social and Environmental Context

The Commission has developed a Community Vulnerability Mapping Tool to help inform its analysis of how socioeconomic indicators and contamination burdens contribute to a community’s vulnerability to climate change. The mapping tool collects information at the level of Census blocks using 2020 data and at the level of the Census tract using CalEnviroScreen 3.0. Commission staff use the tool to help identify communities with environmental justice burdens. These communities include those disproportionately affected by environmental pollution and hazards that can lead to negative public health effects, exposure, or environmental degradation, and those with higher concentrations of people with socioeconomic characteristics indicative of a higher degree of social vulnerability.

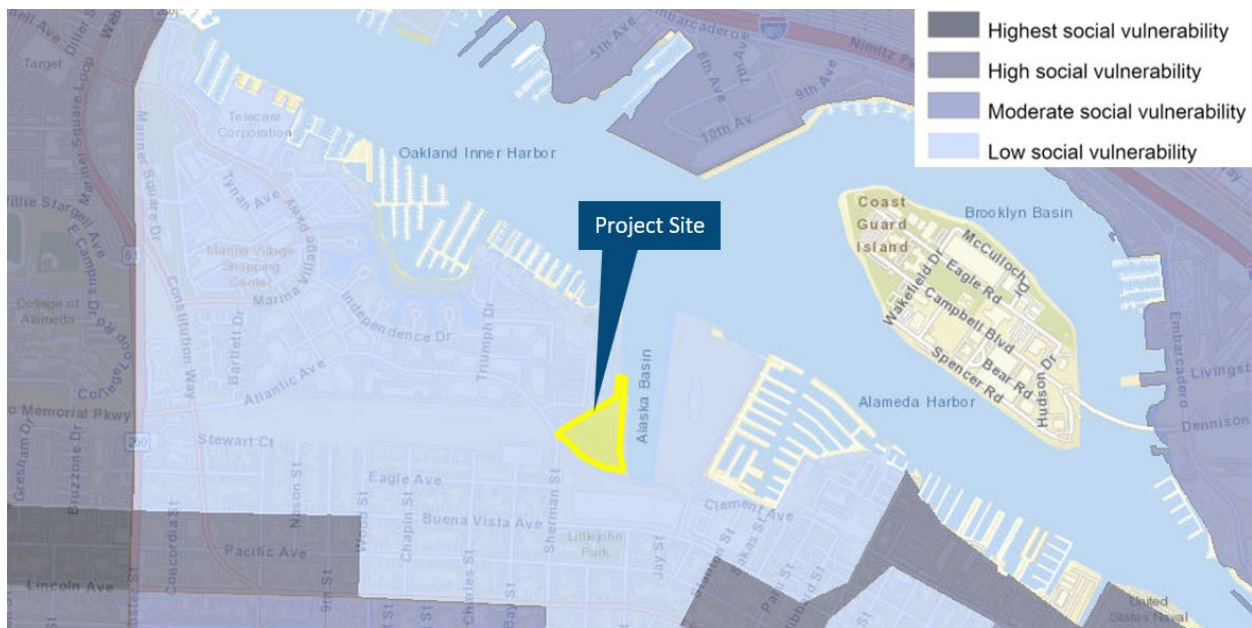


Figure 2. Community Vulnerability Map

According to the Community Vulnerability Mapping Tool, the project is located within a census block with a reported population of 1,308 people and has low social vulnerability and lower contamination vulnerability. There are no social vulnerability indicators in the 90th percentile, and the one social vulnerability indicator in the 70th percentile is for people who are severely housing cost burdened. Other census blocks near the project site vary from low to high social vulnerability and have more social vulnerability indicators in the 70th and 90th percentile.

Proposed Project

Project Elements (Exhibits 7-21, 23-25)

The 200 Wind River Development Project proposes to develop a new office and R&D building at the site at 200 Wind River Way in the City of Alameda, Alameda County. The proposed project would develop the existing parking lot at 200 Wind River Way for the building and redevelop the western shore of the Alaska Basin with an enhanced public waterfront.

