
APPENDICES

APPENDIX A
NOTICE OF PREPARATION

TO: DISTRIBUTION

DATE: November 15, 2007

SUBJECT: Notice of Preparation of Draft Environmental Impact Report and Notice of Scoping Meeting

LEAD AGENCY: California State Coastal Conservancy

PROJECT NAME: San Francisco Bay Area Water Trail Plan

PROJECT LOCATION: The project is located along the shoreline of San Francisco Bay and its tributaries within the nine-county San Francisco Bay Area, consistent with the jurisdiction of the Bay Conservation and Development Commission. Trailheads are considered for 112 locations in the counties of Alameda, Santa Clara, San Mateo, San Francisco, Marin, Napa, Sonoma, Solano and Contra Costa.

The California State Coastal Conservancy (Coastal Conservancy), as CEQA Lead Agency, will prepare a programmatic Environmental Impact Report (EIR) for the San Francisco Bay Area Water Trail Plan, which includes the following components: Aesthetics, Biological Resources, Cultural Resources, Hydrology (Water Quality), Hazards/Hazardous Materials, Land Use/Planning, Public Services, Recreation, and Transportation/Traffic (Parking).

The project description, location, and summary of environmental issues are contained in the attached **Notice of Preparation**. An Initial Study for the project is available for review at www.scc.ca.gov. The Water Trail Plan is available for review at www.bcdc.ca.gov.

We need to know the views of any responsible or trustee agency as to the scope and content of the environmental information that is germane to that agency's statutory responsibilities in connection with the proposed project (see CEQA Guidelines, Section 15082 (b), 14 Cal. Code Regs. §15082(b)). A responsible agency may use this EIR when considering a permit or other discretionary approval for site-specific projects that may tier off of this program-level EIR.

Due to the time limits mandated by State law, written responses from trustee and responsible agencies to this Notice must be received at the earliest possible date, but not later than 30 days after receipt of this notice (December 23, 2007). A public scoping hearing will be held on November 28, 2007 from 5:30 p.m. to 7:30 p.m. at Pier One at the Port of San Francisco (adjacent to the Ferry Building).

Please send your written response, including the name of a contact person with your agency, to **California State Coastal Conservancy, attention Ann Buell** at the address below.

Ann Buell, California State Coastal Conservancy
1330 Broadway, 13th Floor,
Oakland, CA 94612-2530.
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Fax: (510) 286-0470
Email:abuell@scc.ca.gov

ATTACHMENT: Notice of Preparation

NOP DISTRIBUTION:

This Notice of Preparation was sent to the following agencies, organizations, businesses, individuals, and groups:

Counties

Santa Clara	San Francisco
Marin	Contra Costa
Napa	San Mateo
Solano	Alameda
Sonoma	

State

State Lands Commission	Department of Boating and Waterways
Department of Fish and Game	Department of Parks and Recreation
Bay Conservation and Development Commission	State Clearinghouse
California Department of Transportation	California Bay-Delta Authority
Regional Water Quality Control Board	Air Resources Board

Cities

Alameda	Fairfield	Novato	San Pablo
Albany	Foster City	Oakland	San Rafael
American Canyon	Fremont	Palo Alto	Santa Clara
Belmont	Hayward	Petaluma	Sausalito
Belvedere	Hercules	Pinole	Sonoma
Benicia	Larkspur	Redwood City	South San Francisco
Berkeley	Martinez	Richmond	Sunnyvale
Burlingame	Menlo Park	San Bruno	Town of Corte Madera
City of Mill Valley	Millbrae	San Carlos	Town of Tiburon
City of Suisun City	Milpitas	San Francisco	Union City
East Palo Alto	Mountain View	San Jose	Vallejo
El Cerrito	Napa	San Leandro	
Emeryville	Newark	San Mateo	

Federal

U. S. Fish and Wildlife Service
SF Bay National Wildlife Refuge
National Park Service Rivers, Trails and Conservation Assistance Program
National Park Service
U.S. Department of Homeland Security, U.S. Coast Guard
NOAA National Ocean Service
U.S. Army Corps of Engineers

Regional Agencies, Organizations, Groups, Individuals

ACCESS Northern California	Crab Cove Visitor Center (EBRPD)	San Francisco Bay Joint Venture
Accessible Design Collaborative	Designing Accessible Communities	San Francisco Beautiful
Alameda County Public Works	East Bay Regional Park District	San Francisco Boardsailing Association
Association of Bay Area Governments Bay Trail Project	Environmental Traveling Companions	San Francisco Maritime National Historic Park
Audubon California	Fisherman's Wharf Neighborhood Business District	San Francisco Recreation and Parks Department
Audubon Society, Marin Chapter	Friends of the Petaluma River	San Francisco Redevelopment Agency
Avocet Research Associates	Golden Gate National Parks Conservancy	San Francisco Yacht Harbor
Bair Island Aquatic Center	Greater Vallejo Recreation District	San Jose State University, Dept. of Environmental Studies
Bay Access, Inc.	Harbor Safety Committee	San Mateo County Harbor District
Bay Area Open Space Council	Jack London Aquatic Center	San Mateo County Parks and Recreation
Bay Area Ridge Trail	Marin Conservation League	Santa Clara County Parks and Recreation
Bay Area Sea Kayakers	Marin County Department of Parks and Open Space	Save the Bay
Bay Planning Coalition	Marin County Open Space District	Sea Trek
Bay Trail Board of Directors	Marine Exchange of the San Francisco Bay Region	SF Baykeeper

Bay View Boat Club	Midpeninsula Open Space District	SF Chronicle
Berkeley Waterfront Commission	Natural Heritage Institute	Solano Land Trust
Blue Greenway	Office of Assemblywoman Loni Hancock	Sonoma County Regional Parks
Blue Waters Kayaking	Open Water Rowing Center	Sonoma Land Trust
Brisbane Marina	Oyster Point Marina	South Bay Salt Pond Restoration Project
Cal Adventures	Paddle Up Kayak	Suisun Resource Conservation District
Cal Sailing Club	Petaluma Small Craft Coalition Center (PSC3)	The Bay View Boat Club
California Dragon Boating Association	Point Reyes Bird Observatory	Trails for Richmond Action Committee
California Kayak and Canoe	Port of Oakland	Treasure Island
California State Parks Foundation	Port of San Francisco	UCSF Outdoors Unlimited
Center for Collaborative Policy	ProLogis	Vessel Traffic Service
Citizen's Committee to Complete the Refuge	REI	Water Trail Steering Committee
City Kayak	Rodeo Marina	Water Transit Authority
Contra Costa Resource Conservation District	S.F. Neighborhoods Park Council	Waterfront Action
Corte Madera Planning Dept.	San Francisco Bar Pilots	Western Sea Kayakers
Bay Area Air Quality Management District	Golden Gate Bridge Highway and Transportation District	Wildlife Stewards

DATE ISSUED: November 15, 2007

NOTICE OF PREPARATION

FOR THE SAN FRANCISCO BAY AREA WATER TRAIL PROJECT EIR

INTRODUCTION:

The California State Coastal Conservancy (Coastal Conservancy), the California Environmental Quality Act (CEQA) Lead Agency for the San Francisco Bay Area Water Trail Plan (Water Trail Plan), will prepare a programmatic Environmental Impact Report (EIR) in compliance with CEQA for the Project. This Notice of Preparation (NOP) has been prepared to satisfy the requirements of CEQA. An agency may use this EIR when considering a permit or other discretionary approval for site-specific projects that may tier off of this program-level EIR.

This EIR will evaluate the environmental effects of implementing a plan to establish a network of access sites, or trailheads, that enable people in small non-motorized boats, such as kayaks, canoes, sailboards, and dragon boats, to safely enjoy single and multiple-day trips in San Francisco Bay. This regional trail has the potential to enhance Bay Area communities' connections to the Bay and create new linkages to existing shorelines, open space and other regional trails. The Water Trail Plan also includes educational, stewardship and outreach components. The Water Trail Plan includes 112 potential trailhead sites at various Bayfront locations. Additional sites may be incorporated into the Water Trail over time.

The project will be conducted in close coordination with the San Francisco Bay Conservation and Development Commission (BCDC), the Association of Bay Area Governments (Bay Trail), the Department of Boating and Waterways (Cal Boating) other federal, state, regional, and local agencies, interested parties, and owners of land adjacent to trailhead sites.

The NOP is an important step in the environmental scoping process, which is designed to determine the range of issues to be addressed in the EIR. The objectives of scoping include:

- Ensuring agency and public involvement in the environmental review process,
- Determining which specific impacts must be evaluated in the EIR,
- Establishing a reasonable range of alternatives, and
- Identifying the scope of issues that must be discussed in order to adequately and accurately address the potential impacts of the project as they relate to permitting and approval authority.

Pursuant to CEQA Section 21080.4(a), responsible and trustee agencies are asked to provide in writing the scope and content of the environmental information that is germane to their statutory responsibilities, as these agencies may use this EIR when considering permits or other approvals for site-specific projects implementing the Water Trail Plan. Responsible and trustee

agencies are also requested to provide a list of the permits and/or other approvals that must be obtained in order to implement the project.

PROJECT LOCATION

The project is proposed for a large number of locations around San Francisco Bay and would be based on an existing, informal network of sites. Sites are located in a variety of urban and open space settings. A core group of 112 water access points has been identified as Water Trail (WT) backbone sites (see attached map). These are distributed between the following nine Bay Area counties as follows: Alameda (20), Contra Costa (17), Marin (28), Napa (5), Santa Clara (2), San Francisco (12), San Mateo (16), Solano (8) and Sonoma (4). Additional, as yet unidentified sites, in these counties may be added to the Plan in the future.

BACKGROUND

The San Francisco Bay Area Water Trail (WT) was authorized by Assembly Bill 1296, the San Francisco Bay Area Water Trail Act, which was signed into law in September 2005. The Water Trail Act outlined requirements for planning and implementing the trail. The Act directed BCDC, in coordination with other agencies and organizations, to conduct a public process to develop the San Francisco Bay Area Water Trail Plan (WT Plan), and assigned the Coastal Conservancy as the lead for implementing the Plan. The Water Trail Act requires that the Plan make recommendations on policies, criteria, and guidelines for appropriate location, design, operation and maintenance of access; locations where the WT can coordinate with landside trails and other recreational facilities to accommodate opportunities for multi-day, overnight travel; organizational structure and procedures for the management and operation of the trail; education of trail users to advance navigational safety, protect wildlife and foster stewardship of resources; identification of sensitive wildlife areas where access should be managed or prohibited; and identification of areas with navigational safety or security issues where trail access should be limited or prohibited.

PURPOSE

The WT Plan is intended to serve as a guide for designating and improving a network of access sites (or “trailheads”) that enable people in small non-motorized boats, such as kayaks, canoes, sailboards, and dragon boats, to safely enjoy single and multiple-day trips in San Francisco Bay. Water Trail Plan initiatives include promoting navigational safety and environmental stewardship through an extensive education program.

PROJECT DESCRIPTION:

The WT Plan is a guide to trail implementation for the agencies and organizations that will develop and manage WT access points and programs, as well as trail proponents and other stakeholders involved in trail implementation.

The vast majority of WT access sites would be designated from a starting pool of existing and planned access points, 112 of which have been identified as Backbone Sites. These meet the criteria of having launch facilities, planned facilities, or launch areas that are used or planned for non-motorized small boats and are open to the public. Of these, 57 are High Opportunity

Sites that require minimal planning, management changes and improvements (such as signage only) on which initial Plan implementation will be focused.

The WT Plan implementation could include a full range of access improvements ranging from minimal improvement at High Opportunity Sites to development of new parking and/or launch facilities, as well as overnight facilities. Basic access to the water consists of parking and a place to launch, whether from a beach, a dock, a float or by other means. This access can be enhanced by a variety of improvements and services, such as restrooms, boat drop-off parking zones, equipment storage, public boathouses, transient docking, overnight accommodations, such as a hostel or campsite, rigging areas and fresh water for washing gear.

The WT plan includes water trail education, outreach and stewardship goals to:

- Enhance the experience of paddling on the Bay to attract people to get out onto the trail.
- Protect the safety of WT users and others on the Bay.
- Teach trail users how to boat in a manner that is consistent with protecting wildlife and habitat.
- Foster stewardship of the trail and Bay resources.

ALTERNATIVES TO BE CONSIDERED IN THE EIR

Alternatives to the proposed project (the draft Water Trail Plan) to be assessed in the EIR are still under consideration, but the EIR will include, at a minimum:

- The No Project Alternative required under CEQA
- One or more Reduced-Project Alternatives that may include limiting the Plan's implementation to Backbone Sites only.

Alternatives will be open to discussion and comment at the Scoping Meeting.

POTENTIAL DISCRETIONARY ACTIONS AND APPROVALS:

Program-Level Agency Approvals:

- **California State Coastal Conservancy**

Specific Project-Level Approvals:

Implementation of the Plan at specific sites may require approvals of one or more of the following agencies, depending on the specifics of the proposed actions:

- U.S. Army Corps of Engineers Section 404 and Section 10 permits
- Federal and State Endangered Species Acts permits
- California Department of Fish and Game Streambed Alteration Agreements
- California State Regional Water Quality Control Board 401 Certification and/or Discharge Permit
- California State Bay Area Air Quality Management District Permit
- San Francisco Bay Conservation and Development Commission

- Local agency planning and other discretionary permits and approvals

ISSUE ANALYSIS (ENVIRONMENTAL CONSEQUENCES)

An Initial Study (IS) was conducted for the WT Plan and is available for review on the Project website www.scc.ca.gov. The IS identified a number of potentially significant environmental impacts that could occur from Plan implementation. The list of issues identified in the IS is preliminary; additional issues may be identified during the scoping process. Issues identified in the IS for further review in the EIR are summarized below:

Aesthetics. Implementation of the WT Plan would result in some alterations to existing Bay access points as well as the addition of new access sites. Site alterations would not typically block scenic vistas, but modifications could include additional docking areas, ramps, restroom facilities, storage facilities, parking, lighting, and signage. In addition, development of some remote sites, even with only the provision of a dock and restroom, for example, could affect the existing visual character or quality of the site.

Biological Resources. Harbor seals and other protected marine mammals, and special status birds including rafting flocks of waterfowl, could potentially be impacted by the WT implementation (construction of new facilities and increased use of the Bay by small, non-motorized craft). Construction and maintenance of new launch facilities may also affect wetlands and upland shoreline vegetation. Tidal salt and brackish marshes and riparian bottomland habitats could suffer adverse effects such as trampling and vegetation degradation. In addition, there could be conflicts with local land use plans and policies, habitat or natural community conservation plans.

Cultural Resources. Development at new sites or development at existing sites that requires substantial grading could affect buried historic or archaeological resources. Increased use of Bay margins by WT boaters could adversely affect resources such as historic wharves, docks, and piers.

Hazards/Hazardous Materials. Some potential access sites may be located at or near various known hazardous waste sites. At least one site is known to be located within a quarter mile of a school and one within two miles of a major public airport.

Land Use/Planning. It is possible that some larger-scale improvements may conflict with local plans and policies and new sites could conflict with local land use regulations. Compliance would be evaluated at the time that specific improvements are proposed.

Public Services. Improvements at the proposed access sites and increased use of existing sites may result in small numbers of additional calls to local fire and police departments. Introducing new access facilities onto the Bay, or incorporating an existing launch site into the WT, would increase use and could lead to conflicts among users.

Recreation. The project would likely increase the use of local, regional, state and federal parks and recreation areas around the Bay. An increase in usage of parks and other recreational facilities, such as marinas, would require increased management levels. Development of some of the WT Backbone Sites will require new or enhanced facilities,

including features such as ramps to make the sites ADA-compliant and equipment storage areas and campgrounds to support multiple-day trips.

Transportation/Traffic. The project could increase parking demand at the WT access sites and might exceed the existing parking capacity.



Proposed Water Trail Backbone Access Sites

Map updated 11/14/2007
 Bay Water Trail GIS data provided by BCDC
 Map produced by WWR, November 2007
 Map file: WaterTrail_All_1134_2007-1114dg.mxd



APPENDIX B
INITIAL STUDY

INITIAL STUDY

San Francisco Bay Area Water Trail Plan

PREPARED FOR:

California State Coastal Conservancy

PREPARED BY:

Grassetti Environmental Consulting

November 2007

San Francisco Bay Area Water Trail Plan
Initial Study

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INITIAL STUDY
SAN FRANCISCO BAY AREA WATER TRAIL PLAN

California State Coastal Conservancy

Project Title: San Francisco Bay Area Water Trail Plan

Lead Agency Name and Address:

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Oakland, California 94612-2530

Contact Person and Phone Number:

California State Coastal Conservancy
Ann Buell, Project Manager
(510) 286-0752

Project Description

San Francisco Bay Area Water Trail Background and History

The San Francisco Bay Area Water Trail (WT) was authorized by Assembly Bill 1296, the San Francisco Bay Area Water Trail Act (Water Trail Act), which was signed into law in September 2005. In establishing the WT, the legislature found that “[w]ith loss of public open space, the public increasingly looks to the Bay, the region’s largest open space, for recreational opportunities.” It also found that “[w]ater trails can inform the public about natural, cultural, and historic features and foster public stewardship of these resources. Water trails aid in urban renewal of industrial waterfronts. In combination with hiking, biking, and horse trails, water trails are an important element in the development of multiuse and multi-day recreational opportunities that in turn have a positive regional economic benefit.”

The WT is intended to include a network of access sites (or “trailheads”) that enable people in small non-motorized boats, such as kayaks, canoes, sailboards, and dragon boats, to safely enjoy single and multiple-day trips in San Francisco Bay. This regional trail has the potential to enhance Bay Area communities’ connections to the Bay and create new linkages to existing shoreline open space and other regional trails. The WT also includes educational, stewardship, and outreach components.

The San Francisco Bay Area is defined by the legislation as the nine Bay Area counties and navigable waters and tributaries under tidal influence that are part of or feed into San Francisco Bay. The Water Trail primary project area is within the Bay Conservation and Development Commission’s (BCDC’s) jurisdiction.

The Water Trail Act outlined requirements for planning and implementing the trail. It directed BCDC, in coordination with other agencies and organizations, to conduct a public process to develop the San Francisco Bay Area Water Trail Plan (Plan), and assigned the State Coastal

Conservancy (Conservancy) as the lead for implementing the Plan. The Water Trail Act requires that the Plan make recommendations on policies, criteria, and guidelines for appropriate location, design, operation and maintenance of access; locations where the WT can coordinate with landside trails and other recreational facilities to accommodate opportunities for multi-day, overnight travel; organizational structure and procedures for the management and operation of the trail; education of trail users to advance navigational safety, protect wildlife and foster stewardship of resources; identification of sensitive wildlife areas where access should be managed or prohibited; and identification of areas with navigational safety or security issues where trail access should be limited or prohibited.

Water trail planning began in September 2005 with an assessment of perspectives, issues, organizations and individuals important to the planning process. BCDC, with help from the Conservancy and the Association of Bay Area Governments' Bay Trail Project, convened a Water Trail Steering Committee in February 2006 to provide guidance on trail organization and policies for the Water Trail Plan. The Committee was comprised of representatives from the non-motorized boating community, shoreline resource planning and management agencies and landowners, navigational safety groups, wildlife protection groups, and environmental education and stewardship interests. The core of the Steering Committee's work occurred in seven public planning meetings that were held from February 2006 through March 2007. In these meetings, the Steering Committee and members of the public discussed and provided recommendations on non-motorized small boating access; trail-related wildlife and habitat issues, safety and education; and the organizational structure for the water trail, and trail head designation. The Steering Committee and WT staff developed a Trail Vision Statement, as well as technical reports on biological resources and water quality issues, safety and education strategies, and water trail access issues. In May, 2007, the BCDC issued a draft WT Plan for public and agency review. Comments were received on that plan and incorporated into a revised draft made public in July 2007. Comments on the July revision were incorporated into a Final Draft Plan prepared in September 2007. That Final Draft Plan is available for review at: <http://www.bcdc.ca.gov> under "Water Trail Project." This Initial Study assesses at a programmatic level the potential environmental impacts of implementation of the September 2007 Plan.

