

**MEETING #5**  
**CITY OF SAN LEANDRO**  
**SHORELINE DEVELOPMENT CITIZEN ADVISORY COMMITTEE**  
**(SHORELINE CAC)**

March 18, 2009  
7:00 p.m. – 9:00 p.m.  
Marina Inn, 68 Monarch Bay Drive, San Leandro

**MEETING NOTES**

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Committee Members: Audrey Albers, Clinton Bolden, Victor Chen, Marie Chiu, Diana Cin, Dave Clark, Peggy Hynd Combs (Vice Chair), John Dilsaver, Tom Fitzsimons, Marilyn Fong, Alfred Frates, Babs Freitas, Adrienne Granger, Jeff Houston, Rebecca Jewell, Kevin Jones, Robert Leigh, Matt Maloon, Rene Mendieta, Kent Myers (Chairperson), Gil Raposo, Carole Rinaldi, Caryl Ann Symons, Lee Thomas, Ronnie Turner, Dan Walters.

Absent: Michael Cook, Rezsín Gonzalez, Bob Haynes, Jr., Tina Kuang, Susan Leiga, Michael Nolan, Victoria Robles.

Consultants present: Giann Vitale, Cal-Coast Development; Gary Oates, Environmental Sciences Associates (ESA).

City staff present: Business Development Manager Cynthia Battenberg, Senior Development Project Specialist Elmer Penaranda.

Public present: Nischit Hedge (Unite Here!), Dave Johnson (Chamber of Commerce), Susan McReynolds, City Councilman Jim Prola, Audrey Velasquez (Marina Inn).

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**I. Call to Order**

Chairperson Myers called the meeting to order at 7:00 pm. Mr. Penaranda conducted a silent roll call of the Shoreline CAC based upon the name tents that the members picked up or did not pick up at the front door of the meeting room.

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**II. CAC Business**

**A. Environmental Challenges & Regulations.** Gary Oates, ESA, gave a powerpoint presentation which gave an overview of environmental constraints for San Leandro Marina Area Development.

- Waterfront development is a major undertaking, with various factors, pieces and processes (constraints).
- The California Environmental Quality Act (CEQA) process is very involved and would ensure environmental factors are considered for the proposed master plan. The CEQA process could take one year for public review and consideration for approval.
- There are many regulatory agencies that would be involved with the future master plan of the Shoreline area such as the Bay Conservation and Development Commission (BCDC), U.S. Army Corp of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), U.S. Fish and Wildlife Service, and the California Department of Fish and Game, to name a few.
- Constraints were summarized to include: General Plan and Zoning Code amendments, biological resources, geology and soils, hazardous materials, hydrology and water quality, transportation and circulation, noise, air quality, public services, utilities and recreation.
- After taking into consideration all of these listed constraints, the developer will hope that there are no “fatal flaws” (i.e., significant environmental impact with cost prohibitive mitigation measures) that are identified to block the project.
- The most important constraints that could limit the feasibility of the project are the land use issues relating to the General Plan and Zoning Code, traffic and circulation, biological resources, wetlands and air quality.
- The degree of impacts depends on the types and density of the specific projects that are proposed.

Discussion ensued regarding the following:

- How many pages would it take to cover environmental documentation for a shoreline master plan? An estimate would be 200 to 300 pages.
- What is the ACOE and the RWQCB’s role in project review? Any development projects along the Bay with five or more acres are subject to their review of Storm Water Run-off Management and Best Practices.
- It was mentioned that Loch Lomond Marina in San Rafael has an entitled residential townhouse component for approximately 85 units. Construction of the project is delayed due to the current and poor economic conditions.
- Palo Alto closed its marina 20 years due to its maintenance and dredging costs.
- Future development needs to consider its proximity to the airport. Special noise insulation will be required as a mitigation measure for future development. Five- to six–stories would likely be the maximum height permitted due to the airplane flight paths. 58 feet was the maximum height at the elbow-shaped part of the shoreline area and up to 80 feet along the easterly edge of the golf course.

**B. Review of Group Process and Guidelines, Selection of Group Organizers and Analysts.** Manager Battenberg explained the group Goal, Guidelines, Assumptions, and Process.

- The goal is to develop a conceptual site plan for the City's 40-acre shoreline opportunity site.
- There will be three groups; each group will have an organizer who will schedule meetings and prepare meeting notes and each group will also have an analyst who will work with City staff and Cal-Coast to determine rough financial projections of the proposed plans.
- Group meetings, outside the regularly scheduled Wednesday evenings and the Town Hall meetings, can take place at members' homes or public location such as a café or a restaurant or make the necessary advance arrangements with City staff to use the Library's or the Marina Community Center's meeting rooms.
- The City Council has made the decision that the boat launch ramp will remain in its current location and the boat harbor will likely be significantly downsized as a result of the lack of funding for dredging.
- Proposed plans may include buildings that cover the water area. Existing coverage, however, must be removed to receive a one-to-one credit to propose new coverage over the water.
- The proposed site plan should: maintain public accessibility; provide, maintain and enhance visual access to the bay and shoreline; complement and connect existing amenities; consider impact on adjacent developments, such as neighborhoods; consider traffic and parking requirements; consider environmental constraints.
- New development and all amenities need to be self-sustaining.
- The groups should listen to the public at the Town Hall meetings on May 20 and May 28, and incorporate their comments before preparing the final conceptual plans.

Caryl Ann Symons, Rebecca Jewell, and Carole Rinaldi volunteered for the roles as organizers. Tom Fitzsimons, Dave Clark, and Dan Walters volunteered for the roles as analysts.

Discussion ensued regarding the following:

- Reports and studies of other marinas and shorelines (i.e., Tiburon, Vallejo, Benicia, Emeryville and Martinez) will be provided to the groups.
- The Cal-Coast presentation to the City Council will also be provided to the groups and posted on-line.
- The cost to remove the boat fueling station would exceed \$500,000. A large amount of the cost is likely the remediation that is involved for the removal of the storage tank.

- The expectations for the conceptual plans from the three groups are that they should be reasonable solutions.
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### **III. Public Comments**

Nischit Hedge asked if the materials provided to the Shoreline CAC groups will be available to the public. Manager Battenberg replied yes the material would be posted in the City's website in the Shoreline CAC page.

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**Chairperson Myers adjourned the meeting at 8:35 p.m.**