1. **Laboratory and Office Building.** A single three-story, approximately 120,000-square-foot laboratory and office building with a floor area ratio of 0.56 on the 4.92-acre site. The structure of the building would be steel atop a concrete pile and grade beam foundation. The main entrance to the building would be marked by a ground floor colonnade, below a façade combining glass curtainwall and metal panel. At full occupancy the building is expected to accommodate approximately 300 employees.
2. **Bay Trail.** An 18-foot-wide shoreline Bay Trail, including a 12' paved center section with 3' shoulders on each side, connecting to existing adjacent trails. The project would connect to a the recently-constructed Clement Avenue bike lane and walking path at the southern tip, as well as the existing mid-block crossing in the same location. No changes were made to the Clement Avenue entrance from existing pedestrian and bike lanes.
3. **Sherman Court.** Sherman Court will be a 26-foot-wide, tree-lined allée with direct visual connection to the shoreline. Sherman Court connects the Jean Sweeney bike path to the west to the Sherman Street and Bay Trail intersection plaza to the east. The plaza will be expanded to create a key node for the site, including an interpretive program in reference the site heritage. Other design elements include a parking screen and bollards in the parking lot.
4. **Waterfront Area.** The project proposes to remove the existing wooden wharf and renovate the concrete wharf that would remain after removal of the wooden portion. At-grade improvements include lounge chairs (which roll on rails, an homage to the old crane rails), hammocks, picnic and café-style seating, and permanent shade structures to allow for use throughout the year. The waterfront area will be re-programmed and the ping pong tables have been removed. All the site improvements between the Bay Trail and the shoreline would be dedicated for public access, resulting in a net increase of approximately 1,000 square feet to the existing required public access area, even after removal of the degraded wooden wharf.
5. **Recreational Dock.** A small watercraft launch is now proposed with the intent of joining the San Francisco Bay Water Trail. The launching area will include a staging and washdown area. The dock may also serve as a landing point for the Oakland-Alameda water shuttle in the future.
6. **Parking.** Parking for the project would be provided through multiple surface lots. The proposed project requires reconfiguration of the surface parking and would result in

fewer total parking spaces. The number of Public Shore parking spaces will remain 23 as currently required.

- a. In the north parking lot, overall space count will decrease and the project proponent will add 10 of 23 Public Shore spaces. The parking area is now redesigned to include a larger planting buffer to reduce headlights shining into shoreline area.
 - b. In the south parking lot, the overall number of parking spaces will decrease to reduce congestion and add the remaining 13 Public Shore spaces for ease of access to the kayak launch and the Bay Trail. The parking lot is now separated from the loading area and back-of-house with additional landscaping. This also allows for more softscape between the lot and the trail, and a better-defined pathway from parking spaces to the trail. This path was extended past its connection to the parking lot, to align with the existing mid-block crosswalk, strengthening another pedestrian connection.
7. **Interpretive Program.** Site interpretation includes storytelling through light projection, inlay paving, and monuments, as well as maritime and industrial play props.
 8. **View Corridors.** The primary viewpoint to the water from the adjacent roadways is along Clement Avenue at the southern end of Alaska Basin, where the road passes closest to the existing seawall.
 9. **Site Entrances.** The project intends to maintain the integrity of the current and planned pedestrian and bicycle infrastructure, as well as create new connections (via pedestrian-only and shared-use paths) to the Bay Trail. Additionally, 10 publicly accessible bike parking spaces would be distributed around the project site.

Sea Level Rise (Exhibit 22)

The wharf elevation is 13.8 feet (NAVD88), which is 4.2 feet above the current 100-year base flood elevation plus sea level rise as projected by the 2024 guidance from the California Ocean Protection Council for the medium-high risk aversion scenario and 3.4 feet above projected levels in the year 2050. However, the expected life of the project is at minimum 50 years, and the projected end-of-century water level of 14.51 feet would cause inundation at dock and potentially sections of the Bay Trail at the project site. At regular high-high tides, however, the current shoreline elevation would be just above the 2100 MHHW level of 11.2 feet. Should it become necessary in the latter part of the century, the Bay Trail could be elevated 1 to 3 feet, creating a small levee to protect the trail, as well as the building and the parking areas. On the water side of the Bay Trail, the concrete wharf would still be within the 2100 projected flood plain. The project team has stated that the structure and finish materials proposed for the renovated wharf would be resistant to damage by infrequent inundation.