WT Concept and Principles

Informally, a water trail already exists in the Bay. Boaters in human-powered craft currently enjoy point-to-point access in some portions of the Bay and they have a handful of options for multi-day excursions. However, to create the linked access envisioned for the trail and to fulfill the mandates of the legislation, trail managers need to actively and strategically "build" the trail by improving existing launch sites, developing new trail heads, coordinating and supporting ongoing management and maintenance of these sites, and implementing a comprehensive trail-wide education, outreach and stewardship program. Implementation of the WT Plan requires consideration of the suitability of different locations - either in their existing condition, or with additional improvements, or with entirely new access - for incorporation into the trail. The WT includes seven overarching principals to guide agencies and organizations involved with the WT in addressing issues associated with design, development, and management decisions. In summary, these principals are:

- To articulate a "toolbox" of trail development and management strategies;
- To conduct site assessments and planning for trailheads;

- To identify and develop management actions for sensitive wildlife and safety areas;
- To promote personal boating and navigational safety;
- To create a comprehensive water trail education program;
- To develop a water trail ethic; and,
- To develop partnerships with local, regional, state, and federal agencies, private organizations, and other institutions to advance implementation of the trail.

Project Location and Surrounding Land Uses

The project is proposed for a large number of locations around San Francisco Bay and would be based on the existing, informal network of sites. Potential WT sites are located in both urban and open space areas (See Figures 1A and 1B). San Francisco Bay is surrounded by commercial, industrial, residential, and open space lands. San Francisco International Airport as well as the Oakland, Hayward, San Carlos, and Palo Alto airports are located around San Francisco Bay, as are the ports of Oakland, San Francisco, Redwood City, and Richmond. Major open space areas around the Bay include federal wildlife refuges; local, state, federal, and regional parks, reserves, and recreation areas; salt ponds; former landfill sites; portions of former military bases (undergoing conversion to non-military uses); private undeveloped lands (including those designated for urban use); and agricultural lands.

Non-Motorized Small Boating Activities in San Francisco Bay

A variety of non-motorized small boating takes place on San Francisco Bay. Paddlesports include canoeing, kayaking, whaleboating, dragonboating, outrigger canoeing and sculling. The Bay is also a popular location for windsurfing and kitesurfing (also called kiteboarding), two sailboarding activities that emerged in the last twenty years.

Kayaks are the most likely small, non-motorized craft to embark on multi-site and multi-day trips on the Bay. They travel about two to four miles per hour depending on boater skill level, tides, currents and winds. This generally limits their range to eight to ten miles without a break. Additional intermediate landing sites could improve safety for boaters and reduce the need for emergency landings in unsuitable areas.

Existing access onto San Francisco Bay for non-motorized small boats consists of more than 135 launch and landing points in waterfront parks, marinas and harbors, sites with public launch ramps or floats, public access areas, wildlife refuges and privately owned sites. The sites vary in terms of levels of development and management that support these types of boating activities. Geographically, the launches are clustered primarily around the central Bay, from southern Marin and Contra Costa Counties south to Redwood City and San Leandro. Most of these sites are in, or near, urban areas, and this portion of the Bay is heavily used for commercial shipping, ferry transportation and all types of recreational boating. In comparison, the South Bay, San Pablo Bay and Suisun Marsh have fewer access points due to land use and management and shallow waters.

Because the Bay has relatively few beaches and since much of the Bay shoreline is armored with riprap or seawalls, access to the Bay for on-water recreation often requires some constructed elements, such as piers, docks, gangways, floats, ramps or steps. In general, floats that are low in the water provide for easy launching of all craft, and ramps through riprap that are designed

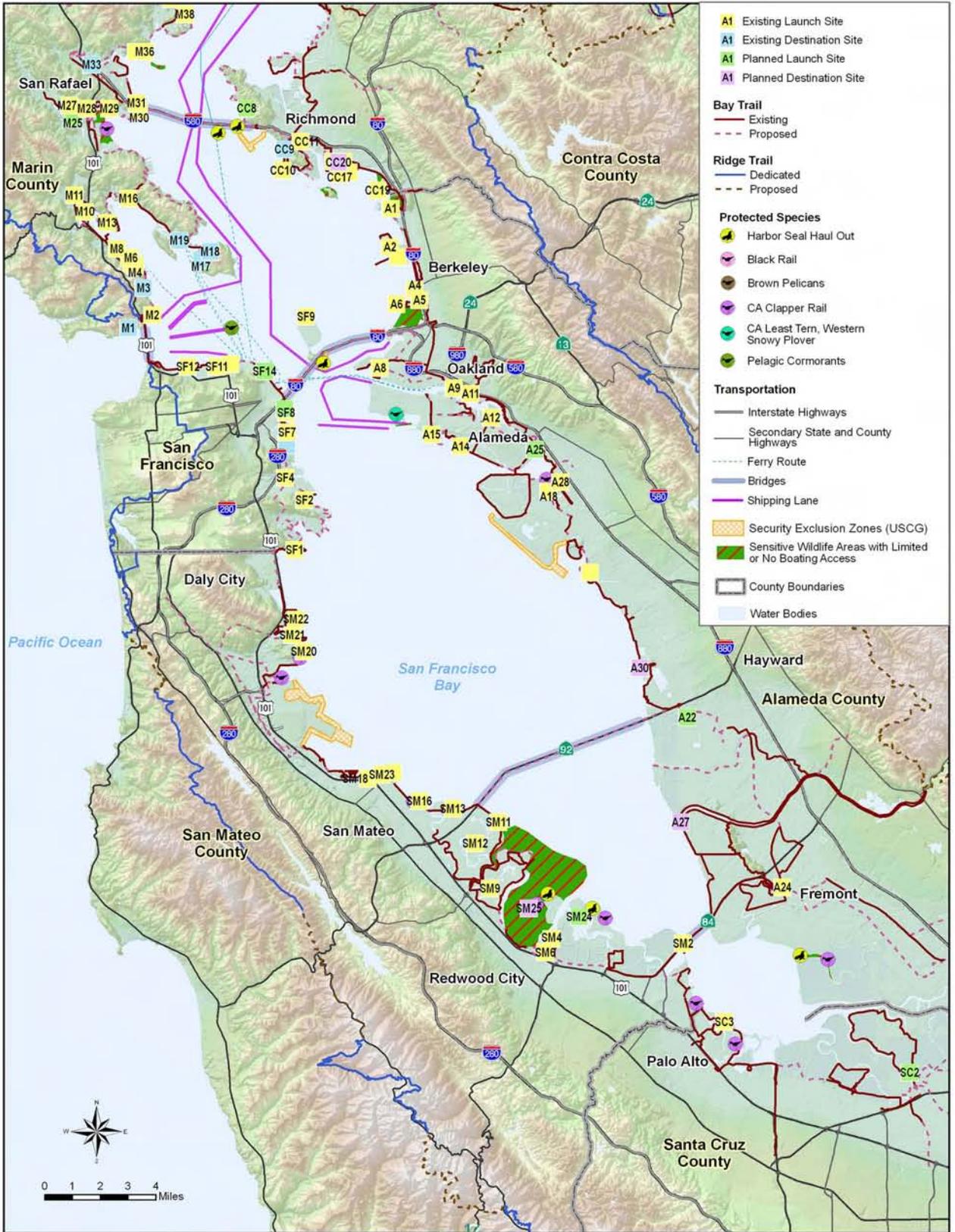


Figure 1A:
Proposed Bay Water Trail
Backbone Access Sites
San Francisco Bay

Source: BCDC Bay Water Trail Plan

Map updated 10/22/2007
 Bay Water Trail GIS data provided by BCDC
 Map produced by WWR, October 2007
 Map file: WaterTrail_SF-bay_1134_2007-1022dg.mxd

GECO Environmental Consulting





Figure 1B:
Proposed Bay Water Trail
Backbone Access Sites
San Pablo Bay and Suisun Bay

Source: BCDC Bay Water Trail Plan

Map Updated 10/22/2007

Bay Water Trail GIS data provided by BCDC
 Map produced by WWR, October 2007
 Map file: WaterTrail_North-bay_1134_2007-1022dg.mxd

GECo Environmental Consulting



to withstand the waves and provide good traction for walking are safe for launching. Some non-motorized small boating activities have specific access requirements that must be met if a site is to be successfully used for these activities.

Provision of new access requires consideration of potential conflicts between WT users and users of existing shoreline public access (i.e. the Bay Trail). WT boater access to the edge of the water should not interrupt the flow of bicyclists and pedestrians parallel to the shoreline to ensure the safety of all people along the waterfront.

Many launch sites are located within parks owned or managed by cities, counties, regional park districts, California Department of Parks and Recreation and the National Park Service. These waterfront parks offer access via beaches, floats, stairs and ramps. Some waterfront parks have launch access and additional improvements that are well-suited for non-motorized small boating use. At other park sites, launching hand-carried watercraft is possible, but current access or facility conditions are less conducive to supporting these types of activities.

Some marinas provide publicly accessible floats or ramps that are regularly used for landing and launching non-motorized small boats. Marina sites are usually highly developed for boating activities with on-site management by a harbormaster. At public boat launch ramps, levels of facility improvements such as provision of floats (in addition to the ramp), parking and bathrooms vary considerably. Certain public access areas provide physical access to the Bay via launching ramps, floats or beaches. Most of these public access areas do not have additional improvements beyond the access itself, and lack active management or maintenance efforts. In some locations, informal use of public and private lands for landing and launching occurs where the shoreline is not too steep to preclude ingress and egress.

Currently, public access for boating on lands managed by U.S. Fish and Wildlife Service is available at Sonoma Creek (San Pablo Bay National Wildlife Refuge (NWR)). With the restoration of the South Bay Salt Ponds, additional access is likely to become available at one or more sites in the Don Edwards San Francisco Bay NWR. Although the primary purpose of wildlife refuges and ecological reserves is the conservation of wildlife and their habitat, providing opportunities for wildlife-compatible recreation activities is an important part of the land manager's mission. Similarly, many existing and proposed waterfront parks protect important wetland and upland habitats, including lands that are managed for endangered animal and plant species.

There are at least 25 windsurfing sites throughout the Bay Area where windsurfers and kitesurfers regularly launch and land their boards. Although beach launches are ideal for kitesurfing and windsurfing, there are several sites where ramps through riprap or launching floats provide serviceable access to the Bay waters. At launches shared by kayakers and windsurfers/kitesurfers, these groups might interfere with each other at the staging area or on the water. Conflicts between kayakers and motor and sail-boaters can occur at popular public launch ramps where ramp and dock space are scarce or in narrow waterways where maneuvering options are limited. Kayakers usually need some time on the launch ramp or dock to prepare their equipment.

All launch sites require some active management to maintain and operate the launch access and facilities. Without sufficient funding and staff resources devoted to upkeep, launch sites tend to degrade, becoming unusable or unsafe.

Water Trail Plan

The WT Plan is a guide to trail implementation for the agencies and organizations that will develop and manage WT access points and programs, as well as trail proponents and other stakeholders involved in trail implementation. The Plan includes policies and procedures that define how the trail will take shape over time by guiding trail planning, development, and management on organizational, programmatic, and trail-head specific levels. These are described below.

Proposed Access Sites

The vast majority of WT access sites would be designated from a starting pool of existing and planned access points. A core group of these access points on the Bay have been identified as WT Backbone Sites in the Plan (See Figures 1A and 1B). It is possible that, in the future, other, currently unidentified sites will be added to the system.

These Backbone launch sites meet the criteria of having launch facilities, planned facilities, or launch areas that are used or planned for non-motorized small boats and are open to the public. They also do not have exclusion characteristics, as described below. A subset of these Backbone Sites are High Opportunity Sites that require minimal planning, management changes and improvements (e.g. signage only) on which initial implementation should be focused. Appendix A lists the location and existing status of each of the 112 backbone sites of which 57 are High Opportunity Sites. Backbone sites are shown on Figures 1A and 1B. This is not a final trail alignment; some sites may never be improved, and new ones may be added. If new sites are considered for inclusion in the Water Trail in the future, they will be considered using the same criteria as have been used to identify the current list of Backbone sites.

Backbone Sites

Numerous access points onto San Francisco Bay are already available to non-motorized smaller boats and there are plans to develop more than a dozen more. From these sites, 112 existing and planned launch and destination sites have been chosen as the Backbone for the WT (See Figure 1 and Appendix A). This is not a final trail alignment. Some sites included in this group may never be further improved as trail heads, and, as access opportunities develop around the Bay, new sites may be added to this group. The Backbone Sites are a subset of all of the existing launch and destination points in the project area. The Backbone Sites fulfill two basic criteria:

- Have launch facilities or planned facilities (e.g., ramp, float, etc.) or launch areas (e.g., a beach) that are used or are planned for this use. The majority of existing access points around the project area fulfill this requirement. Some, however, are informal launches where property owners have not improved the site for access onto the Bay, do not manage it for this purpose or may not even be aware that it is used for launching or landing. Such sites were not included in the WT Backbone Sites.
- Are open to the public.

Some existing and planned sites are excluded from the Backbone list because they have one or more conditions that could preclude inclusion in the WT. These conditions are:

- All other facilities are absent and the site does not have the space or capacity to ever provide any of these additional amenities, and is unlikely to be an interesting or useful destination site (i.e. landing-only site).

- Property ownership or rights are unclear for the site.
- The launch or destination site owner or manager does not want the site on the WT.

High Opportunity Sites

From among the WT Backbone sites, a subset of 57 access points have been identified as High Opportunity Sites (See Appendix A). The High Opportunity Sites require only minimal assessment, planning, management changes and improvements (e.g. signage only) to become designated trail heads and will be the focus of initial implementation efforts. (This list may change as implementation of the trail proceeds.) High Opportunity Sites also have no major management issues (e.g., user conflicts, wildlife disturbances, and health risks from poor water quality) expected to be caused by trail head designation that would require further site assessment, planning or management changes prior to designation.

Plan Access Improvements And Management

Development and Management Strategies

The Plan includes a number of strategies for implementation to be developed to address trail-related access, wildlife and habitat, safety and education issues and needs. Due to the wide variety of proposed trail heads in the WT, not all strategies apply to all trail heads. These strategies are recommendations. They do not modify existing land and resource management laws and regulations. Trail managers and partners will apply the strategies within existing regulatory frameworks. Strategies are outlined in Table 1, below.

Plan Access Improvements Overview

The WT implementation could include a full range of access improvements ranging from minimal improvement (i.e. signage only, as described above) at High Opportunity Sites to development of new parking and/or launch facilities, as well as overnight facilities. Basic access to the water consists of parking and a place to launch, whether it is a beach, a dock, a float or other means. This access can be enhanced by a variety of improvements and services, such as restrooms, boat drop-off parking zones, equipment storage, public boathouses, transient docking, overnight accommodations, such as a hostel or campsite, rigging areas and fresh water for washing gear. These types of potential improvements are summarized below.

Parking

Access to adequate parking is an important component of the WT. Parking needs vary for the different on-water recreational pursuits, but generally, participants want parking near the shoreline to reduce the distance that equipment must be carried to the launch and of sufficient duration to allow for extended excursions. For windsurfing and kite sailing, the time spent rigging, sailing and de-rigging is often a minimum of three hours, so parking with a two-hour time limit is not workable. Also, since the equipment is heavy, awkward to carry and consists of many parts, frequent vehicle access is often required for rigging and de-rigging.

Kayaks, canoes and other small boats can be long, heavy and difficult to carry alone or for long distances. Parking needs for small boaters are similar to those for windsurfers, although some kayakers pursue multi-day trips that require over-night parking. Many parks and public access areas have prohibitions for overnight parking, which severely limits the locations where the user can launch a multi-day trip. At some sites parking for trailers is needed if boats are not stored on site. For example, several kayaks or windsurfers may be brought to a launch for a

Table 1: Strategies for WT Implementation

No.	Name	Strategy
1.	Trail Head Location	Seek opportunities to increase capacity at existing launches or create new access, especially at sites that are most desirable to WT users and where adverse impacts to wildlife and habitat or navigational safety are unlikely.
2.	Linking Access Points	Seek opportunities to link trail heads to one another and to other regional trails (e.g. the Bay Trail) that serve different trail users’ needs and interests.
3.	Improvements Consistent with Site Characteristics	Match the type and design of trail-related improvements to the site conditions and likely trail user groups. Ensure that the level of use accommodated provides a high-quality recreational experience, protects the environment and ensures user safety.
4.	Consistency with Policies, Plans and Priorities	Coordinate plans for trail head development, management, and use with existing policies, plans and priorities of land and resources managers at and around trail heads.
5.	Design Guidelines	Develop and update, as needed, design guidelines for trail-oriented access improvements.
6.	Management Resources	Match the facility improvements and use to the management resources available for long-term maintenance and management needs of the facilities.
7.	Maintenance and Operations	Develop a plan for maintenance and operation of trail head facilities and identify who will be responsible.
8.	Parking	Provide parking or drop-off zones as close as possible to launch points, extend parking time to at least four hours, with overnight parking where possible. Where necessary, restrict the number of users and protect shoreline visual character in locating parking.
9.	Restrooms	Provide restroom facilities where feasible and appropriate.
10.	Accessibility	Develop and improve launch facilities to be in compliance with the Americans with Disabilities Act (ADA).
11.	On-site Equipment Storage	Where feasible and appropriate, provide storage areas and facilities for human-powered boats and beachable sail craft equipment.
12.	Non-Profit Boating Clubs and On-site	Promote and encourage publicly-accessible non-profit boating clubs and/or on-site equipment concessions at appropriate trail heads and facilitate their provision of information on site-specific

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	Equipment Concessions	safety and security, and wildlife and habitat issues.
13.	Overnight Accommodations	Develop new campsites at or near trail heads where consistent with land managers’ plans and resources. Coordinate with land managers, organizations and businesses to provide overnight accommodations on the trail in motels, hostels, historic ships, etc..
14.	Site Review	Conduct, coordinate or sponsor periodic reviews of trail heads to identify site-specific issues such as user conflicts, overuse of facilities or non-compliance with rules and use this information to improve site management or facilities.
15.	Habitat Restoration and Access	Seek opportunities to coordinate trail head development with habitat restoration, enhancement or creation.
16.	Monitoring Impacts	Sponsor pilot projects to monitor trail impacts in different habitats to develop and test effective and consistent monitoring methods and learn about impacts and ways to avoid them. Monitor wildlife and habitat conditions prior to, during, and after inclusion of the site as part of the trail.
17.	Outreach, Educational and Interpretative Signage	Provide signage and other media at and near trail heads, consistent with other trail outreach and education materials. Materials should be site-specific in terms of users groups, natural, cultural and historic resources, safety issues and rules.
18.	Outreach and Coordination	Coordinate with and conduct outreach to paddleboat and boardsailing teachers and guides, outfitters, and other WT-related businesses, agencies and organizations to make them aware of boating practices consistent with the WT ethic and policies.
19.	Educational Media	Provide a guide for using the WT, a trail website, brochures, maps and other educational media for WT use.
20.	Guided Trips	Provide guided trips or tours led by docents or rangers.
21.	Boater-to-Boater Education	Coordinate with agencies and boating organizations to facilitate and enhance existing boater-to-boater outreach and education, and incorporate trail-supported information and messages. Train volunteers and WT staff to educate boaters, especially during high-use times of the year.
22.	Trail Head Stewards	Recruit and coordinate volunteers to be trail head stewards to help maintain trail heads through clean-ups, and help managers do site check-ins.
23.	Training for Enforcement	Where feasible and appropriate, provide training to local law enforcement on wildlife and environmental regulations to identify or prevent violations at trail heads.

24.	Limitations on Trail Head Use	Establish limits on the number of trail users at a site to prevent impacts to wildlife, habitat, or damage to facilities. Enforce this through either parking restrictions or limits on boating activities and close access when necessary.
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class, a trip or other outing. Similarly a dragon boat or outrigger canoe may be brought to a site on a trailer.

Restrooms

Provision of restrooms (flush or portable) will be necessary for most trail heads to prevent human waste exposures for visitors, and to protect Bay habitats and water quality.

On-Site Equipment Storage

A variety of storage facilities can serve non-motorized small boaters: boat houses for all boat types including sculling shells; fenced outdoor areas for outrigger canoes; modified shipping containers for kayaks and sailboards; and provision of inside dock ties at marinas for in-water storage of dragon boats and kayaks. The feasibility of storage facilities is limited by availability of trail head space and funds for development, maintenance and equipment insurance. Furthermore, storage structures might disrupt visual access to the Bay, or detract from the character of a trail head setting.

Equipment Concessions

On-site equipment rental concessions can facilitate participation in on-water recreation, especially for beginners and visitors. Concessions can obviate the need to access the site by car, can provide classes and can rent boat storage. Concessions can also be disruptive in parks, because passive recreation space might be converted to concessionaire storage, display, equipment handling and teaching.

Overnight Accommodations

A directive of AB 1296 regarding the Bay Conservation and Development Commission's (BCDC) WT planning effort is to identify "[l]ocations where the WT can coordinate with landside trails and other recreational facilities to accommodate opportunities for multi-day, overnight travel." For on-water recreation enthusiasts in the urban Bay Area, opportunities for camping are limited. Currently state and federal parks provide the majority of the Bay-side camping opportunities. Certain waterfront parks can accommodate additional camping, provided that funding is available for managing the activity, it will not have impacts on wildlife, and will be compatible with other recreation activities.

Other opportunities for improving overnight accommodation include hostels, hotels, motels, houseboats and bed and breakfast accommodations. Some waterfront parks currently have hostels while others have plans to construct them. If indoor overnight accommodations such as hostels or small hotels are clearly incidental to and do not conflict with the primary recreational uses of a park, they can help meet the demand for multi-day overnight trips for human powered craft.

Other Site Improvements

Additional improvements and services such as guest docking, rigging areas, fresh water for washing gear, and trail head signage can facilitate non-motorized small boating activities. Launch sites with improvements that match the level of use expected at the site will accommodate visitor needs, reduce conflicts, and reduce the impacts of boating and other on-water recreation on the site. The appropriate degree of improvement is best determined by the projected use of the site for on-water recreation, the type and intensity of other uses of the site and the site managers' priorities.

Launch Design Well-designed launch facilities are essential for providing safe, durable, accessible trail access for human-powered boaters and people in beachable sail craft. To help launch site managers develop and improve their facilities to accomplish this goal, design guidelines for non-motorized boat launching facilities will be developed.

Launch design guidelines must comply with the Americans with Disabilities Act (ADA), which mandates that individuals with disabilities must be given an equal opportunity to access public facilities and that reasonable accommodations must be made to account for physical and mental limitations of individuals with disabilities.

Education, Outreach, and Stewardship

The WT Plan includes water trail education, outreach and stewardship program goals to:

- enhance the experience of paddling on the Bay to attract people to get out onto the trail.
- protect the safety of water trail users and others on the Bay.
- teach trail users how to boat in a manner that is consistent with protecting wildlife and habitat.
- foster stewardship of the trail and of Bay resources.

The education and outreach goals are proposed to be achieved through trailhead signage, outreach and coordination with educational and outreach organizations, trailhead events and programs, educational media, and boater-to-boater education.

PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Specific Project-Level Approvals

Implementation of the plan at specific sites may require approvals of one or more of the following agencies, depending on the specifics of the proposed actions:

- U. S. Army Corps of Engineers 404 and Section 10 permits
- Federal and State Endangered Species Acts permits
- California Department of Fish and Game Streambed Alteration Agreements
- California State Regional Water Quality Control Board 401 Certification and/or Discharge Permit
- California State Bay Area Air Quality Management District Permit
- BCDC

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages. A programmatic Environmental Impact Report (EIR) will be prepared to address the identified potentially significant impacts.

X		Aesthetics
		Agricultural Resources
		Air Quality
X		Biological Resources
X		Cultural Resources
		Geology/Soils
X		Hazards/Hazardous Materials
X		Hydrology/Water Quality
X		Land Use/Planning
		Mineral Resources
		Noise
		Population/Housing
X		Public Services
X		Recreation
X		Transportation/Traffic
		Utilities/Service Systems

DETERMINATION

Mandatory Findings Of Significance

On the basis of the initial evaluation:

_____ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

_____ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

_____ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

_____ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

11/7/07
Date

Samuel Schuchat
Printed Name

California State Coastal Conservancy
For

EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Have a substantial adverse effect on a scenic vista?	X				
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	X				
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		

Environmental Setting:

Urbanization and industrial uses characterize many views of the San Francisco Bay margins, although major portions of the area around the Bay remain undeveloped. Many recreational users of the waterfront -- including bird watchers, bicyclists, joggers, anglers, and pedestrians -- value the aesthetic views of the Bay’s edge. In addition, boaters on the Bay enjoy a variety of views. Major highways and other roadways offer views of the Bay, as do the bridges spanning the Bay. Open space views of tidal flats and salt marshes in many areas around the Bay afford spectacular views of wildlife and long distance views otherwise unavailable in an urban setting. Distant views from the Bay are characterized by open water, urbanized areas, and vegetated hills in the distance. Bay islands, coves, wharfs, bridges, and boats and ships, as well as large flocks of rafting birds, add variety and interest to views from the water.

Views from the water of the natural areas that front on the Bay typically include unvegetated areas (mudflats) that transition into vegetated areas (intertidal marshes and transitional vegetation) and then into developed uplands. Views also include densely developed urban areas, including residential areas, industrial facilities, piers, wharves, marinas, and seawalls. Views from upland areas are characterized by vegetated marshes of various heights, channels, and mudflats. Large flocks of shorebirds are also a characteristic visual feature of tidal mudflats. These marshes are typically bisected by open channels bounded by taller marsh vegetation.

Impact Discussion:

- a. Have a substantial adverse effect on a scenic vista? – PS

Additional small craft on the Bay as a result of the WT would provide visual interest to those viewing the Bay. Implementation of the WT Plan would, however, result in some alterations to existing Bay access points as would the addition of new access sites. Site alterations would include additional docking areas, ramps, restroom facilities, storage facilities, parking, lighting, and signage. All improvements on private or City/County lands within local jurisdictions

would be subject to local zoning controls and design review procedures, which would further limit adverse impacts.

All High Opportunity Site (HOS) improvements would be, by definition, at existing facilities and would, for the most part, be small-scale and similar in scale and design to existing facilities. Other site alterations would typically not block scenic vistas, but larger-scale site improvements such as restrooms or storage facilities could change the look of a site. This issue will be addressed in the EIR.

- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? - NI*

Although it is possible that the construction of new facilities or expansions of existing facilities could damage scenic resources around the Bay margins, there are no state-designated scenic highways within or with views of possible WT access sites.

- c. *Substantially degrade the existing visual character or quality of the site and its surroundings? - PS*

A brief description of the Backbone Site locations is provided in the table in Appendix A. The most developed of the proposed WT Backbone Sites are in marinas or harbors where further development is unlikely to have a significant impact upon the visual appearance of the sites. Many of these are High Opportunity Sites. Sites in waterfront parks range from industrialized urban (such as A18: Doolittle Drive; Airport Channel in Oakland) to open space amidst the urban development (SM2: Ravenswood Open Space Preserve). The effects of development would have to be assessed on a case-by-case basis. Those described as refuge/reserve (such as SM25: Corkscrew Slough Viewing Platform) are probably the most sensitive in terms of their proximity to wildlife and development could potentially impact the quasi-pristine character of the site.

High Opportunity Sites, by definition, are mainly those where additional development would be minimal and might consist of signage only. At other sites, additional facilities might include: extended parking, restrooms, equipment storage facilities, lighting, dock or ramp improvements, rigging areas, fresh water washing facilities, camping sites and opportunities for indoor overnight accommodation. A more detailed description of the development at each of the sites would be provided at the project level, when detailed development/improvement plans would be available for review.

As described above, development of remote sites, even with only the provision of a dock and restroom, could affect the existing visual character or quality of the site. The impacts could therefore be potentially significant. This will be evaluated further in the EIR.

- d. *Create light or glare? LS*

Most facility improvements (i.e. signage and dock improvements) would not involve new lighting, but some could and new sites could have lighting as well. Most access sites are not near homes or other light-sensitive uses, but it is possible that lighting at some sites, if not properly shielded, could disturb nearby residents. It is possible that some of the new development would require placing lighting in an area that was not already lit at night. Most new facility lighting would be in existing facilities and, if part of substantial new improvements, would be required to undergo local design review and/or additional CEQA review. Most Bay Area cities and counties require that exterior lighting be shielded so as not to extend off-site,

and California building regulations require that new exterior lighting be on timers or motion detectors to reduce energy consumption; this requirement also minimizes off-site impacts of new lighting. Lighting of sites in urbanized areas would be consistent with existing urban lighting. Lighting at new, undeveloped sites or sites that are currently unlighted would be less than significant because they would either be in an already lighted urban area or isolated from sensitive receptors (i.e. houses). In addition, lighting at all Water Trail access sites would be shielded and aimed away from sensitive viewers. Therefore no new substantial light sources would occur from the Plan. Glare is not considered to be an issue because any additional structures, such as restrooms and docks, would be small and typical construction materials used in these facilities are not conducive to glare. Non-motorized small boats are rarely used at night (except perhaps on moonlit nights) and, if they are, they provide their own small lights. Reflection of dock lighting off of the Bay waters is not considered visually intrusive or objectionable. Therefore this impact would be less than significant.

2. AGRICULTURAL RESOURCES

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X	

Environmental Setting:

Although significant amounts of farmland are located in the Bay region, the waterfront areas affected by the WT are not used for agriculture. Most of the irrigated agricultural land remaining in production in the Bay Area occurs in eastern Contra Costa, Solano, and Sonoma counties, outside the immediate Bay fringe. Most of the Backbone Sites are in urban areas or parks/wildlife refuges, and not located in areas currently used as or designated for farmland.

Impact Discussion:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **NI**

No agricultural resources would be affected by implementation of the WT, as discussed above. WT implementation would not occur in agricultural lands, areas zoned for agriculture or protected under Williamson Act contracts. There would be no conflicts with any adopted plans or the Williamson Act.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? **NI**

See response to item a, above.

c. Result in conversion of Farmland to non-agricultural use? - **NI**

The proposed project involves upgrading of waterfront sites to allow better water access. As described above, this activity would not occur on farmland nor convert existing farmland to any other type of use.

3. AIR QUALITY

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c. Result in a cumulative considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X		
e. Create objectionable odors affecting a substantial number of people?			X		

Environmental Setting:

The project area generally has good air quality, due to its attainment of most ambient air quality standards. However, the San Francisco Bay Area Air Basin (SFBAAB) presently exceeds state standards for ground-level ozone and particulates (Particulate Matter less than 10 microns diameter [PM₁₀]), and federal standards for ground-level ozone. These air quality conditions are the same in the north and south bay. Ozone concentrations are the highest during the warmer months. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating stationary sources of air emissions within the SFBAAB and sets guidelines to determine the significance of air quality impacts for CEQA purposes. The 1997 Clean Air Plan is used by the BAAQMD to address attainment of the state ozone standard.

Impact Discussion:

a. *Conflict with or obstruct implementation of air quality plan? - LS*

As described above, the Bay Area is presently in non-attainment status for state and federal air quality standards for particulates and ozone. Violation of air quality standards, as discussed below, would potentially conflict with the 1997 Clean Air Plan. However, project development would not be a significant contributor to air quality degradation (see below under b) and would not conflict with the Clean Air Plan.

b. *Violate air quality standard or contribute substantially to an existing or projected air quality violation? - LS*

Construction at some of the Backbone Sites and other possible access points would require use of some standard construction equipment. Given the small scale of construction activities at the sites (most of which are already in existence and only require upgrades), and required implementation of BAAQMD dust control measures for any grading (see below), the impacts on air quality due to construction are not considered significant.

After construction, the WT would not be a significant emissions source. The watercraft that would use the WT would be non-motorized and, therefore, their use would not result in emissions. However, increased access to the waterfront may result in small increases in vehicular traffic, which is a source of emissions. This increase would consist of a few cars per site per day, spread out throughout the Bay region, (see discussion under Section 15: Transportation) and therefore the impact would be less than significant.

The BAAQMD requires the following basic dust control measures that would be applicable to all WT construction activities involving earth moving:

1. Water all active construction sites at least twice daily.
2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
3. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
4. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
5. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Application of these measures would be assured through local permit conditions, and would result in a less than significant impact.

c. *Result in cumulatively considerable air pollutants? - LS*

The number of additional vehicle trips made as a consequence of this project, and their resultant emissions would be minimal (see discussion under Section 15: Transportation). Many WT users would be existing Bay boaters. In some cases WT access improvements may shorten trips for boaters, while, in other cases, boaters may put in at more distant sites. Overall this would not constitute a significant increase to emissions within the Bay Area Air Basin and this impact is considered less than significant.

d. *Expose sensitive receptors to substantial pollutant concentrations? - LS*

As discussed in item b, above, the project is not a significant source of emissions and sensitive receptors would not be significantly impacted.

e. *Create objectionable odors affecting significant number of people? - LS*

Apart from odors from construction equipment and activities such as painting during construction and maintenance, the project would not be a source of odors. Therefore this effect would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?	X				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X				

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X				
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Environmental Setting:

Habitat Overview

The potential WT access sites include upland, tidal and diked bayland, and open water aquatic habitats. Upland habitats may include developed lands, grassland, scrubland, riparian, fresh-water wetlands, and coast oak woodland. These habitats support a wide range of bird, reptile, and mammal species, and where water is present (such as in a pond or stream corridor), they can also support amphibians and fish. Once on the Bay, boaters would have access to open Bay water, tidal wetland, and mudflat habitats. Open water habitats support a variety of biotic communities such as rafting waterbirds and fish (including salmonids). Tidal wetland habitats are critical foraging and breeding habitat for a wide range of birds and fish, and in some instances also support small mammal and amphibian communities. Mudflats are crucial foraging grounds for shorebirds.

The biota of the Bay ecosystem includes a large proportion of non-native plant and animal species, which have been introduced to the Bay through shipping activity and other passive and active human introduction since the late 1800’s and into the present (Cohen and Carlton 1995).

Non-native organisms dominate the invertebrate community of the Bay, but most of the Bay’s wildlife and vegetation still retains abundant, sensitive native species (Cohen and Carlton 1995). The biological communities most likely to be impacted by implementation of the WT are marine mammals (primarily harbor seals, *Phoca vitulina*) and birds (primarily waterbirds). Plant communities of wetlands and uplands at the Bay edge may be locally modified by WT facilities and trail projects. These communities are discussed in depth below.

Sensitive Species

Harbor Seals and other Marine Mammals. Three marine mammal species are commonly observed in San Francisco Bay: California sea lion (*Zalophus californianus*), harbor seal (*Phoca vitulina*), and harbor porpoise (*Phocoena phocoena*). Of these species, the harbor seal is most likely to be impacted by WT activities. Harbor seals have been observed hauling out at twelve Bay locations on a consistent basis. No WT trail heads are proposed at these 12 locations. A few of these haul-outs serve as primary resting and pupping sites: Castro Rocks (near the southeastern edge of the Richmond-San Rafael Bridge), Yerba Buena Island, and Mowry Slough (Allen et al. 2006). The Bay population of seals may be vulnerable to significant disturbance impacts at these locations since they are all located at the Bay margins near existing non-powered watercraft launch sites.

Birds. The San Francisco Estuary and associated wetlands are of hemispheric importance to wintering and migrating shorebirds (Harrington and Perry 1995). This system is a critical wintering-ground, supports a large proportion of the world population of several waterfowl

species (BNA 2007), and is a stronghold for several species of special concern (Goals Project 1999).

The distribution of waterbirds within the Bay is well-documented for most species that overwinter and for all local colonial nesters (e.g. cormorants) or listed species (e.g. snowy plover, *Charadrius alexandrius nivosus*). However, changing conditions—wind, weather fronts, prey availability—may cause concentrations of waterbirds to shift among available habitats.

Divers and Dabblers. The most common diving bird species within the Bay include greater and lesser scaup (*Aythya marila* and *A. affinis*), bufflehead (*Bucephala albeola*), ruddy duck (*Oxyura jamaicensis*), surf scoter (*Melanitta perspicillata*), canvasback (*Aythya valisineria*), and western and Clark's grebes (*Aechmophorus occidentalis* and *A. clarkii*). Common dabblers include mallard (*Anas platyrhynchos*), American wigeon (*Anas americana*), and gadwall (*Anas strepera*). The vast majority of rafting waterbirds occur in San Francisco Bay during their non-breeding season, arriving here in mid-October to spend the winter and departing by the end of April. The season of peak use is November through mid-March. During the summer months, May through September, diving ducks are nearly absent from Bay waters.

Open-water diving birds occur in the Bay in the summer months, although in reduced numbers. Double-crested cormorants (*Phalacrocorax auritus*) nest in San Francisco and San Pablo Bays and are year-round residents. They gather in large flocks on the water to forage and also roost on off-shore rocks, jetties, and pilings. California brown pelicans (*Pelecanus occidentalis californicus*) also occur in summer, arriving here most commonly in April and May and remaining through fall, departing for the breeding grounds to the south by late December. Traditional roosting sites have important habitat value to both pelicans and cormorants, and are prone to disturbance. Divers tend to gather in rather large flocks (rafts), especially in leeward bays and coves. The mouths of larger tributaries also concentrate rafting waterfowl. Dabbling ducks more commonly concentrate in shallow seasonal wetlands.

Waders. San Francisco Bay holds more total waders than any other wetland in the conterminous U.S. Pacific coast in all seasons and it holds the majority of individuals of the 13 most abundant shorebirds in one or more seasons (Stenzel et al. 2002). Common waders in San Francisco Bay include willet (*Catoptrophorus semiplalmatus*), marbled godwit (*Limosa fedoa*), and various shorebirds of the genii *Calidris* and *Limnodromus*. According to Stenzel et al., “most species groups tended to concentrate in greater proportion, relative to the extent of tidal flat, either in the geographic center of the estuary or in the southern regions of the bay.” Waders, especially arctic breeding shorebirds, also winter on Bay tidal flats, shallows, and seasonal wetlands. Numbers reach their peak during the migratory period, which is protracted in the fall (August-October), but rather abrupt in the spring (April). Shorebirds forage primarily on tidal flats and roost in adjacent diked wetlands, tidal marshes, and unvegetated levees and islands.