Shoreline Protection

This project is part of a larger project that has already constructed a Commission-authorized quarystone riprap revetment for shoreline protection. However, because the project would remove a deteriorating timber wharf, it also proposes to expand the existing riprap over the length of shoreline that would be exposed by the wharf removal.

Community Engagement (Exhibit 26)

To date, the project team has engaged with several local organizations and neighbors. Community engagement activities for the project are summarized in Table 1.

Table 1: Summary of Engagement and Resulting Changes

Stakeholder	Recommendations and Changes
Alameda Transportation Demand Management Association (ATMA)	Discussions ongoing around the design of the public dock, as it pertains to a potential future landing for the ATMA’s Oakland-Alameda Water Shuttle
Bike Walk Alameda	Discussion informed design of indoor employee bike storage to include charging for e-bikes and floor-mounted racks (rather than all wall-mounted).
City of Alameda Planning Commission	<p>Planning Commissioners had no questions or commentary regarding the public shoreline access.</p> <p>Questions and comments on the new building were related to the massing, materials, and general architectural expression. The developer is currently reviewing and responding to the Planning Commission’s feedback.</p>
Encinal Yacht Club	Supportive of the project; no feedback or design revisions.
MTC Bay Trail	Discussion informed the placement of Bay Trail signage, and the placement of “soft shoulders” alongside the paved central section of the trail, to provide choice in surfaces for different activities.
Oakland Yacht Club	Supportive of the design of the new project but concerned with maintenance of existing public access. Developer is planning a number of repairs and allocating additional resources for ongoing maintenance.

SF Bay Water Trail	Discussion informed the design and placement of the public dock and small watercraft staging area in place of the previously presented game tables.
--------------------	---

Approval & Construction Timeline

The project proponents held a workshop on the project for the Alameda Planning Commission on December 16, 2024, and plan to go through the City’s approval processes spring 2025. The project team presented the project at the United States Army Corp of Engineer’s Interagency Meeting in December 2024 and is requesting proposals from environmental consultants to assist with Regional Water Quality Control Board permits. In addition, the project team expects the project to be categorically exempt from additional CEQA review because the total project area is less than five acres. The project team plans to submit a formal BCDC application after DRB approval. A construction schedule has not been set; however, the project proponents expect to begin construction as soon as all necessary permits and approvals have been received, subject to market conditions.

Commission Plans , Policies, and Guidelines

San Francisco Bay Plan Policies

The *San Francisco Bay Plan* (Bay Plan) contains a number of policy sections relevant to the design of the public access areas for this project, including Public Access; Recreation; Appearance, Design and Scenic Views; Shoreline Protection; Environmental Justice and Social Equity; and Climate Change. This site does not carry a Priority Use designation.

The Bay Plan’s **Environmental Justice and Social Equity** Policy 3 states that “equitable, culturally-relevant community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects and appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities,” and “evidence of how community concerns were addressed should be provided.” The project site is not within an area identified by BCDC’s Community Vulnerability Mapping Tool as having high social vulnerability, but the project team has engaged some community-based organizations (CBOs) and intends to reach out to more in the near future.

Pursuant to the Bay Plan’s **Climate Change** policies, projects “should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century” (Policy 3), and that “wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged” (Policy 5). The project site is already at a finished floor elevation of 15.6 feet (NAVD88), which is 5.8 feet above the current BFE and 5.8 feet above the BFE projected for

2050. However, the expected life of the project is at least 50 years and shoreline improvements at project site would not be resilient to flooding at 2100 if it remained at its current elevation.

The Bay Plan's **Shoreline Protection** Policy 1 states that "new shoreline protection projects... should be authorized if: (a) the project is necessary to provide flood or erosion protection for... proposed development, use or infrastructure that is consistent with other Bay Plan policies; (b) the type of protective structure is appropriate for the project site, the uses to be protected, and the causes and conditions of erosion and flooding at the site; (c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account; (d) the project is properly designed and constructed to prevent significant impediments to physical and visual public access; (e) the protection is integrated with current or planned adjacent shoreline protection measures; and (f) adverse impacts to adjacent or nearby areas, such as increased flooding or accelerated erosion, are avoided or minimized." Additionally, Policy 5 states that "all shoreline protection projects should evaluate the use of natural and nature-based features."