Wetlands and Upland Shoreline Vegetation

The Bay's shoreline vegetation near existing and proposed access sites consists of (a) perennial tidal salt or brackish marsh vegetation; (b) seasonal (summer-dry) or perennial non-tidal salt, brackish, or freshwater marsh vegetation; and (c) variable terrestrial vegetation types, but mostly those dominated by non-native herbaceous broadleaf and grass weeds. Stands of predominantly terrestrial vegetation composed of native vegetation near the bay edge are relatively rare because dikes prevail along the modern shoreline. Most native terrestrial vegetation along the Bay edge is associated with hill slopes and cliffs, but these, too, are subject

to invasion by terrestrial weeds. Native terrestrial vegetation of the bayshore includes mixed evergreen forest (Marin County bayshore), coastal scrub, bunchgrass communities, riparian scrub, and oak woodland.

Stands of old, mature wetland vegetation rich in native species assemblages, whether or not they contain listed rare, threatened or endangered plants, would be considered sensitive wetland resources. Stands of marsh vegetation supporting past or present populations (seed bank or standing populations) of uncommon (regionally rare), rare, threatened or endangered plant species, whether or not their host vegetation is predominantly native or natural, would be considered sensitive wetland resources. Prevalent types of vegetation near water access points that may support regionally or globally rare/sensitive plant species include subsaline (“alkali”) seasonal wetlands or pools, fresh-brackish marsh, riparian scrub, tidal brackish or salt marsh, and nontidal brackish or salt marsh.

The predominantly native perennial marsh vegetation types of the Bay’s tidal marshes are subject to invasion by non-native wetland weeds (invasive plants) that sometimes dominate them. Mature, intact, undisturbed marsh vegetation dominated by native vegetation provides some resistance to many wetland weed invasions. Often, disturbances (physical disruption of substrate or vegetation) or changes in weed seed transport directions or rates (dispersal) are associated with, or facilitate, wetland weed invasions. Many wetland weeds have superior colonizing and dispersal ability (exceedingly high seed production, ability to establish in vegetation gaps) compared with species native to stable, mature vegetation.

Impact Discussion:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service? - PS*

Harbor Seals and other Marine Mammals. All marine mammals are protected under the Marine Mammal Protection Act (MMPA) originally passed in 1972. The MMPA prohibits the take of marine mammals in U.S. waters and the importation of marine mammals and marine mammal products into the U.S. The term “take” is defined as harassing, hunting, capturing, killing, or attempting to harass, hunt, capture, or kill any marine mammal. The term “harassment” is defined as any act of pursuit, torment, or annoyance which has the potential to injure a marine mammal in the wild; or the potential to disturb a marine mammal in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering. In terms of the Water Trail, this would be any action by a non-motorized boat that causes a cetacean to change the direction that they are swimming or a harbor seal to flush from their haul-out location.

Open water travel by watercraft near known harbor seal haul-out sites could potentially impact populations of harbor seals by increasing their alertness/vigilance or causing them to move away from resting spots towards or into the water. Repeated disturbance could cause stress and health impacts to harbor seals unable to rest and eventually could cause seals to abandon haul-out sites altogether.

Frequencies of flushing and disturbance distances from seal haul-out sites for kayaks and canoes are comparable to or even greater than those observed for powered vessels (Suryan and

Harvey 1998). Paddle boats tend to travel closer to shore and in groups (though each group is treated as one boat in the reviewed disturbance studies), potentially increasing the likelihood of disturbances. Furthermore, the ability to approach very quietly allows kayakers to get quite close to a haul-out site before detection, possibly eliciting a “higher startle response” in the seals (Borhorquez et al. 2006). A recently completed monitoring study of three major San Francisco Bay haul-outs supports these findings; at two of the sites, kayaks caused 15% and 20% of watercraft-related disturbances and usually approached closer to the haul-outs (Allen et al. 2006). Seals are more sensitive to disturbance during molting and breeding seasons (mid-March through July) (Allen et al. 2006), and boating activities near haul-out sites during those months could affect reproductive activities. These issues are potentially significant and will be addressed in the EIR.

Birds. The location of access points to the WT could potentially impact species that are dependent on emergent tidal marsh or other habitat types adjacent to the bayshore. Potentially affected avian species include: the federally endangered California clapper rail (*Rallus longirostris obsoletus*), the state threatened California black rail (*Laterallus jamaicensis coturniculus*), the state and federally endangered California least tern (*Stern antillarum brownii*), the federally threatened Western snowy plover (*Charadrius alexandrius nivosus*), the federal and state species of concern salt marsh common yellowthroat (*Geothlepis trichis sinuosa*), and three tidal marsh song sparrows (*Melospiza melodia samuelis*, *M. m. maxillaries*, and *M. m. pusillula*) that are federal and state taxa of special concern.

Open water travel by non-motorized watercraft could have potential adverse effects on rafting waterbirds, all of which are protected under the Migratory Birds Treaty Act and several of which are special status species (CDFG 2006)—American White pelican (*Pelicanus erythrorhynchos*), California brown pelican (*Pelecanus occidentalis californicus*), double-crested cormorant (*Phalacrocorax auritus*), and California gull (*Larus californicus*).

Additionally, several locally nesting waterbird species are protected (CDFG 2006). Nesting colonies of great blue heron (*Ardea herodias*), great egret (*Ardea alba*), snowy egret (*Egretta thula*) and black-crowned night heron (*Nycticorax nycticorax*) could potentially be adversely affected by increased foot, vehicle or watercraft traffic in the vicinity of their roosting and nesting sites. Other colonial nesting gulls and terns are also protected. Finally, improving access in certain areas of the Bay margins may introduce non-motorized boaters to areas that did not experience previous boating use. This may induce impacts to bird communities in more isolated areas of tidal marshes, channels, and other bayshore habitats.

Waterbird response to human disturbance may range from tolerance (or habituation) to habitat abandonment. Disturbance events can have cumulative impacts that may reach population levels, affecting reproductive fitness and survivorship. In general, avian response to disturbance is analogous to anti-predator behavior (Frid and Dill 2000). Human intrusion into wetland habitats may have an adverse affect on waterbirds even if a given species does not leave the area (“flight response”). Subtle responses to intruders (e.g. “alert response”) may be as detrimental to a species’ fitness as the overt response of departure (Laskowski et al. 1993). When alert or flight responses increase due to human presence, maintenance behaviors (feeding, resting) decrease in frequency and reproductive fitness may be compromised.

All of these impacts will be discussed further in the EIR.

Wetlands and upland shoreline vegetation. The construction and maintenance of new launch facilities and any associated shoreline access trails (grading, herbicide treatment, capping, erosion control, construction) along the bayshore can provide both soil/vegetation disturbances that act as weed nurseries, as well as dispersal vectors (pathways for seed transport) for weeds.

Access trail extensions may create new openings for weed invasion in previously closed stands of perennial vegetation or matted leaf litter that would otherwise resist establishment of weed seedlings. When these disturbance and dispersal vectors coincide with the arrival and spread of new invasive plant species, they can significantly increase rates of spread or the feasibility of weed control. To the extent that the Water Trail projects may cause renovation, reconstruction, or upgraded maintenance of existing trails, or new trails, they may cause or contribute to additional and potentially significant spread of invasive non-native plants at some locations. The cumulative interactions of weed population spread, distribution, and the specific location trail improvement projects, may have a significant effect on weed impacts. Similarly, where water access facilities require ground-level disturbance of tidal marsh substrate and vegetation, they may create openings that are selectively favorable for weed invasions.

The construction and maintenance of new launch facilities and any associated trails could also induce impacts to existing plant communities. Many rare plant species, such as soft birds-beak (*Cordylanthus mollis* ssp. *mollis*), mason’s lilaopsis (*Lillaeopsis masonii*), and the Suisun marsh thistle (*Cirsium hydrophilum* var. *hydrophilum*), live along the Bay margins, where new launch facilities and associated structures such as parking lots, storage structures, and restroom facilities would likely be located. Additionally, the presence of new launch facilities can often induce the creation of unauthorized “social trails” through adjacent areas. Such trails can lead to trampling and degradation of native plant communities, including special-status species, and can provide pathways for the non-native/invasive plant colonization described above.

These impacts will be discussed further in the EIR.

- b.** *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? - PS*

Tidal salt and brackish marshes and riparian and bottomlands habitats (as defined by CDFG 2003) could potentially suffer adverse effects such as trampling and vegetation degradation depending on the location and distribution of access (ingress and egress) points associated with the WT. These impacts will be discussed further in the EIR.

- c.** *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? - PS*

Wetlands and upland shoreline vegetation. Direct water access (boat ramps, launches, water trail access points) would be likely to require placement of fill material in Section 404 tidal wetlands. Some trail connections that require crossing or filling depressional nontidal wetlands in or between dikes may also require fill in Section 404 wetlands and other waters (such as seasonal pools). The cumulative and individual geographic area of such fill is likely to be less than significant, but the significance of cumulative and indirect impacts of such fills would be dependent on location (geographic context) and sensitivity of local wetland resources. These impacts will be discussed further in the EIR.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? - PS*

Multiple fish species, including salmonids such as steelhead, use the Bay's open water habitats on a temporary or year-round basis. When young, salmonids will forage and find shelter in fringing tidal marsh along the Bay margins; when older, they utilize open water areas as migration corridors to upstream spawning habitats. While fish can easily sense and avoid disturbance in open water areas from non-motorized boaters, the construction of certain new launch facilities may require fill in wetlands utilized by fish as foraging/shelter habitat (see c. above). The construction of other sites may induce shading of wetlands or vegetated subtidal areas, which could lead to the death of vegetation in these areas. Wetland filling and shading may induce impacts to fish populations, and these impacts will be discussed further in the EIR.

Harbor Seals and other Marine Mammals. See (a) above. These impacts will be discussed further in the EIR.

Waterbirds. Avian movement corridors are ever-changing, dependent on tidal and weather conditions, seasonality, and species-specific phenology. There is potential for adverse effects to the movement of rafting waterfowl and roosting shorebirds, especially during the winter periods of peak use. These effects would be dependent, in part, on the level and frequency of watercraft traffic. There is additional potential for adverse effects such as flushing to birds that nest along tidal channels (e.g. California clapper rails) or upland edges (e.g. some waterfowl, shorebirds, and passerines) near where non-motorized boaters may travel. Metabolic costs to avian species are difficult to quantify, but it should be assumed that disturbance (head alert response, swimming, diving, and flying) by watercraft would have an impact. The question as to whether the anticipated level of disturbance would rise to the level of reproductive disturbance will be addressed in the EIR.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? - PS*

Development of the access sites would need to comply with local land use plans and policies. This issue cannot be assessed at a program level, and would need to be discussed in project-level CEQA reviews if and when major expansions of existing facilities or new facilities are planned. General compliance issues will be addressed in the EIR.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? - PS*

Critical habitat for the western snowy plover (Federal Register 70 FR 56970) includes substantial bayside property in South San Francisco Bay. Where plovers nest on Federal land, areas may be subject to closure from access to protect nesting efforts. "Because human disturbance is a primary factor affecting snowy plover reproductive success . . . Federal agencies (e.g. BLM, ACOE, NPS) would be required to consult with the Service if any action they fund, authorize, or carry out may affect the coastal population of the western snowy plover" (Federal Register 70 FR 56970). WT access points will be evaluated in the EIR to determine proximity to critical habitat(s).

The Solano County HCP (LSA 2007) identifies several tidal marsh dependent avian species that may be adversely affected by implementation of the WT. Santa Clara County has a draft HCP

(Jones and Stokes 2007) that may be finalized by the time the WT EIR has been completed. The EIR will address any conflicts that arise with these plans.

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5. CULTURAL RESOURCES

Would the project:	Potentially Signif. Impact	Less Than Signif. w/Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	X				
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	X				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		
d. Disturb any human remains, including those interred outside of formal cemeteries?	X				

Environmental Setting:

The San Francisco Bay region of California is characterized by a variety of ecological settings and has a long history of human occupation ranging from 10,000 B.C. to the present. The prehistoric inhabitants of the San Francisco Bay Area hunted large and small game, collected berries and acorns, and fished the local waters. Native American groups are known to have heavily utilized marshlands for a wide variety of natural resources, and prehistoric habitation sites have been recorded in or adjacent to marshland settings. Areas used by the native populations during the prehistoric period included bayshore, estuary, and riparian settings; valley floor and associated wetlands; riverine and upland areas. After 2000 B.C., settlement and subsistence revolved more heavily around bayshore and marsh habitats (Moratto 1984). Prehistoric site types recorded in the Bay Area include village sites, temporary campsites, milling sites, petroglyphs, lithic scatters, quarry sites, shell and ash middens, and burial sites.

San Francisco Bay has a long history of maritime activities that undoubtedly left material remains along the water's edge. The California Gold Rush of 1849 greatly stimulated San Francisco's development as the primary port on the West Coast. Thousands of vessels took advantage of the Bay's calm waters and the rivers that provided easy access to the Sierra foothills where gold fever was rampant. Hundreds of vessels anchored in the Bay. The importance of maritime shipping continued throughout all succeeding historic periods and areas near major watercourses, estuaries, and nearby mudflats. Early population centers could be expected to have historic remains associated with these maritime activities.

Historic sites in or adjacent to the Bay include old wharves/piers, remnants of fishing structures, sunken ships, and other old structures. Historic remains associated with maritime or fishery activities could be located where mudflat harbors and anchorages once existed, although the likelihood of discovering such remains has been reduced by infilling, diking, land reclamation, and other large-scale modifications of the bayshore landscape. Moreover, subsidence and sea-level rise have contributed to the accretion of sediments in the project area and may have buried historic resources.

Impact Discussion:

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section '15064.5? - PS*

Development of small-scale improvements at existing sites is unlikely to affect historic resources. However, development at new sites or development at existing sites that requires substantial grading could affect above-or below-ground historic resources if they are present. In addition, increased use of the Bay margins by WT boaters could adversely affect some resources (such as historic wharves, docks, piers, and partially submerged shipwrecks) through improved access to, and increased numbers of boaters potentially accessing those resources. This issue will be addressed further in the EIR.

- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section '15064.5? - PS*

Project activities have the potential to directly affect cultural resources from ground disturbance during construction of new access features. Indirect impacts may occur as a result of increased compaction and erosion of landforms that may contain archaeological deposits. These impacts will be discussed further in the EIR.

- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? - LS*

All project construction activities, and most effects of boating activities would be on the uppermost layers of recent Bay Muds that do not have significant paleontological resources. Therefore this impact is considered less than significant.

- d. *Disturb any human remains, including those interred outside of formal cemeteries? - PS*

It is possible that excavation for new facilities could encounter human remains. Therefore this impact will be discussed further in the EIR.

6. GEOLOGY AND SOILS

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii) Strong seismic ground shaking?			X		

iii) Seismic-related ground failure, including liquefaction?			X		
iv) Landslides?				X	
b. Result in substantial soil erosion or the loss of topsoil?			X		
c. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			X		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	

Environmental Setting:

The San Francisco Bay and the Bay Area are located within the Coast Ranges Geomorphic Province of California, a system of northwest-southeast trending longitudinal mountain ranges and valleys that are controlled by faulting and folding. The Bay itself started to form in the Late Pleistocene (approximately 126,000 years ago) due to subsidence associated with localized oblique displacements on the San Andreas and Hayward faults. Flooding of the area occurred several times with Pleistocene sea level fluctuations.

The San Francisco Bay/Delta estuarine system drains over 40 percent of the land area in the state of California. Shoaling of navigation channels results from a combination of new sediments entering the system (primarily from the Sacramento/San Joaquin rivers) and re-suspension of existing sediment resulting from fluvial, tidal, and wind-driven waves and currents.

The San Francisco Bay Area is well known as a seismically active region. Historically, numerous moderate-to-strong earthquakes are related to the San Andreas and Hayward-Rodgers Creek fault systems. The Bay Area fault system is composed of five major faults: the San Andreas, Rodgers Creek, Hayward, Concord, and Calaveras faults. Combined, the probability of an earthquake of Richter magnitude 6.7 or greater occurring on one of these faults between 2003 and 2032 has been estimated at 62 percent (USGS 2003).

Nearshore geology along San Francisco Bay is characterized by alluvial deposits formed by the weathering and transport of older material from within and outside the Bay. In some locations, such as much of the Central Bay shoreline, development and the placement of artificial fill has displaced or buried native soils. In other locations, such as around much of the South Bay and the North Bay, the conversion of tidal wetland areas to salt ponds or agricultural fields has

allowed highly organic wetland soils to decompose, leaving more mineral soil behind and causing these areas to subside.

The slope of the terrain near the Estuary strongly influences the width of local baylands. In areas where the shoreline is steep, as in many parts of the Central Bay and along the Carquinez Strait, the baylands are restricted to narrow fringes bordering deeper water. In areas where the terrain is flatter, as in much of the South Bay, North Bay, and Suisun, the baylands are broader.

Impact Discussion:

a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) Rupture of a known earthquake fault? - LS

The proposed project will focus existing usage and potentially encourage more overall usage of open water habitats by non-motorized boats in a seismically active region. Within San Francisco Bay, the Hayward-Rodgers Creek and the Green Valley-Concord fault systems are the only major fault systems presumed to cross directly under the open waters of the Bay. Of these systems, the Green-Valley-Concord fault system is closest to the largest concentration of proposed and existing launch sites in the North Bay, near the Carquinez Straits. This fault system crosses the Straits at their western confluence with Suisun Bay. The remaining North Bay sites are fairly diffuse and not concentrated near any other major active fault traces.

In the South and Central Bay, the Hayward fault runs roughly parallel to the East Bay shoreline underneath the East Bay hills, within about 8 miles of most existing and proposed launch sites within Alameda and Contra Costa County. The San Andreas fault runs roughly parallel to the Peninsula shoreline underneath the Coast Range, within about 12 miles of most existing and proposed launch sites within San Francisco, San Mateo, and Santa Clara counties.

No proposed or existing launch facilities are located immediately on or adjacent to any known active fault traces. Any new construction would be designed to meet or exceed local seismic building codes, and will only be utilized on a short-term, temporary basis by WT users. The additional potential for substantial injury or death due to fault rupture would be low.

ii) Strong seismic ground shaking? - LS, iii) Seismic-related ground failure, including liquefaction? - LS

Strong seismic shaking and seismic related ground failure can be expected along much of the bay shoreline in a major earthquake on any of the local faults. Any new launch facilities constructed as part of the Project will be located at the Bay margins, most likely on either artificial fill or native quarternary Bay Muds. Both of these geologic units are subject to liquefaction and differential settlement in the event of a major earthquake. In addition, these units tend to amplify shaking intensities compared to bedrock. Any new construction would be designed to meet or exceed local seismic building codes, and will only be utilized on a short-term, temporary basis by WT users. The additional potential for substantial injury or death due to ground failure or liquefaction would be low.

iv) Landslides?- NI

Any new launch facilities constructed as part of the Project would be located at the Bay margins, in topographically flat areas with little to no chance of being impacted by landslides. Therefore, there would be no impacts due to landslides.

b. *Result in substantial soil erosion or the loss of topsoil? - LS*

Any new launch facilities constructed as part of the Project would be on gentle slopes not subject to severe erosion and would be built using Best Management Practices (BMPs) aimed at preventing and/or minimizing erosion and topsoil loss. Increased use of access facilities and bay waterways would not affect topsoil loss. Therefore, there would be minimal impacts due to erosion/topsoil loss.

c. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? - LS

See a(iii) above. Project facilities implementation and use would not affect local soil conditions or hazards.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property? - LS

Any new launch facilities constructed as part of the Project would be located at the Bay margins, most likely on either artificial fill or native quaternary Bay Mud. Bay Mud is generally comprised of fine-grained mineral clay with varying amounts of organics and as such is classified as expansive soil. Artificial fill is generally more heterogeneous and may or may not be expansive. Any new construction would be designed to meet or exceed local building codes that take expansive soils into account. Coupled with the fact that these facilities would be used on a short-term, temporary basis by WT users, construction on expansive soils would not create substantial risks to life or property.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?- NI

New launch facility restrooms constructed as part of the Project would be connected to existing sewer systems whenever possible. In locations where sewer connections are not possible, new facilities would likely utilize portable toilets and sinks that would be pumped out and treated at a municipal wastewater system. Given the high water tables at possible access sites, new facilities would not utilize septic systems. The implementation of alternative wastewater treatment systems at new launch locations would depend on site-specific conditions, but such systems would not be connected to septic systems.

References

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7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5; and, as a result, would it create a significant hazard to the public or the environment?	X				
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport; would the project result in a safety hazard for people residing or working in the project area?			X		
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X		

Environmental Setting:

Some potential access sites may be located at or near various known hazardous waste sites, including the Treasure Island Naval Station--Hunters Point Annex and the former Alameda Naval Air Station (both National Priorities List [NPL] hazardous waste sites), United Heckathorn Company in the Richmond Inner Harbor (also an NPL site), Cooley Landing Salt

Pond restoration site near East Palo Alto, and various sites in and adjacent to San Leandro Bay and the South Bay area.

At least one of the sites (A15: Encinal Launching and Fishing Facility) is known to be located within 0.25 mile of a school and several sites are within half a mile. Some project sites are located on former landfills (e.g. A1: Albany Beach) and it is conceivable, but not likely, that a potential WT site is located in an area that is on a list of hazardous waste sites.

Project sites are located within 2 miles of a major public airport of which there are seven within the project area (San Francisco International Airport, Metropolitan Oakland International Airport, Hayward Air Terminal, San Carlos Airport, Palo Alto Airport, Gness Field/Novato, and Seaplane Harbor in Alameda). For example, SM20: Colma Creek/Genentech, is within 2 miles of San Francisco International Airport. Although no private airstrips are known to lie within 2 miles of any sites, several private airstrips are located in the general vicinity.

Impact Discussion:

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? – LS*

The project would not result in any routine transport, use, or disposal of hazardous materials. Small amounts of such materials may be used during construction activities, and would be used, stored, and handled according to label specifications and regulatory requirements. Use of the WT would not involve any transport, use, or disposal of hazardous materials. Therefore, the project would not result in a potentially significant impact.

- b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? - LS*

As noted in item a, above, the project would involve only small amounts of hazardous materials and only during construction of major facility improvements requiring excavation. Those materials would be handled per applicable regulations. Therefore this impact would be less than significant.

- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? - LS*

As noted above, the project would not use, transport, store, or generate substantial quantities of hazardous materials. In addition, the project Backbone Site improvements would generally be minor and would not result in any hazards to off-site land uses. Therefore, although a number of schools may be located within 0.25 mile of one or more project sites, impacts on human health are not likely to be significant.

- d. *Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5; and, as a result, would it create a significant hazard to the public or the environment? – PS*

The Department of Toxic Substances Control is mandated to keep various lists of hazardous waste sites in response to Government Code Section 65962.2, also commonly referred to as the “Cortese List”. Information supplied by DTSC, known as the Site Mitigation and Brownfields Reuse Program can be found on the DTSC website (http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm). Other state and local agencies are required to produce additional

information for the Cortese List. It is possible some project sites may be located near or on various known hazardous waste sites. This would be addressed on a project-level basis.

As described in the existing conditions section, some project sites may be located near various known hazardous waste sites. If any construction activities encounter site contamination, contaminated soils and/or groundwater would be handled and treated per applicable RWQCB and DTSC regulatory standards. Development of High Opportunity Sites would not generally involve construction that would disrupt or contact contaminated soils. However, sites with new construction involving excavation could disturb soils and potentially expose workers or boaters to contaminated soils or groundwater. This potential impact will be addressed in the EIR.

- e. *For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport; would the project result in a safety hazard for people residing or working in the project area? - LS*

As described above, at least seven public airports are located within two miles of one or more project sites. However none of the potential improvements at any of the proposed WT sites would rise more than 1-2 stories and therefore would not have any potential to result in an air safety hazard.

- f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? - NI*

No private airstrips are known to lie within two miles of any project site. For private airstrips at distances greater than two miles, it is unlikely that project activities would result in a safety hazard due to the small scale of project activities. All equipment, personnel, and project activities would be located outside of any private airstrip property.

- g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? - NI*

Improved Bay access would not impair implementation of or physically interfere with any emergency response or evacuation plans.

- h. *Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? - LS*

None of the facilities would be in wildlands subject to fire hazards. All of the facilities would be in areas of high groundwater near the Bay, and most would be either in developed areas or adjacent to marshes and wetlands, which are not subject to wildfires. Outdoor grills at camping sites could pose a fire hazard, but would be subject to regulation by campsite managers. Therefore this impact is considered less than significant.

8. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Violate any water quality standards or waste discharge requirement?			X		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X				
f. Otherwise substantially degrade water quality?			X		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X		
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		
j. Inundation by seiche, tsunami, or mudflow?			X		

Environmental Setting:

Hydrology

The San Francisco Estuary is the largest estuary on the West Coast of the United States. The Estuary, comprised of San Francisco Bay and the Sacramento-San Joaquin Delta, drains over 40% of California including the Sierra Nevada and Central Valley. The Sacramento and San Joaquin rivers collectively contribute roughly 95% of the total freshwater input to the Estuary; the other 5% is provided by creeks and streams that drain directly into the Bay. Approximately 25% of the water that would otherwise flow through the Delta and into the Bay is instead diverted from the Delta and sent to the Central Valley and Southern California for use as irrigation and drinking water. Water that does make it through the Delta then flows through Suisun Bay, the Carquinez Strait, and San Pablo Bay before entering San Francisco Bay and either flowing into the South Bay or exiting the Estuary through the Golden Gate. The Bay area's Mediterranean climate means that precipitation and runoff in the Estuary is highly seasonal, with more than 90% of annual runoff occurring during the October-April rainy season.

The northern reach of San Francisco Bay (comprising Suisun Bay, Carquinez Strait, and San Pablo Bay) is geographically and hydrologically distinct from the Central and South Bays. The South Bay is a tidally oscillating, lagoon-type estuary, where variations are determined by water exchange between the northern reach and the ocean. Water residence times are much longer in the South Bay than in the North Bay. The northern reach is a partially-to-well-mixed estuary (depending on the season) that is dominated by seasonally varying river inflow. The timing and magnitude of the highly seasonal river inflow modulates permanent estuarine circulation, which is largely maintained by salinity-controlled density differences between river and ocean waters.

Freshwater inflows, tidal flows, and their interactions largely determine variations in the hydrology of the Bay/Delta. Hydrology has profound effects on all species that live in the Bay/Delta because it determines the salinity in different portions of the Estuary and controls the circulation of water through the channels and bays. Circulation patterns within the Bay are influenced by Delta inflows, gravitational currents, and tide- and wind-induced horizontal circulation. The cumulative effects of the latter three factors on net circulation within embayments tend to dominate that of freshwater inflows except during short periods after large storm events (Smith 1987). Exchanges between embayments are influenced both by mixing patterns within embayments and by the magnitude of freshwater inflows (Smith 1987).

Sea Level Rise

A variety of estimates quantify the range of potential sea level rise, report observed trends and offer predictions of global warming and the potential impacts (Watson 2001, CCCC 2006, IPCC 2007). The most recent (2007) report from the Intergovernmental Panel on Climate Change (IPCC) projects a midrange sea level rise this century of 8-17 inches (0.7-1.4 ft), with a full range of variability of 7-23 inches (0.6-1.9 ft). Note that the IPCC estimate conservatively assumes no "speculative" critical threshold changes in Greenland ice sheet wasting, a process that would substantially accelerate and amplify secular rise in sea level (Overpeck et al. 2006). Empirical estimates of sea level rise produced by other researchers project a mid-range rise this century of 28-39 inches (2.3-3.3 ft) with a full range of variability of 20-55 inches (1.7-4.6 ft), substantially

higher than IPCC 2007 projections (Rahmstorf 2007). Other recent estimates by the California Climate Change Center¹ report sea level rise in California over the past century to be approximately 7 inches (0.6 ft), and projects increases of 22 to 35 inches (1.8 to 2.9 ft) by 2100 (CCCC 2006). The projected increase in sea-level will alter historical storm frequency predictions by decreasing recurrence intervals and increasing vulnerability of coastal regions to flooding (CCCC 2006). To provide context with a generalized scenario, an increase in sea-level of one foot means that storm-surge induced flood events that formerly occurred as 100-year events would more likely occur at 10-year intervals (CCCC 2006). Local sea level rise depends upon a number of physical factors including local land vertical movement (uplift/subsidence) and hydrodynamic responses.

Water Quality

The primary water quality parameters include salinity, dissolved oxygen (DO), pH, total suspended solids (TSS), turbidity, and pollutants. Because the project has no, or minimal, potential to affect salinity, pH, or DO, those items are not discussed further. Suspended solids/turbidity and pollutants are addressed below.

Total Suspended Solids and Turbidity

Turbidity and total suspended solids (TSS) are generally used as measures of the quantity of suspended particles. Shallow areas and channels adjacent to shallow areas have the highest suspended sediment concentrations. TSS levels vary throughout the Bay depending upon season, tidal stage, and depth. Central Bay generally has the lowest TSS concentrations; however, wind-driven wave action and tidal currents, as well as dredged material disposal and sand mining operations cause elevations in suspended solids concentrations throughout the water column.

Pollutants

Pollutant loading to San Francisco Bay has long been recognized as one of many factors that have historically stressed aquatic resources. Pollutants enter the aquatic system through atmospheric deposition, runoff from agricultural and urbanized land, and direct discharge of waste to sewers and from industrial activity. Common pollutants in the Bay include nutrients (especially nitrogen and phosphate), metals (such as copper and lead), and organic/inorganic chemicals from industrial and municipal sources.

The Bay's sediment can be both a source of and a sink for pollutants in the overlying water column. The overall influx of pollutants from the surrounding land and waste discharges can cause increases in sediment pollutant levels. Natural resuspension processes, biological processes, other mechanical disturbances, dredging, and sediment disposal can remobilize particulate-bound pollutants.

¹ The California Climate Change Center report is a multi-institution collaboration among the California Air Resources Board, California Department of Water Resources, California Energy Commission, CalEPA, and the Union of Concerned Scientists.

Sediment Quality

Sediment quality in the Bay varies greatly according to the physical characteristics of the sediment, proximity to historical waste discharges, the physical/chemical condition of the sediment, and sediment dynamics that change with location and season. Generally, the level of sediment contamination at a given location will vary depending on the rate of sediment deposition, which varies with seasons and tides. Chemical contaminant dynamics in an estuary are closely associated with the behavior of suspended and deposited sediments. Overall, the physical and chemical characteristics of sediments, and the bioavailability and toxicity of sediment-associated chemicals to aquatic organisms, are particularly important in determining their potential impact on environmental quality.

Basin Plan

The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) regulates water quality in the Bay and its tributaries through implementation of a Basin Plan. The most recent version of the Basin Plan (SFRWQCB 2007) contains:

- A statement of beneficial water uses that the Water Board will protect,
- The water quality objectives needed to protect the designated beneficial water uses, and
- The strategies and time schedules for achieving these water quality objectives.

Beneficial uses specific to the Bay's shoreline waters include the following uses, which are discussed in detail in the Basin Plan:

- Estuarine Habitat
- Industrial Service Supply
- Marine Habitat
- Fish Migration
- Navigation
- Industrial Process Supply
- Preservation of Rare and Endangered Species
- Water Contact Recreation
- Noncontact Water Recreation
- Shellfish Harvesting
- Wildlife Habitat

Generally speaking, more stringent water quality objectives are applied to uses associated with human consumption, contact recreation, and biological/ecological resources than are applied to recreational and non-contact activities. While the SFRWQCB performs a number of educational, advisory, and planning roles related to improving water quality throughout the Estuary, its primary mechanisms to protect ground and surface waters are through adopting, monitoring compliance with, and enforcing waste discharge requirements and National Pollutant Discharge Elimination System (NPDES) permits. Such permits may be required for new facilities constructed as part of the Water Trail.

Impact Discussion:

a. Violate any water quality standards or waste discharge requirement? - LS

The only potential discharges proposed as part of the project are wastewater associated with the operation of new launch facilities. Those facilities would either be connected directly to, and treated at, municipal wastewater systems or, in the case of portable toilets, pumped and trucked for treatment in municipal facilities. The small quantities of additional wastewater generated by additional uses of the trail (typically in the hundreds of gallons/day) would not have the potential to adversely affect the capacity of any treatment plants, which typically process millions of gallons/day of wastewater. Any discharges from these facilities would be treated in a way that meets or exceeds discharge standards set by the SFBRWQCB Basin Plan. Washdown water for small boats that are cleaned following their use could result in small quantities of potable-water treatment chemicals washing into the bay. These chemicals typically dissipate in a few hours to days, and the anticipated small quantities would not adversely affect the receiving waters. Because the boats using the WT would not be motorized, the project would not wash oil, grease, or other lubricants into the Bay waters. WT users could introduce small quantities of pollutants into receiving waters if they allow trash and wastes from onboard items to enter the Bay. This would be minimized through signage and educational materials proposed as part of the WT Plan. Therefore the project would not violate water quality standards or waste discharge requirements.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? - NI

No groundwater pumping is proposed as part of the project. Therefore the project would have no impact on groundwater supplies or recharge.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? - NI

WT users may induce very minor erosion of tidal channels by paddling up and down these channels and inducing the formation of small wakes. These wakes, and any attendant erosion of tidal channels, is miniscule in the context of natural tidal and wave action within the channels. Therefore, no substantial alteration of any drainage patterns or river/stream courses is expected as part of this project, so no impacts related to erosion or siltation of channels on- or off-site would occur.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? - NI

See response to c, above. No substantial alteration of any drainage patterns or river/stream courses is proposed as part of this project, so no impacts related to increased surface runoff or flooding will occur.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? – PS*

The primary potential sources of additional runoff resulting from project implementation are new impervious surfaces from the construction of new or expanded/improved launch facilities and associated parking areas. None of these new/expanded/improved facilities would be large enough to generate substantial amounts of runoff, but, larger new/improved facilities could generate potentially significant stormwater pollution. This impact will be addressed in the EIR.

Most of these facilities would drain directly into the Bay, and not into any streams or storm drainage facilities, so there would be minimal impacts to stormwater system capacities.

- f. Otherwise substantially degrade water quality? – LS*

Although the project is expected to increase use of the Bay by non-motorized boaters, who could be a source of small-scale water pollution if they were to discard wastes into the Bay waters, the project would educate Water Trail users about proper waste disposal practices, and launch sites would include facilities for convenient waste disposal (including restrooms) and recycling, as appropriate to the site. Therefore the project would not be expected to significantly otherwise degrade water quality.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? – NI*

No housing is proposed as part of the proposed project. Some campgrounds and/or hostels may be developed as part of the project. These short-term accommodations for recreational users would not affect housing supply or demand. Therefore, no impacts would result.

- h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows? – LS*

Any new launch ramps constructed as part of the project would, out of necessity, be within a 100-year flood zone since they would be on the immediate bayshore and would need to include levee breaks to permit Bay access. Restrooms and parking lots also may be within the 100-year flood zone, depending on specific access site elevations. However, most of these facilities would not be in the path of flood flows; they would instead be subject to tidal flooding hazards. However, all new permanent habitable facilities proposed as part of the WT access improvement would be required by local permitting agencies to be designed and constructed such that the interior floors would be above the 100-year flood elevations. This would limit this impact to a less-than-significant level.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? – LS*

See response to Item h, above. Any new launch facilities constructed as part of the Project would be located at the Bay margins, which are periodically and temporarily flooded from storms, extreme tide events, large boat wakes, and other phenomena. In addition, some existing and proposed launch facilities, especially in the South Bay, are or would be located on or adjacent to existing flood control levees that could potentially (and unexpectedly) fail. Sea level rise can increase the risk of flooding along San Francisco Bay by increasing water surface

elevations in the Bay relative to shoreline elevations and by increasing storm frequencies (see “Sea Level Rise,” above). Subsidence along the shoreline can amplify these elevation differences, further increasing the risk of flooding. The inherent risk to recreational shoreline/open water users of loss, injury, or death due to flooding from naturally- or levee-induced causes will persist regardless of WT implementation.

The risk to open water users is mitigated by the fact that these users will primarily be in boats and therefore at less risk of loss, injury, or death due to drowning.

WT implementation would not significantly increase from existing levels the risk of loss, injury, or death due to flooding, and the potential for additional impacts is low. Therefore this impact would be less than significant.

j. Inundation by seiche, tsunami, or mudflow? - LS

The proposed project would focus existing usage and potentially encourage more overall usage of open water habitats by non-motorized boats in a seismically active region. While tsunamis have been infrequently recorded in San Francisco Bay, only two of 51 credible tsunamis within the Bay since 1850 were large enough to damage boats and floating structures. The most damaging of these two tsunamis, generated by a 1964 quake epicentered in Alaska, measured 7.5 ft at the Presidio (Magoon 1966). Garcia and Houston (1975) estimated peak tsunami heights at the Presidio for 100-year (8.2 ft) and 500-yr (15.7 ft) return periods, though more recent modeling by Borrero et al. (2006) estimates a peak maximum credible tsunami height of 7.9 ft at the marine oil terminal in Richmond. Tsunami wave heights entering the Golden Gate are expected to decrease by 50% once the waves reach the East Bay and 90% once the waves reach the extreme ends of the North and South Bay (Magoon 1966). The infrequency of tsunami events, coupled with their small size relative to typical storm-induced waves in San Francisco Bay, mean that the additional potential for substantial injury or death due to inundation by tsunami or seiche would be low. There is no potential for substantial injury or death due to mudflow because all existing or planned facilities are in topographically flat areas that are not at risk for mudflows.

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9. LAND USE AND PLANNING

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Physically divide an established community?				X	
b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	X				

Environmental Setting:

The project area includes San Francisco Bay and, in particular, the water and land areas at the edge of the Bay. The land uses surrounding areas where the Backbone Sites are proposed vary and include existing marinas, open space (including parklands, salt ponds and wildlife refuges), ports, residential areas, commercial areas (including hotels and restaurants), and industrial areas. Sites in the North Bay are typically in marinas and parks. Sites located along the East Bay range from parks and marinas to commercial areas (such as Jack London Square), ports, and salt ponds. A large portion of the southern Bay margins also falls within the San Francisco Bay National Wildlife Refuge. On the western shore of the Bay, sites are located adjacent to park, marina, commercial, and industrialized areas. Some of the areas around San Francisco Bay provide sensitive habitats that may be subject to Habitat Conservation Plans.

The project area includes WT access sites that are in heavily industrialized parts of Alameda County, such as around the Port of Oakland and Oakland airport, as well as sites in remote parts of Sonoma, Napa and Solano Counties.

In formal designation of the WT, there are several plans, policies, laws and regulations that must be taken into account and several responsible government agencies. Issues include:

- **Public Trust Doctrine and Navigable Waters.** The Public Trust Doctrine asserts that the air, seas, waterways and their shores are common assets that are held in trust by government for public benefit. The U.S. Constitution, California Constitution and Supreme Court have bearing on interpretation of this doctrine.