This project is part of a larger project that has already constructed a Commission-authorized quarystone riprap revetment for shoreline protection. However, because the project would remove a deteriorating timber wharf, it also proposes to expand the existing riprap over the length of shoreline that would be exposed by the wharf removal.

The Bay Plan's **Public Access** policies state that "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" (Policy 2); that "public access improvements provided as a condition of any approval should be consistent with the project, the culture(s) of the local community, and the physical environment, including protection of Bay natural resources" (Policy 8); and that "access to and along the waterfront should be provided by walkways, trails, or other appropriate means" (Policy 10). The project would provide public access along the shoreline, including seating and overlooks.

Public Access Policy 5 states that "public access that substantially changes the use or character of the site should be sited, designed, and managed based on meaningful community involvement to create public access that is inclusive and welcoming to all." The project team has reached out to local community-based organizations and is considering the feedback it has received from them. The project team plans to engage additional CBOs while it is in the process of seeking local entitlements and preparing for its BCDC application.

Public Access Policy 6 states that "public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding." The project site has existing riprap for shoreline protection, which would be expanded when the wooden wharf is removed.

The Bay Plan's **Appearance, Design and Scenic Views** policies state that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay" (Policy 2), and that "views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view

areas and the water” (Policy 14). Although the proposed office and R&D building would obstruct the existing views available to motorists along Sherman Street and Atlantic Avenue, the project would also implement significant improvements to the public’s experience of the shoreline on the renovated wharf, the Bay Trail, and the zone between these two features.

Public Access Design Guidelines

The *Public Access Design Guidelines* state that public access should feel public, be designed so that the user is not intimidated nor is the user’s appreciation diminished by structures or incompatible uses, and that there should be visual cues that public access is available for the public’s use by using site furnishings, such as benches, trash containers, lighting, and signage. The *Public Access Design Guidelines* further state that public access areas should be designed for a wide range of users, should maximize user comfort by designing for weather and day and night use, and that each site’s historical, cultural, and natural attributes provide opportunities for creating projects with a “sense of place” and a unique identity. The Bay Plan Public Access policies on these Design Guidelines also “encourage diverse public access to meet the needs of a growing and diversifying population. Public access should be well distributed around the Bay and designed or improved to accommodate a broad range of activities for people of all races, cultures, ages, income levels, and abilities.” With respect to views, Objective No. 3 of the Guidelines is to “provide, maintain, and enhance visual access to the Bay and shoreline”; for example, by “locating buildings, structures, parking lots, and landscaping of new shoreline projects such that they enhance and dramatize views of the Bay and the shoreline from public thoroughfares and other public spaces. Objective No. 4 of the Guidelines is to “maintain and enhance the visual quality of the Bay, shoreline, and adjacent spaces”; for example, by “providing visual interest and architectural variety in massing and height to new buildings along the shoreline,” “using building footprints to create a diversity of public spaces along the Bay,” “locating service facilities away from the shoreline,” and “utilizing the shoreline for Bay-related land uses as much as possible.”

Board Questions

Staff recommends the Board frame its remarks of the proposed park considering the public access objectives found in the Commission’s Public Access Design Guidelines. Additionally, please provide feedback on the proposed public access park project with respect to the Commission’s policies on sea level rise, and environmental justice and social equity.

The seven objectives for public access are:

1. Make public access PUBLIC.
2. Make public access USABLE.
3. Provide, maintain, and enhance VISUAL ACCESS to the Bay and shoreline.
4. Maintain and enhance the VISUAL QUALITY of the Bay, shoreline, and adjacent developments.
5. Provide CONNECTIONS to and CONTINUITY along the shoreline.
6. Take advantage of the BAY SETTING.

7. Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies.

In addition, staff would like the Board's advice on the following issues:

1. Does the design provide legible and inviting connections from the adjacent roadways and bike/pedestrian networks to draw users into and through the site to the Bay Trail and Shoreline?
2. Is the interpretive program designed and sited to maximize the public's use and enjoyment of the shoreline? Does the Board have any design recommendations to enhance the interpretive program for the project?
3. Are the public access areas appropriately designed to be resilient and adaptive to sea level rise, ensuring high-quality public access opportunities over time?
4. Does the Board have any recommendations regarding proposed landside amenities that support the water access proposed as part of the project? Is the launch area in the basin appropriately sited to encourage the public to use this feature?