- **Navigational Safety and Security.** The U.S. Coast Guard regulates navigation in San Francisco Bay by issuing and enforcing rules that govern navigation practices, marine events, and safety and security zones within the Bay.
- **Wildlife and Environmental Quality Regulations.** These are explained in greater detail in Section 4: Biological Resources, but include: Federal Endangered Species Act (ESA), and California Endangered Species Act (CESA), Migratory Bird Treaty Act (MBTA) and Marine Mammal Protection Act (MMPA).
- **Bay Margin Development.** The McAteer-Petris Act of 1969 and Suisun Marsh Preservation Act of 1976 established the authority of the San Francisco Bay Conservation and Development Commission (BCDC) to control both Bay filling and dredging, Bay-related shoreline development and Marsh development. Development of WT sites that involve trail access to rivers, streams, or in wetland areas will probably require permits from the U.S. Army Corps of Engineers.
- **Management Plans and Guidelines.** Land and Resource managers implement a variety of plans and guidelines that address specific Bay locations, habitat type and species. Examples of these would be endangered and threatened species critical habitat designations and recovery plans. Comprehensive Conservation Plans (CCPs) for the National Wildlife Refuges (NWR) in the Bay are another policy source.
- **Land and Resource Managers.**
 - U.S. Fish and Wildlife Service (FWS) administers the Endangered Species Act, Migratory Bird Treaty Act and Marine Mammal Protection Act on the 30,000 acres of Bay waters and shoreline that the FWS owns and manages as National Wildlife Refuges.
 - National Park Service (NPS) is a significant federal land manager in the Bay. California Department of Parks and Recreation (State Parks) manages five Bay shoreline parks: Benicia State Recreation Area, China Camp, Angel Island, East Shore and Candlestick State Parks.
 - California Department of Fish and Game (CDFG) owns and/or manages seven wildlife areas, eight ecological reserves, five state marine parks and one state marine conservation area around the Bay.
 - California Coastal Conservancy is a state agency that works in partnership with local governments, other public agencies, non-profit organizations, and private landowners to preserve, protect, and restore the resources of the California coast and San Francisco Bay. It is responsible for implementing the WT.
 - Counties and cities around the Bay also own and manage shoreline areas and wetlands as waterfront parks and open space. Management objectives for their parks are described in their respective master plans.
 - Several types of special districts own and/or manage Bay shoreline and waters. These include East Bay Regional Park District and Midpeninsula Open Space District.
 - Flood control districts are responsible for maintaining infrastructure to control flood and storm waters.
 - Resource Conservation Districts, although generally not landowners themselves, work with private and municipal landowners to facilitate prevention of soil erosion and runoff and improve water quality and natural habitat.

- Marinas (public and private) have authority and obligations to implement rules and policies to prevent wildlife, habitat and water quality impacts on their properties.
- Private entities such as ports, businesses, homeowners and non-profits organizations also own and manage some of the Bay shoreline and have their own management objectives.

a. *Would the project physically divide an established community? - NI*

The High Opportunity Sites and most of the other Backbone Sites already are being used for water access and the WT Plan would not result in a change of use. The remaining Backbone Sites include some that are planned launches or destinations that are considered suitable for the purpose because of their location adjacent to the Bay or other waterside access point. The proposed project would result in the development of only small structures and other improvements, mostly at existing Bay access areas. The proposed action generally would attract small numbers of people to each site on a daily basis. WT access improvements at Bayfront sites would therefore not have the potential to divide any established communities.

b. *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? - PS*

The WT Plan's Backbone sites would be comprised primarily of existing Bay access points and project improvements would be consistent with existing uses at those sites. Therefore project improvements at those sites are unlikely to conflict with applicable land use plans, policies, or regulations. However, it is possible that some larger-scale improvements may conflict with local plans and policies. In addition, possible new sites could conflict with local land use regulations. Compliance with applicable land use regulatory agencies' plans and policies, including design review, would be evaluated at the time that specific improvements are proposed.

All of the High Opportunity Sites are already used as water access points and their incorporation into a formal trail would not substantially affect their relationship to the surrounding land use. The planned launch sites and destinations are currently considered suitable for development and incorporation in the WT.

Consistency of the Water Trail Plan with relevant local and regional plans will be discussed generally in the EIR.

c. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? - PS*

As described in the Biology section of this document, several sites in the North Bay are included in the Solano County HCP. The compliance of the Backbone Sites identified in the WT Plan with this HCP will be evaluated in the Biology section of the EIR.

10. MINERAL RESOURCES

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?				X	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

Environmental Setting:

A number of mineral resources are present in the San Francisco Bay Area. Salt and sand are currently produced in shoreline areas. The Cargill Salt Company produces salt from evaporation ponds located along the southeastern margin of the Bay in Alameda County. Hanson Aggregates and RMC Pacific Materials currently dredge sand from the Bay in the vicinity of Alcatraz Island. Salt ponds total some 36,000 acres in South Bay and some 10,000 acres in North Bay.

Impact Discussion:

- a. *Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state? - NI*

Project facilities would be located primarily at existing access sites, most of which are in urbanized or park areas. In addition, improvement would be small scale, and involve minimal footprints or grading. Use of the trail would not affect resource extraction areas. Therefore implementation of the Plan would not affect any known mineral resource areas.

- b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? - NI*

See response to a, above. WT access sites would not be located in designated mineral resource areas.

11. NOISE

Would the project result in :	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X		

Environmental Setting:

The noise environment surrounding WT access sites varies greatly due to the widespread variations in land uses around the Bay. Areas surrounded by marsh, Bay waters, and/or parkland are typically quiet. However, sites near airports, industrial areas, highways, ports, or busy boating/shipping channels can experience high noise levels. The noise environment is primarily influenced by off-site noise generators. Ambient noise levels vary from above 65 dBA in marshes adjacent to industrial developed areas, such as the ports of Oakland and Redwood City and the San Francisco and Oakland Airports, to below 45 dBA in areas of the San Francisco Bay Refuge Complex and marshes that are surrounded by salt evaporator ponds.

Impact Discussion:

- a. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? - LS*

Construction activities at WT Backbone Sites would generally be limited to minor improvements. However, at some sites, larger-scale construction, including excavation, may be required. Construction activities would generally be short-term, and would comply with applicable local agency noise ordinances and general plan noise elements.

The proposed WT uses would result in few noise-producing activities at the sites themselves or on adjacent waterways, as boats would be non-motorized. Project noise at access points would be primarily from small numbers of additional vehicular trips and conversation, neither of which would raise ambient noise levels substantially above ambient noise conditions. It is anticipated that nighttime put-ins would be limited. WT access sites would be dispersed throughout the Bay margins and high noise levels at any one site would be unlikely. Most sites are already used as parks, marinas, commercial areas and many have existing Bay access facilities. WT access would add slightly to noise generation at these sites. Therefore, it is unlikely that the project use would result in significant noise levels that would conflict with local standards.

Noise generated from WT use could adversely affect wildlife, particularly rafting birds and seals at haul-out sites. This will be addressed in the Biological Resources section of the EIR.

- b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? LS*

Construction activities that involve excavation and/or soil compaction could result in brief periods of vibration and ground-borne noise. For small facility improvements such as restrooms and dock construction, this impact would be less than significant. For larger-scale projects that involve excavation or compaction, this issue would be addressed in site-specific environmental evaluation facility improvements.

- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? LS*

See response to item a, above.

- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? LS*

See responses to items a and b, above. Note that the effects of temporary noise generated from WT use could have impacts on wildlife, particularly rafting birds, and seals. This will be addressed in the Biological Resources section of the EIR.

- e. *For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? -LS*

WT use would take place adjacent to San Francisco International and Oakland airports. As described in items a and b, above, the WT uses are not expected to create high noise levels nor would the WT introduce new sensitive receptors to existing airport noise. All construction activities within an Airport Land Use Plan area would be consistent with applicable airport land use plans.

- f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? -LS*

See response to item e, above. The project would not expose people to significant noise levels associated with private air strips.

12. POPULATION AND HOUSING

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	

Environmental Setting:

According to Association of Bay Area Governments (ABAG) data, the nine-county San Francisco Bay Area had an estimated population of 6.9 million persons in 2000. The Bay Area population is projected to increase to 7.6 million by 2010 and to 8.0 million by 2020. ABAG estimates the number of Bay Area households at 2.4 million in 2000. The number of households is projected to increase to 2.7 million by 2010 and to 2.8 million by 2020. (ABAG 1999).

Impact Discussion:

- a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? - LS*

The proposed WT Plan would not result in the construction of any new homes or roads. Some small-scale business development may result to serve WT users. It is unlikely that presence of the WT would result in people choosing to move to a specific area. No development would occur that would induce population growth and associated housing.

- b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? - NI*

No demolition of housing would occur as a result of WT Backbone access site improvements. Therefore, displacement of housing would not occur. Indirect impacts on residential areas elsewhere would not be expected to occur. No impacts would result.

- c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? - NI*

The proposed project is comprised of existing and, possibly, new Bay access sites. It would not involve any large-scale development. Therefore, displacement of people would not occur as a result of the proposed project.

13. PUBLIC SERVICES

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	X				
Police protection?	X				
Schools?				X	
Parks?	X				
Other public facilities?	X				

Environmental Setting:

A wide variety of Federal, State, county, and municipal agencies of the Bay region provide shoreline fire protection, police protection, and emergency medical services to recreational boaters while accessing the Bay. The U.S. Coast Guard (Coast Guard) regulates navigation in San Francisco Bay. The Coast Guard issues and enforces regulations that govern navigation practices, marine events, and safety and security zones within the Bay.

The central Bay, from southern Marin and Contra Costa Counties south to Redwood City and San Leandro is heavily used for commercial shipping, ferry transportation and all types of recreational boating. Some of the potential WT sites are located in industrial areas or near airports, where there are safety issues related to increase in recreational use in these settings.

The U.S. Coast Guard regulates navigation in San Francisco Bay by issuing and enforcing regulations that govern navigation practices, marine events, and safety and security zones within the Bay. The Inland Navigation Rules (commonly called the “Rules of the Road”) apply to all watercraft and address vessel sailing and steering as well as use of lights and sound. Knowing the Rules is important for all mariners - including people navigating non motorized small boats which are often the smallest vessels on the Bay, and most difficult for other mariners to see and avoid.

Within the Bay, larger, deep-draft vessels can only navigate safely within dredged shipping lanes (noted on nautical charts), and the Rules oblige other vessels (including non-motorized small boats) not to “impede the passage” of these deep-draft vessels traveling in the lanes. The Rules are less explicit for interactions between other vessel types that are common on the Bay

(e.g., sailboats or small motorboats and kayaks). The Rules require a boater to try to avoid a collision. Some maritime user groups such as fast ferries are developing standard practices (e.g., consistent travel routes) to minimize accidents in general. The San Francisco Bay Harbor Safety Committee coordinates these and other efforts to improve navigational safety.

Impact Discussion:

- a. *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: PS*

Fire Protection

Improvements at proposed access sites and increased use of existing sites may result in small numbers of additional calls for local fire department services (including emergency medical services). Since the access points are dispersed throughout the Bay, demands on fire department personnel would be spread among a number of fire departments and would not excessively burden any one department or station. This would allow fire departments to maintain acceptable service ratios while addressing the needs of the proposed project.

From a navigational standpoint the Bay's waters and its currents present extreme conditions to the non-motorized small boat user. Cold waters, rapidly changing weather conditions, strong tidal currents, and tidal fluctuations create a challenging boating environment on the Bay and around its margins. Most water trail use would most likely occur around the Bay margins (rather than in the middle of the Bay). Even a skilled boater who is familiar with Bay conditions can get into trouble and require emergency services from either the Coast Guard or from land-based emergency response providers. Once on the water, a non-motorized small boat following the WT might enter or cross defined shipping channels and ferry routes, presenting a potential navigation safety impact. Additionally, there are safety and security exclusion zones within the Bay established by the U.S. Coast Guard such as around the San Francisco and Oakland International Airports or the structural elements of the Bay's bridges. However, these zones may not be clearly understood by the recreational boater. Without explicit, broadly accepted navigational protocols or norms for vessel interactions, the expected increases in fast ferry traffic, large sailing vessels and WT users on the Bay may lead to more accidents requiring emergency services. These issues will be discussed further in the EIR.

Navigational hazards (e.g., low tide conditions) specific to the Bay's margins and to non-motorized small boats also could require more emergency services, and will be evaluated in the EIR.

Police Protection

Improvements at proposed access sites and increased day use of existing sites may result in small numbers of additional calls for local police department services (including emergency medical services). Since the access points are dispersed throughout the Bay, demands presented by most day-use WT users on police would be spread among a number of police departments and would not excessively burden any one department or beat. This would allow police departments to maintain acceptable service ratios while addressing the needs of the proposed project.

An increase in police response may be required for police patrols and calls related to overnight use at new WT campsites, particularly for agencies that do not currently allow overnight use within their park systems. In resource areas around the Bay where hunting is permitted, new opportunities for overnight accommodations might draw increased use from other recreation interests (e.g., from duck hunters). Overnight use would likely increase the need for policing and security patrols.

These issues will be discussed further in the EIR.

Schools

Few schools are located along the shoreline, with some located near the access sites. The proposed project could benefit school outdoor education programs. However the proposed project would not lead to population increases and associated student generation.

Parks

The project would likely increase use of the numerous local, regional, state, and federal parks and recreation areas around the Bay. The WT Plan includes strategies and policies for funding and management of WT access sites and facilities.

Many of the WT Backbone Sites are located in parks and other areas that are managed to enhance the recreational experience for a variety of users. With an increase in users of small non-motorized water craft, there is potential for conflicts between those site users who need water access and those who are enjoying the recreational experience on dry land and along the Bay Trail. In addition, there could be conflicts between non-motorized water craft users (such as kayakers and windsurfers) and larger boats such as yachts, and motorized boats for access at mixed-use sites such as marinas. This could impact levels of needed management on the part of the managing agency.

Introducing new access facilities onto the Bay, or incorporating an existing launch site into the WT would increase use and could lead to conflicts among users. As examples, kayakers do not generally like to launch their boats or paddle near motorized personal watercraft; launching non-motorized small boats may involve staging that, when near the Bay Trail, may conflict with use patterns along the Bay Trail. For day use at most of the WT Backbone Sites that exist, impacts to management of access points and staging area facilities are expected to be less than significant assuming the strategies outlined in the WT are followed. However, in some locations new or expanded access facilities and staging areas may present significant user-conflict impacts.

These issues will be discussed further in the Recreation section of the EIR.

Other Public Facilities

The popularity of the WT may vary from area and to area and among seasons of the year. The project therefore could increase use pressures on already popular local marinas and associated boating facilities. These issues will be discussed further in the EIR.

14. RECREATION

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X				
b. Include recreation facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	X				

Environmental Setting:

San Francisco Bay, as the largest open space resource in the region, attracts recreational boating of all types. The popularity of non-motorized small boating in the San Francisco Bay Area is increasing.

Existing access onto the Bay for human-powered boats and beachable sail craft consists of more than 130 launch and landing sites in waterfront parks, marinas and harbors, sites with public launch ramps or floats, public access areas, wildlife refuges and privately owned sites. The sites vary in terms of level of development and management that supports these types of boating activities. Geographically, the launches are clustered primarily around the Central Bay, from southern Marin and Contra Costa Counties south to Redwood City and San Leandro. Comparatively, the South Bay, San Pablo Bay and Suisun Marsh have fewer access points.

Impact Discussion:

- a. *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. PS*

The proposed project is designed to increase recreational use of the Bay and adjoining waterways and several of the WT Backbone Sites are located in established shoreline parks. As there would be impact to these and other recreational facilities, the issue will be discussed further in the EIR and mitigations will be developed to avoid or minimize impacts.

- b. *Include recreation facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. PS*

Development of some of the WT Backbone Sites will require new or enhanced facilities, including features to make the sites ADA-compliant. Potential impacts to new or expanded WT access and staging area facilities would include, but not be limited to:

- (1) Access facilities to get through the shoreline edge to launch non-motorized small boats onto the Bay’s waters such as ramps, tidal steps, sand or pea gravel beaches, piers, floating docks, gangways, or floats.
- (2) Related support facilities set back from the actual shoreline edge such as vehicular access and parking, loading and rigging areas, access trails to the launch point, potable water supply, sanitary facilities (restrooms or portable toilets), showers/fresh water washing facilities, emergency phones, and safety information and regulatory signs.

- (3) Based on use and demand, onsite boat storage for non-motorized small boats might be constructed at selected staging areas.

In addition, facilities to support multiple-day trips would be needed. These would include either overnight camping sites with facilities such as platforms (land or water), cleared level areas for tents, fire rings or barbeques, and sanitary facilities (restrooms or portable toilets); or opportunities for indoor overnight accommodation such as hostels or hotels.

Depending on the location and development associated with access points, staging areas, or campgrounds, there may be potential impacts on the types and levels of service required of the managing agency and of neighboring land owners for fire/emergency response and police services. Please see Section 13, Public Services, for additional detail.

As the program impact could be significant, it will be addressed further in the EIR.

15. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)			X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?			X		
e. Result in inadequate emergency access?			X		
f. Result in inadequate parking capacity?	X				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	

Environmental Setting:

Regional access from the north and south is provided by U.S. Highway 101, which generally parallels the west side of San Francisco Bay. U.S. Interstate 280 (I-280) also provides north-south

access to the Bay Area, but is located farther inland. Regional access from the north and south on the east side of the Bay is provided by I-880 from San Jose to Oakland, and then by I-580 and I-80 in the northern portions of the Bay. Several major roadways provide east-west access to the Bay. In the South Bay, these include State Highways 237 and 84 (Dumbarton Bridge). In the Central Bay, east-west access is provided by State Highway 92 (San Mateo Bridge) and the San Francisco-Oakland Bay Bridge. State Highways 4 and 37 are the primary east-west regional access roadways in the North Bay and Suisun Bay.

Access to the WT Backbone access sites would be via regional and local roadways. Access to some sites may require the use of private access roads. Access to privately owned sites would require permission from the property managers and/or owners.

Impact Discussion:

- a. *Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, of congestion at intersections)? - LS*

The proposed project would not be likely to result in a substantial increase in traffic nor have the potential to result in a substantial increase in the number of vehicle trips, or the volume to capacity ratio on roads or congestion at intersections. During facility construction a small number of trucks and other construction equipment may temporarily access certain sites. It is anticipated that all construction equipment would be able to park at the facility sites and not block access roadways. Larger construction projects would require detailed review of construction traffic when permit applications are filed.

Although some of the most popular of these sites, such as SF12: Crissy Field in San Francisco or A6: Emeryville City Marina, may receive several hundred visitors on certain days, others will probably only receive ten to twenty visitors at most. For most sites, it is anticipated that fewer than 50 trips/day would be generated. These additional trip levels would not measurably affect congestion or levels of service.

- b. *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? - LS*

As described above, the proposed project would generate negligible traffic and as such would not exceed a level of service standard, either individually or cumulatively.

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? - NI*

The project involves small-scale improvements at boating facilities. Therefore it would have no effect on air traffic.

- d. *Would the project substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? - LS*

The project anticipates small-scale improvements, mostly at existing boating facilities. No new access roads are anticipated at any of the Backbone Sites. Because the human-powered craft proposed for use on the WT are typically small and non-motorized, they would typically be carried on rooftops or in cars and pick-up trucks. Some larger craft (e.g. dragon boats and multi-person sculls) may be trailered to the sites. These vehicle types, at the low use levels

discussed in item a, above, would not substantially increase hazards associated with roadways or incompatible uses.

e. *Would the project result in inadequate emergency access? - LS*

See responses to items a and d, above, and responses to items 13 a and b (Police and Fire Services). Traffic generated by the project would be minor and not affect emergency access. Improved Bay access may improve emergency access to bayfront areas.

f. *Would the project result in inadequate parking capacity? - PS*

The project could increase parking demand at the WT access sites. It is possible that parking supplies could be exceeded at certain sites. This issue will be addressed in the EIR.

g. *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? - NI*

The project would facilitate alternative transportation by providing a network of water access points for non-motorized small craft. Therefore it would not conflict with local or regional adopted policies, plans, or programs supporting alternative transportation.

16. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		

Would the project:	Potentially Signif. Impact	Less Than Signif. w/Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	

Environmental Setting:

The Bay Area is served by a large number of water, sewage treatment, and solid waste disposal providers. Water and sewer service for much of the East Bay are provided by the East Bay Municipal Utilities District. Water and sewage treatment for San Francisco is provided by the San Francisco Public Utilities Commission, which also provides water to many South Bay, East Bay and San Francisco Peninsula cities. The Marin Municipal Water District provides water to Marin County and its cities. The Sonoma County Water Agency provides water service to that county and some of its cities. In many Bay Area cities, wastewater is treated by municipally owned wastewater treatment plants. Cities and utility districts generally maintain sewage collection pipelines. Most cities also maintain storm drainage facilities.

Solid waste collection and disposal services and facilities are generally provided by private waste management services under franchise agreements with local jurisdictions.

Impact Discussion:

- a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* - **LS**

WT Backbone access site restrooms and boat washing facilities would generate small quantities of wastewater that would be treated at local municipal or regional sewage treatment plants. Because individual access site wastewater generation would be small (typically ranging from a few hundred to a few thousand gallons/day) and the sites would be dispersed throughout the Bay Area, the impact on any single treatment plant would be minimal (i.e. similar to the wastewater generation of a few houses). Therefore this impact would be less than significant.

- b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* - **NI**

See response to item a, above. The small amount of wastewater generated at any site would not require construction of new or expanded wastewater facilities.

- c. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* - **LS**

Minor expansions of stormwater drainage facilities may be required at some WT access sites. Stormwater from these sites generally drains directly to the Bay, which minimizes the need for additional drainage facilities.

- d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? - LS*

WT Backbone access site restrooms and associated facilities would use small quantities of potable water that would be provided by municipal or regional agencies. Because individual access site water use would be small (typically ranging from a few hundred to a few thousand gallons/day) and the sites would be dispersed throughout the Bay Area, the impact on any single treatment plant would be minimal (i.e. similar to the water use of a few houses). Boat washing could use greater amounts of water, but the limited number of boats using a site on a daily basis would not consume significant quantities of water such that expanded water supply facilities would be required.

- e. *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? - LS*

See responses to items a and b, above.

- f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? - LS*

Construction at, and use of the WT Backbone Sites, would generate small amounts of solid wastes, which would be collected and disposed of by many different providers at different landfills in the region. This small amount of solid waste would not substantively affect landfill capacities. In addition, most sites would have recycling receptacles in compliance with local solid waste reduction plans. This impact would not be significant.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste? - NI*

The project would comply with all regulations regarding solid waste generation and disposal.

17. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Signif. Impact	Less Than Signif. w/ Mitig.	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a threatened, rare or endangered species or eliminate important examples of the major periods of California history or prehistory?	X				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X				

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a threatened, rare or endangered species or eliminate important examples of the major periods of California history or prehistory? PS*

As described above, the project could adversely affect sensitive species, including special status birds, marine mammals, and plant species and their habitats, as well as result in loss of cultural resources. These issues will be addressed in an EIR.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? PS*

As described above, cumulative development of the various access sites and use of the WT could result in potentially significant adverse impacts to wildlife, vegetation, aesthetics, cultural resources, and other resources. These issues will be addressed in an EIR.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? PS*

The project could result in hazardous materials impacts. These will be addressed in the EIR.

APPENDIX A

Table 1: Locations and Descriptions of Backbone Sites

ID	Site Name	City	Category	Launch Type	Existing, or Planned?	HOS?
Alameda County						
A1	Albany Beach	Albany	waterfront park	sand beach	Exist. Launch	
A2	Berkeley Marina, Ramp	Berkeley	marina/harbor	ramp	Exist. Launch	Y
A4	Point Emery	Emeryville	waterfront park	sand beach	Exist. Launch	
A5	Shorebird Park	Emeryville	waterfront park	pebble beach	Exist. Launch	
A6	Emeryville City Marina	Emeryville	marina/harbor	ramp	Exist. Launch	Y
A8	Middle Harbor Park	Oakland	waterfront park	sand beach (A)	Exist. Launch	Y
A9	Jack London Square/CCK	Oakland	public boat launch ramp/float	float	Exist. Launch	Y
A11	Estuary Park/Jack London Aquatic Center	Oakland	waterfront park	ramp, float (A)	Exist. Launch	Y
A12	Grand Avenue Boat Ramp	Alameda	public boat launch ramp/float	ramp, float	Exist. Launch	Y
A14	Robert Crowne Memorial State Beach	Alameda	waterfront park	sand beach	Exist. Launch	Y
A15	Encinal Launching and Fishing Facility	Alameda	public boat launch ramp/float	ramp, float	Exist. Launch	Y
A18	Doolittle Drive; Airport Channel	Oakland	waterfront park	ramp	Exist. Launch	
A20	San Leandro Marina	San Leandro	marina/harbor	ramp, float	Exist. Launch	Y
A22	Eden Landing Ecological Preserve	Hayward	refuge/reserve	planned ramp	Planned launch	
A24	Jarvis Landing	Newark	privately owned (business)	ramp	Exist. Launch	
A25	Tidewater Boathouse	Oakland	public boat launch	planned float	Planned launch	

			ramp/float			
A26	Berkeley Marina, Small Boat Launch	Berkeley	public boat launch ramp/float	dock	Exist. Launch	Y
A27	Coyote Hills	Fremont	refuge/reserve	NA	Planned. Dest.	
A28	Elmhurst Creek	San Leandro	public access area	creek bank	Exist. Launch	
A30	Hayward's Landing	Hayward	refuge/reserve	NA	Planned. Dest.	
Contra Costa County						
CC1	Martinez Marina	Martinez	marina/harbor	ramp,float (A)	Exist. Launch	Y
CC2	Carquinez Strait Reg. Shoreline (Eckley Pier)	Martinez	waterfront park	pebble beach	Exist. Launch	Y
CC5	Rodeo Marina	Rodeo	marina/harbor	no access	Planned launch	
CC6	Pinole Bay Front Park	Pinole	waterfront park	pebble beach	Exist. Launch	Y
CC8	Point Molate Beach Park	Richmond	waterfront park	NA	Planned launch	
CC9	Keller's Beach	Point Richmond	waterfront park	sand beach	Exist. Dest.	Y
CC10	Ferry Point	Point Richmond	waterfront park	sand beach	Exist. Launch	Y
CC11	Boat Ramp Street Launch Area	Richmond	public boat launch ramp/float	ramp	Exist. Launch	
CC14	Richmond Municipal Marina	Richmond	marina/harbor	ramp,float	Exist. Launch	Y
CC15	Marina Bay Park & Rosie the Riveter Memorial	Richmond	waterfront park	riprap,dirt beach	Exist. Launch	
CC16	Shimada Friendship Park	Richmond	waterfront park	steps	Exist. Launch	Y
CC17	Barbara & Jay Vincent Park	Richmond	waterfront park	sand beach (A)	Exist. Launch	Y
CC19	Point Isabel Regional Shoreline	El Cerrito	waterfront park	dirt beach	Exist. Launch	Y
CC20	SS Red Oak Victory	Richmond	privately owned (business)	ship	Planned. Dest.	

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CC21	Point Pinole	Pinole	waterfront park	NA	Planned. Dest.
CC22	Bay Point Regional Shoreline	Martinez	waterfront park	NA	Planned launch
CC23	Rodeo Beach	Rodeo	waterfront park	sand beach	Planned launch

Marin County

M1	Kirby Cove	Sausalito	waterfront park	pebble beach	Exist. Dest.	Y
M2	Horseshoe Cove	Sausalito	waterfront park	sand beach	Exist. Launch	Y
M3	Swede's Beach	Sausalito	waterfront park	sand beach	Exist. Dest.	
M4	Turney Street Public Boat Ramp	Sausalito	public boat launch ramp/float	ramp	Exist. Launch	
M5	Dunphy Park	Sausalito	waterfront park	pebble beach (A)	Exist. Launch	Y
M6	Schoonmaker Point	Sausalito	waterfront park	sand beach (A)	Exist. Launch	Y
M8	Clipper Yacht Harbor	Sausalito	marina/harbor	ramp (A)	Exist. Launch	
M10	Shelter Point Business Park	Mill Valley	public boat launch ramp/float	float	Exist. Launch	Y
M11	Bayfront Park	Mill Valley	waterfront park	dirt beach, float (A)	Exist. Launch	Y
M13	Brickyard Park	Strawberry	waterfront park	dirt beach (A)	Exist. Launch	
M16	Richardson Bay Park/ Blackies Pasture	Tiburon	waterfront park	sand beach	Exist. Launch	
M17	Angel Island State Park	Marin County	waterfront park	sand beach	Exist. Dest.	Y
M19	Sam's Anchor Café	Tiburon	privately owned (business)	float	Exist. Dest.	
M25	Higgins Dock	Corte Madera	public boat launch ramp/float	no access	Planned launch	
M27	Bon Aire Landing	Larkspur	public boat launch ramp/float	float	Exist. Launch	
M28	Marin Rowing Association Boathouse	Larkspur	public boat launch ramp/float	float	Exist. Launch	

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M29	Ramillard Park	Larkspur	waterfront park	pebble beach	Exist. Launch	
M30	San Quentin	San Rafael	waterfront park	sand beach	Exist. Launch	
M31	Jean & John Starkweather Shoreline Park	San Rafael	waterfront park	sand beach	Exist. Launch	
M33	Harbor 15 Restaurant	San Rafael	privately owned (business)	ramp	Exist. Dest.	
M35	Loch Lomond Marina: Ramp	San Rafael	marina/harbor	ramp (A)	Exist. Launch	Y
M36	Loch Lomond Marina: Beach	San Rafael	marina/harbor	dirt beach	Exist. Launch	Y
M38	McNear's Beach	San Rafael	waterfront park	sand beach	Exist. Launch	Y
M39	China Camp State Park	San Rafael	waterfront park	sand beach (A)	Exist. Launch	Y
M40	Bull Head Flat	San Rafael	waterfront park	pebble beach (A)	Exist. Launch	Y
M41	Buck's Landing	San Rafael	privately owned (business)	float	Exist. Launch	
M43	John F. McInnis Park	San Rafael	waterfront park	float	Exist. Launch	
M47	Black Point Boat Launch	Novato	public boat launch ramp/float	ramp, float (A)	Exist. Launch	Y

Napa County

N1	Cutting's Wharf	Napa County	public boat launch ramp/float	ramp, float (A)	Exist. Launch	Y
N2	JFK Memorial Park	Napa	waterfront park	ramp, float (A)	Exist. Launch	Y
N6	Napa Valley Marina	Napa	marina/harbor	ramp	Exist. Launch	Y
N7	Green Island Boat Launch Ramp	American Canyon	public boat launch ramp/float	ramp	Planned launch	
N8	Riverside Drive Launch Ramp	Napa	public boat launch ramp/float	ramp	Exist. Launch	

Santa Clara County

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SC2	Alviso Marina	Alviso	waterfront park	planned ramp	Planned launch	
SC3	Palo Alto Baylands Launching Dock	Palo Alto	waterfront park	ramp, float	Exist. Launch	Y
San Francisco County						
SF1	Candlestick Point State Recreation Area	San Francisco County	waterfront park	sand beach	Exist. Launch	Y
SF2	India Basin Shoreline Park	San Francisco	waterfront park	pebble beach	Exist. Launch	Y
SF4	Islais Creek	San Francisco	waterfront park	pebble beach	Exist. Launch	
SF6	The "Ramp"	San Francisco	privately owned (business)	ramp	Exist. Dest.	
SF7	Pier 52 Boat Launch	San Francisco	public boat launch	ramp/float	Exist. Launch	Y
SF8	South Beach Harbor (AKA Pier 40)	San Francisco	marina/harbor	float	Exist. Launch	
SF9	Treasure Island	San Francisco	public access area	ramp	Exist. Launch	
SF10	Aquatic Park	San Francisco	waterfront park	sand beach	Exist. Launch	Y
SF11	Gas House Cove (aka Marina Green)	San Francisco	marina/harbor	float	Exist. Launch	
SF12	Crissy Field	San Francisco	waterfront park	sand beach	Exist. Launch	Y
SF13	Brannan St Wharf	San Francisco	public boat launch	ramp/float	NA	Planned launch
SF14	Northeast Wharf Park	San Francisco	waterfront park	NA	Planned launch	
San Mateo County						
SM2	Ravenswood Open Space Preserve	Menlo Park	waterfront park	sand beach	Exist. Launch	
SM4	Redwood City Municipal Marina	Redwood City	marina/harbor	ramp	Exist. Launch	Y
SM6	Docktown Marina	Redwood City	marina/harbor	ramp	Exist. Launch	
SM9	Redwood Shores Lagoon	Redwood Shores	waterfront park	dirt beach	Exist. Launch	

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SM11	Beaches on the Bay	Foster City	waterfront park	sand beach	Exist. Launch	
SM12	Foster City Lagoon Boat Park	Foster City	waterfront park	ramp	Exist. Launch	
SM13	East 3rd Ave	Foster City	waterfront park	sand beach	Exist. Launch	Y
SM16	Seal Point Park	San Mateo	waterfront park	ramp (A)	Exist. Launch	Y
SM17	Coyote Point, Marina	San Mateo	marina/harbor	ramp	Exist. Launch	Y
				sand beach,		
SM18	Old Bayshore Highway	Burlingame	public access area	riprap	Exist. Launch	
		S o S a n				
SM20	Colma Creek/Genentech	Francisco	public access area	creek bank	Exist. Launch	
		S o S a n				
SM21	Oyster Point Marina	Francisco	marina/harbor	sand beach, ramp, float	Exist. Launch	Y
SM22	Brisbane Marina	Brisbane	marina/harbor	riprap	Exist. Launch	Y
SM23	Coyote Point, Beach	San Mateo	waterfront park	sand beach	Exist. Launch	Y
SM24	Westpoint Marina	Redwood City	marina/harbor	ramp	Planned launch	
SM25	Corkscrew Slough Viewing Platform	Redwood City	refuge/reserve	dock	Planned. Dest.	

Solano County

So1	Brinkman's Marina	Vallejo	public boat launch ramp/float	ramp,float	Exist. Launch	Y
So2	California Maritime Academy	Vallejo	privately owned (business)	ramp	Exist. Launch	
			public boat launch			
So5	Beldon's Landing	Fairfield	ramp/float	ramp,float	Exist. Launch	Y
So7	Matthew Turner Park	Benicia	waterfront park	pebble beach	Exist. Launch	Y
So8	West 9th Street Launching Facility	Benicia	waterfront park	ramp,float	Exist. Launch	Y
So9	Benicia Point Pier	Benicia	waterfront park	pebble beach	Exist. Launch	Y
So10	Benicia Marina	Benicia	marina/harbor	ramp (A)	Exist. Launch	Y

So12	Suisun City Marina	Suisun City	marina/harbor	ramp,float	Exist. Launch	Y
 Sonoma County						
Sn3	Hudeman Slough	Sonoma County	public boat launch	ramp,float	Exist. Launch	
Sn5	Papa's Taverna/ Lakeville Marina	Petaluma	private (business)	ramp	Exist. Launch	Y
Sn6	Petaluma Marina	Petaluma	marina/harbor	ramp (A)	Exist. Launch	Y
Sn7	Petaluma River Turning Basin	Petaluma	public boat launch	ramp,float	float	Exist. Launch

APPENDIX C
SUMMARY OF SCOPING COMMENTS

SUMMARY OF SCOPING COMMENTS

Scoping Hearing Oral Comments

A Notice of Preparation (NOP) for the San Francisco Bay Area Water Trail (Water Trail or WT) Environmental Impact Report (EIR) was issued for agency and public review on November 15, 2007. The NOP summarized the proposed scope of environmental analyses to be included in the EIR. A public scoping meeting on the proposed EIR was held in San Francisco on November 28, 2007. Scoping comments were accepted through December 23, 2007. This document summarizes the comments received during the scoping period and identifies changes in the EIR scope of work resulting from those comments.

Comments presented at the Scoping Hearing included the following (grouped by topic):

Comments Related to Baseline Conditions / Treatment of Existing Boating and Access Site Use

- In view of the fact that the sites and users both already exist, the EIR should distinguish impacts that would have happened anyway from those that result from the trail designation.
- The EIR should consider that existing access sites would be used, whether or not they are designated. The EIR should consider whether existing sites with wildlife impacts could therefore be removed from use via the Plan/EIR.
- EIR should identify a baseline of users as clearly as possible and recognize that this changes with population. The EIR should address what would happen in the future (i.e., increased bay usage by small non-motorized boats) without the project and what is happening in addition as a consequence of the WT.
- Although this is a programmatic document to be tiered, it should be quantitative. The EIR should use available analytical tools. It should compare the project's impacts with those of the no-project alternative.

Comments Related to Benefits of Proposed WT

- The Water Trail Plan is of positive benefit in providing recreational opportunities and for controlling wildlife impacts.
- Bay Access sees this project as highly positive. Some of the positive aspects, (eg. providing onsite storage produces fewer [vehicular] trips, or minimizing trips to more distant locations for boat recreation while increasing trips to nearby locations), are very easy to quantify. Others are speculative. The EIR should look at the positive aspects and compare the positives and negatives overall.
- The EIR should consider the positive effects of the Plan that may be outside the project area.
- The EIR should consider that the public should be educated about the value of recreation. Some communities need more recreation than others. EIR should

address the positive effects of recreation on public health, as well as other positive effects.

- Does the CEQA process try to balance the effects? For example if there are blue porta-potties [that are ugly], does this offset the effects of improved water quality?
- WT Access sites in a high population density area would benefit more people. Therefore there should be a larger number of sites in high-density areas. The same is also true for onsite storage (i.e., more boat/equipment storage onsite in sites in densely populated areas would benefit a greater number of people). The benefits are even greater when dragon boats and large youth groups can be accommodated.

Comments Related to Biological Resources, including Monitoring, Agency Oversight, Habitat Fragmentation, and Trail Closures

- The EIR should discuss how project impacts, including access impacts will be monitored.
- The EIR should discuss impacts of habitat fragmentation due to access and use of the facility.
- The EIR should note that several different management agencies would need to have input over which sites are designated.
- If there was the possibility of seasonal closures of trailheads, this trail system could be a very effective method of informing people about potential effects to wildlife.
- The EIR should consider that, while most users are educated and would not disturb birds, some would not take such care.

Comments Related to Education and Stewardship

- The designation of sensitive sites provides the opportunity to educate. Not designating a trailhead is not [an effective] mitigation; sensitive sites should not be excluded from the Plan.

Comments Related to Trail Use

- The EIR should consider the impacts of non-WT trailhead users (eg. motor boaters) compared with WT users.
- The EIR should distinguish between boaters in general and WT users.
- The CEQA process should evaluate the environmental impact of attracting people to one place rather than another.

Comments Relating to Information from Other Agencies

- When the EIR is describing the affected environment, it should consider data available from other agencies. The GGNRA has 4 access sites and substantial available data on various resources.

- The EIR should include a discussion of the use of historic ships for overnight accommodation (of which there are three). All most sites need is a float for a dock.

Summary of Written Comments in Response to NOP

In addition to the above comments, comment letters in response to the Notice of Preparation were received from the following individuals, organizations, and agencies:

- *Jim McGrath (November 28, 2007 letter):*
 - Requests that the EIR studies consider impacts of boating use in the context of the entire Bay.
 - Requests that the EIR consider impacts in the context of pre-existing boating use (including all types/sizes of boats/ships).
 - Requests that the EIR consider impacts in the context of pre-existing recreational boating use (including all boats/marinas around the Bay).
 - Requests that the EIR consider impacts in the context of pre-existing boating use (including all types/sizes of boats/ships).
 - Requests that the EIR identify the potential for increased use at the sites that would result from Plan implementation.
 - Requests that the EIR consider existing use as a right under the Public Trust Doctrine.
 - The EIR must establish clear thresholds of impact significance that distinguish between impacts likely to occur absent the project and those resulting from project implementation.
 - Prefers including sensitive sites in the WT Plan to gain the benefit of education/outreach rather than excluding them.
 - Requests consideration of population-wide impacts of boating disturbance of local groups of rafting birds. Asserts that there would need to be thousands of kayaks to significantly affect rafting bird populations.
 - Requests quantified analyses where possible. Notes that an EIR that considers all future increases in boating/associated impacts as resulting from the project would be inadequate.
 - Recommends that the EIR focus on how inclusion of existing sites in the WT would reduce impacts compared with continued use of the sites without such designation.
 - The EIR should address potential impacts of possible new sites in San Pablo Bay, Suisun Bay, and the South Bay, as well as new overnight facilities.
- *Jim McGrath (December 4, 2007 letter):* EIR should consider seasonal boater use difference in developing mitigations. A possible approach is to consider/analyze commercial kayak rentals.

- *San Francisco Bay Area Water Transit Authority (John Sindzinski, December 3, 2007 email):* Identifies overlap of proposed ferry terminal locations and proposed access sites. Requests coordination and exploration of methods for avoiding conflicts between ferry operations and WT use.

- *Marin Audubon Society (Barbara Salzman/Phil Peterson, December 18, 2007 letter):*
 - The DEIR should include a list/map of potential sites in the 112 Backbone site pool, and identify existing biological conditions on the sites and vicinities. [Note: all 112 sites are considered potential sites].
 - HOS sites also should be identified and continued use/expansion of these sites evaluated with respect to habitats and biological constraints.
 - Baseline biological conditions in the EIR should include wetlands and shorelands habitats for endangered species, use of water areas for rafting birds, use of inter-tidal flats by foraging shorebirds, use of shorelines by marine mammals and roosting shorebirds, and other nesting and foraging birds. The EIR should conduct surveys as necessary.
 - How will the EIR reconcile the seemingly conflicting goals of attracting more people to the trail and teaching them to protect wildlife and foster stewardship? How will the effectiveness of the education program be assured?
 - The project description should describe the education program in detail, on land and water, and describe how monitoring and enforcement will be performed.
 - Authority of local governments to enforce WT protections for wildlife should be addressed. Availability of local agency funding and staffing for monitoring and enforcement also should be considered.
 - The EIR should include a range of possible actions to be implemented if monitoring shows adverse behaviors, including ticketing, seasonal closures, prohibition of use, and permanent closures. Enforcement action triggers should be identified.
 - The EIR impacts analyses should address effects of trail use on wildlife and habitats. Loss of habitats from construction activities should be addressed, and mitigation identified.
 - The presence of people causing disturbance to wildlife by boating on/through slough and open-water habitats used by rafting waterfowl, boating near wetlands used by endangered species and shorebirds, and shorelines used by harbor seals for pupping and resting, and for birds and special-status species for high tide roosting should be addressed. Impacts of increased boat use (including litter, noise, boat haul-out) on these areas/habitats/species should be considered.
 - Impacts of overnight camping facilities, including land coverage and noise, should be addressed.

- Cumulative impacts should be addressed for all of the above.
 - The evaluation should consider potential effectiveness of specific components of the WT program and of the overall program, including the likelihood of avoiding adverse effects.
 - Avoidance should be the mitigation of choice. Other mitigation measures should include: establishing clear behavior standards, limiting the number of launches, ticketing (citations) or prohibition of use for multiple infractions, seasonal closure of sites during nesting or over-wintering season, and the need for permanent closure.
 - The procedure for determining appropriate ongoing mitigations should be addressed. The Plan should include mitigations that will avoid impacts from the start. For example, launch sites in close proximity to endangered species habitats should be excluded from the plan rather than subject to future mitigation actions.
 - The DEIR should include, in addition to the No Project Alternative, an alternative that includes all of the mitigation measures mentioned above as well as those suggested by others, to avoid and/or significantly reduce Plan impacts.
-
- *Contra Costa County Public Works Department (Rich Shimano, December 12, 2007 letter):* identifies jurisdiction location errors in the Plan. Request specific signage criteria. Requests that each site be studied to determine if adequate turning radii are provided at vehicle entrances/exits and internal roadways/intersections for the largest vehicle-trailer combination at the site. Add mitigation measures for insufficient turning radii.
 - *California Public Utilities Commission (Kevin Boles, December 13, 2007 letter):* EIR should consider safety factors associated with at-grade railway crossings to access the sites, including on-site meetings with all potential stakeholders.
 - *City of Hercules (Robert Reber, December 17, 2007 letter):* Notes that there are no sites currently indicated in Hercules and that the City is interested in future opportunities for sites in Hercules to be included in the Plan.
 - *California Department of Transportation (Timothy Sable, November 28, 2007 letter):* Requests that the EIR evaluate impacts on adjacent state highways by assessing if a Traffic Impact Study is warranted (letter includes study warrant screening criteria). Notes that work or traffic control in State right of way will require an encroachment permit from Caltrans.
 - *California Department of Transportation (Kit Stycket, December 6, 2007 email):* Notes that discretionary permits/encroachment permits may be required from Caltrans.

Requests coordination between project and Caltrans because many Caltrans projects include shoreline public access components.

- *Beth Huning, Water Trail Steering Committee (November 27, 2007 memo):*
 - EIR should evaluate any additional biological resources impacts and cumulative impacts, including directing boaters away from sensitive biological resources.
 - Project impacts on harbor seals, waterbirds, shorebirds, and other wildlife and habitats should be addressed. “Sneak” impacts, habitat fragmentation, seasonal closures, and travel route locations should be addressed
 - Sites should be evaluated with respect to proximity to sensitive wildlife areas.
 - Impacts of trail use on wildlife should be addressed.
 - Water trail should remain voluntary. Local land managers should make access recommendations.

- *Paul Nixon, Bay Access (undated letter)*
 - EIR should consider social, health, physical, and mental benefits of enhanced recreational activities, especial among certain disadvantaged socio-economic groups.

- *San Francisco Bay Conservation and Development Commission (Sabrye Cohen, December 26, 2007 letter)*
 - Letter identifies relevant BCDC plans and policies, and discusses Plan compliance with those policies.
 - EIR should discuss sea level rise impacts to new facilities.

- *East Bay Regional Park District (Brad Olson, December 20, 2007 letter)*
 - Existing sites should be considered part of baseline conditions. No subsequent environmental review should be required for HOS sites.
 - Project may involve use or motorized vessels for safety/education/rescue operations. Plan/IS should describe how unauthorized motorized boating will be excluded from sites.
 - The EIR should include visual significance thresholds and should address impacts to and from the Bay.
 - The EIR biology section should address salt marsh harvest mice.
 - EIR cultural resources sections should acknowledge that archaeological resources could be uncovered by erosion and the project could increase access to those sites.

- Hazardous Materials: The EIR should consider routine transport, use, and disposal of hazardous materials associated with construction.
- EIR should address water pollutants associated with increased motorboat use associated with the project.
- EIR should address death by drowning impact issues inherent to small boating uses, especially in storms. Would the WT increase this hazard?
- Add California Department of Parks and Recreation as landowner; address Santa Clara County HCP.
- EIR should address staging and access impacts due to operations and facility development.
- Increased demand and costs for rangers and operations should be addressed.
- Parking requirements for various watercraft should be identified.
- EIR should address alternative transportation access to sites.
- EIR should address utilities and service upgrades associated with facility upgrades. Land disturbance issues on water quality should be addressed.

APPENDIX D
WATER TRAIL ACT

Assembly Bill No. 1296

CHAPTER 331

An act to add Chapter 7 (commencing with Section 66690) to Title 7.2 of the Government Code, and to amend Sections 31161, 31162, and 31163 of the Public Resources Code, relating to resource conservation.

[Approved by Governor September 22, 2005. Filed with Secretary of State September 22, 2005.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1296, Hancock. San Francisco Bay Area Water Trail.

Existing law establishes the jurisdiction of the San Francisco Bay Conservation and Development Commission over the waters of San Francisco Bay and Suisun Marsh. Existing law also establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing a program of agricultural land protection, area restoration, and resource enhancement within the coastal zone.

This bill would enact the San Francisco Bay Area Water Trail Act. The act would establish the San Francisco Bay Area Water Trail to link access to the waters of the San Francisco Bay and Suisun Marsh that are available for navigation by human-powered boats and beachable sail craft, and provide for diverse water-accessible overnight accommodations. On or before January 1, 2008, the San Francisco Bay Conservation and Development Commission would be required to prepare and submit to the Legislature the San Francisco Bay Area Water Trail Plan making recommendations, as specified, on the development of the water trail. The act would require the commission, in collaboration with the State Coastal Conservancy and the Association of Bay Area Governments, to establish and coordinate a collaborative partnership with other interested parties in the development of the plan.

The bill would designate the State Coastal Conservancy as the lead agency in the funding and development of projects to implement the San Francisco Bay Area Water Trail Plan, and would authorize the conservancy to undertake projects and award grants to advance the preparation or implementation of the plan. The bill would require the conservancy to help coordinate a collaborative partnership with the San Francisco Bay Conservation and Development Commission, the Association of Bay Area Governments, and other interested parties, to advance the preparation of the plan. Upon the completion of the plan, the bill would require the conservancy to consider the plan's adoption and inclusion of appropriate elements of the plan in the conservancy's strategic plan.

The people of the State of California do enact as follows:

SECTION 1. Chapter 7 (commencing with Section 66690) is added to Title 7.2 of the Government Code, to read:

CHAPTER 7. SAN FRANCISCO BAY AREA WATER TRAIL

66690. This chapter shall be known, and may be cited as, the San Francisco Bay Area Water Trail Act.

66691. The Legislature finds and declares the following:

(a) The public has an interest in the San Francisco Bay and the surrounding watershed lands as one of the most valuable natural resources of the state, a resource that gives special character to the San Francisco Bay Area. San Francisco Bay is the central feature in an interconnected open-space system of watersheds, natural habitats, waterways, scenic areas, agricultural lands, and regional trails.

(b) Water-oriented recreational uses of the San Francisco Bay, including kayaking, canoeing, sailboarding, sculling, rowing, car-top sailing, and the like, are of great benefit to the public welfare of the San Francisco Bay Area. With loss of public open space, the public increasingly looks to the bay, the region's largest open space, for recreational opportunities. Water-oriented recreational uses are an integral element of the recreational opportunities that span the San Francisco Bay Area and add to the community vitality and quality of life that the citizens of the region enjoy.

(c) Water trails have been designated throughout the United States and have proven to be an important vehicle for promoting water-oriented recreation for citizens of all economic means. Water trails can inform the public about natural, cultural, and historic features and foster public stewardship of these resources. Water trails aid in urban renewal of industrial waterfronts. In combination with hiking, biking, and horse trails, water trails are an important element in the development of multiuse and multiday recreational opportunities that in turn have a positive regional economic benefit.

(d) Bay Access, Incorporated, a nonprofit organization dedicated to the creation of the San Francisco Bay Area Water Trail, has identified a series of existing and potential access points to the San Francisco Bay that encircle the bay. The designation of a water trail linking these existing and any future access sites that is designed and implemented consistent with this chapter, would advance the regional goals and state mandate of the commission to foster public access and recreational use of the bay.

(e) San Francisco Bay is an aquatic habitat of international importance. It provides critical habitat for 70 percent of the shore birds and 50 percent of the diving ducks on the Pacific Flyway, as well as for many other waterbird species. It also provides habitat for marine mammals, other aquatic species, and colonial nesting birds, including many federal- and

state-listed endangered or threatened species, such as the endangered California clapper rail.

(f) The San Francisco Bay Area Water Trail, established pursuant to this chapter, shall be implemented consistent with the goals of improving access to, within, and around the bay, coast, ridgetops, and urban open spaces while respecting the rights of private property owners, considering navigation safety and homeland security concerns in establishing the access points around the bay and the siting of overnight accommodations, minimizing the adverse impacts on agricultural operations, and protecting endangered and threatened species, and species of special concern.

(g) It is not the intent of the Legislature, in enacting this chapter, to modify any provision of this title except as otherwise expressly provided in this chapter.

66692. (a) For the purposes of this chapter, the area referred to as the San Francisco Bay Area includes the nine Bay Area counties and navigable waters and tributaries under tidal influence that are part of or feed into San Francisco Bay.

(b) The San Francisco Bay Area Water Trail primary project area shall be the area within the commission's jurisdiction as defined in Section 66610 of this code, and the area described in Section 29101 of the Public Resources Code.

66693. (a) The San Francisco Bay Area Water Trail is hereby established.

(b) The San Francisco Bay Area Water Trail shall be developed in a timely manner.

(c) The San Francisco Bay Area Water Trail, to the extent feasible, shall link access to the waters of the San Francisco Bay that are available for navigation by human-powered boats and beachable sail craft, and shall provide for diverse water-accessible overnight accommodations, including camping.

(d) The San Francisco Bay Area Water Trail shall be developed in a manner consistent with the right to access navigable waters of the state contained in Section 4 of Article X of the California Constitution.

(e) The San Francisco Bay Area Water Trail shall be developed in a manner consistent with all federal laws and regulations pertaining to navigation safety and homeland security.

66694. (a) The commission shall conduct a public process to develop a San Francisco Bay Area Water Trail Plan for the San Francisco Bay Area. The plan shall make recommendations on all of the following:

(1) Policies, criteria, and guidelines for the appropriate location, design, operation, and maintenance of access to the bay.

(2) Locations where the water trail can coordinate with landside trails and other recreational facilities to accommodate opportunities for multiday, overnight travel.

(3) Organizational structure and procedures for the management and operation of the water trail and the education of end users in ways that will

advance navigational safety, protect wildlife, and foster stewardship of natural resources.

(4) Identification of sensitive wildlife areas where access should be managed or prohibited.

(5) Identification of areas where access should be limited or prohibited due to considerations related to navigation safety and homeland security.

(b) In developing the San Francisco Bay Area Water Trail, the commission, in collaboration with the State Coastal Conservancy and the Association of Bay Area Governments, shall establish and coordinate a collaborative partnership with other interested persons, organizations, and agencies, including, but not limited to, interested state, county, and district departments and commissions, parks and park districts, ports, regional governmental bodies, nonprofit groups, user groups, and businesses.

(c) On or before January 1, 2008, the commission shall submit the plan to the Legislature.

SEC. 2. Section 31161 of the Public Resources Code is amended to read:

31161. The Legislature hereby finds and declares that the nine counties that bound San Francisco Bay constitute a region with unique natural resource and outdoor recreational needs. San Francisco Bay is the central feature in an interconnected open-space system of watersheds, natural habitats, waterways, scenic areas, agricultural lands, and regional trails.

SEC. 3. Section 31162 of the Public Resources Code is amended to read:

31162. The conservancy may undertake projects and award grants in the nine-county San Francisco Bay Area that will help achieve the following goals of the San Francisco Bay Area Conservancy Program:

(a) To improve public access to, within, and around the bay, coast, ridgetops, and urban open spaces, consistent with the rights of private property owners, and without having a significant adverse impact on agricultural operations and environmentally sensitive areas and wildlife, including wetlands and other wildlife habitats through completion and operation of regional bay, coast, water, and ridge trail systems, and local trails connecting to population centers and public facilities, which are part of a regional trail system and are consistent with locally and regionally adopted master plans and general plans, and through the provision and preservation of related facilities, such as interpretive centers, picnic areas, staging areas, and campgrounds.

(b) To protect, restore, and enhance natural habitats and connecting corridors, watersheds, scenic areas, and other open-space resources of regional importance.

(c) To assist in the implementation of the policies and programs of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000)), the San Francisco Bay Plan, and the adopted plans of local governments and special districts.

(d) To promote, assist, and enhance projects that provide open space and natural areas that are accessible to urban populations for recreational and educational purposes.

SEC. 4. Section 31163 of the Public Resources Code is amended to read:

31163. (a) The conservancy shall cooperate with cities, counties, and districts, the bay commission, other regional governmental bodies, nonprofit land trusts, nonprofit landowner organizations, and other interested parties in identifying and adopting long-term resource and outdoor recreational goals for the San Francisco Bay Area, which shall guide the ongoing activities of the San Francisco Bay Area Conservancy Program. The conservancy shall utilize the list of priority areas and concerns established by the bay commission pursuant to subdivision (b) of Section 31056 as guidance in the selection of those San Francisco area projects that are within the jurisdiction of the bay commission. However, the guidance provided by the bay commission is advisory and the conservancy shall have the responsibility for making program decisions. Any acquisition of real property using funds authorized pursuant to this chapter shall be from willing sellers if the land is actively farmed or ranched. Any acquisition of real property by the conservancy pursuant to this chapter shall be from willing sellers.

(b) The conservancy shall participate in and support interagency actions and public/private partnerships in the San Francisco Bay Area for the purpose of implementing subdivision (a), and providing for broad-based local involvement in, and support for, the San Francisco Bay Area Conservancy Program.

(c) The conservancy shall utilize the criteria specified in this subdivision to develop project priorities for the San Francisco Bay Area Conservancy Program that provide for development and acquisition projects, urban and rural projects, and open space and outdoor recreational projects. The conservancy shall give priority to projects that, to the greatest extent, meet the following criteria:

- (1) Are supported by adopted local or regional plans.
- (2) Are multijurisdictional or serve a regional constituency.
- (3) Can be implemented in a timely way.
- (4) Provide opportunities for benefits that could be lost if the project is not quickly implemented.
- (5) Include matching funds from other sources of funding or assistance.

(d) (1) The conservancy shall be the lead agency in the funding and development of projects implementing the San Francisco Bay Area Water Trail Plan prepared pursuant to Section 66694 of the Government Code.

(2) During the period when the plan is being prepared and after the completion of the plan, the conservancy may undertake projects and award grants that are generally consistent with and advance the preparation of the plan or achieve the implementation of the plan.

(3) To advance the preparation of the plan, the conservancy shall help coordinate a collaborative partnership with the San Francisco Bay

Conservation and Development Commission, the Association of Bay Area Governments, and other interested persons, organizations and agencies, including, but not limited to, interested state, county, and district departments and commissions, parks and park districts, ports, regional governmental bodies, nonprofit groups, user groups, and businesses.

(4) In developing the plan and undertaking projects to implement the plan, areas for which access is to be managed or prohibited shall be determined in consultation with resource protection agencies, the United States Coast Guard, the Water Transit Authority, the State Lands Commission, local law enforcement agencies, and through the environmental review process required by the California Environmental Quality Act (Division 13 (commencing with Section 21000)).

(5) Upon the completion of the plan, the conservancy shall consider the plan's adoption and inclusion of the appropriate elements of the plan in the conservancy's strategic plan.

(6) The conservancy shall not award a grant or undertake a project for the San Francisco Bay Area Water Trail that would have a significant adverse impact on a sensitive wildlife area or is in conflict with the goals of subdivision (a) of Section 31162.