

1980

1980 Annual Report

San Francisco Bay Conservation and Development Commission

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San Francisco Bay Conservation and Development Commission



1980 Annual Report

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San Francisco Bay
Conservation and Development
Commission
Annual report

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COVER PHOTOS

- #1—Ferry Building, San Francisco
- #2—Port of Oakland
- #3—Salt Marsh, San Francisco Bay
- #4—Port of Richmond
- #5—The Ferryboat "Fresno"

PHOTOS 1-4, Courtesy of U.S.
Army Corps of Engineers
PHOTO 5: John Harding

Commission meetings, open to the public, are normally held on the first and third Thursday of each month. Contact the Commission office for information on meeting location, time, and agenda.

San Francisco Bay Conservation and
Development Commission
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
(415) 557-3686

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

30 VAN NESS AVENUE
SAN FRANCISCO, CALIFORNIA 94102
PHONE: 557-3686

May 6, 1981



TO GOVERNOR EDMUND G. BROWN, JR.
AND MEMBERS OF THE LEGISLATURE

We are pleased to submit our 1980 Annual Report of activities under the McAteer-Petris Act, the Suisun Marsh Protection Act, the Federal Coastal Zone Management Act, and other legislative mandates.

During the year, the Commission processed 37 major permit applications. According to figures supplied by the applicants, the approved projects will total almost \$470 million in development. Through mitigation provisions in these permits, there will be an increase of almost 30 acres of Bay surface and approximately 134 acres of new public access to the Bay. These figures compare to 34 major permit approvals in 1979 that resulted in \$93 million of development, a net increase of more than three acres of Bay surface and 25 acres of public access.

Under the provisions of the Federal Coastal Act, the Commission reviewed and found consistent with its management program six projects proposed by federal agencies. The Commission also initiated 20 investigations of unauthorized Bay fill or construction in BCDC's jurisdiction, and of incompleted permit mitigation measures. Since this program began in 1977, 75 percent of the violations, minor in nature, have been corrected short of Commission action; however, seven cease and desist orders were issued during 1980 by the Commission and four by the executive director.

The Commission certified four plans, as provided for in the Suisun Marsh Act, prepared by local government jurisdictions for their parts of the Marsh. Substantial work and public hearings have been conducted on those three plans remaining to be certified.

The Commission continues to be actively involved in regional airport planning, especially in the proposed federal disposal of Hamilton Air Force Base, Marin County, and in seaport and energy facilities. In addition, planning studies continued of important diked wetlands and possible federal estuarine sanctuary nominations.

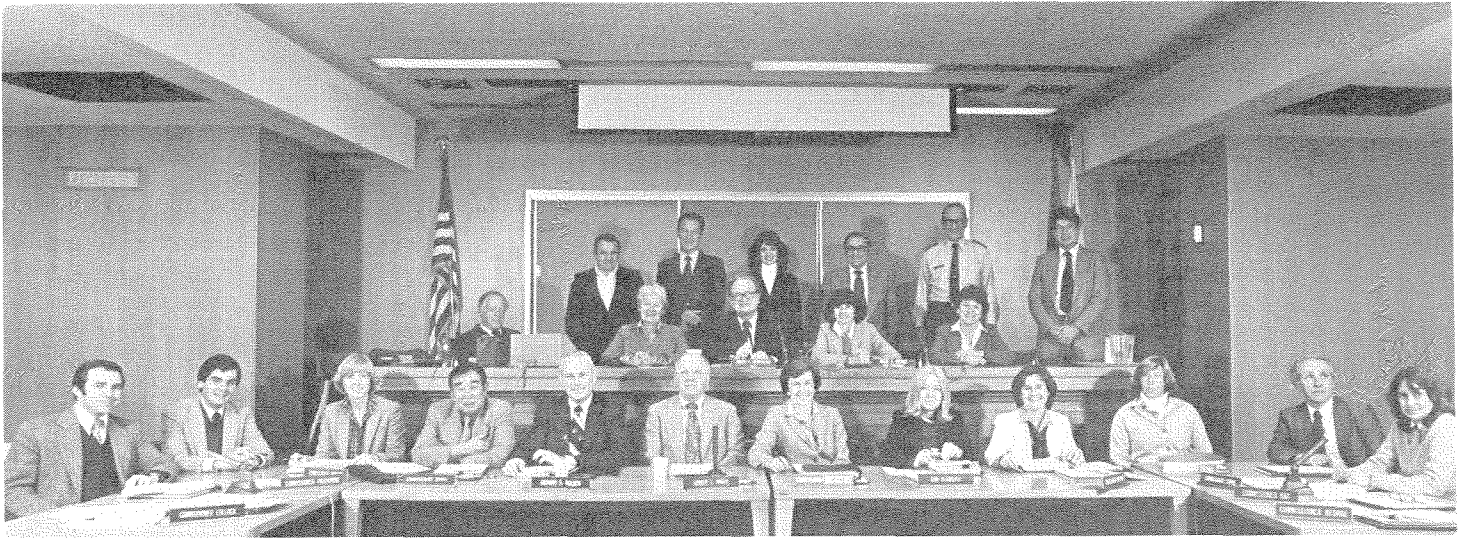
While the Commission engaged in legal actions, including "friend of the court" participation in significant land-use cases, of special importance are the legal actions that did not occur. Again in 1980, no third party action was initiated against a permit issued by the Commission, indicating BCDC processes under Act and Plan allow final decisions to be made without the further time and expense of judicial proceedings.

The Commission's record could only have been accomplished by the continued and valued public interest and participation in its activities; by the knowledgeable Advisory Committees and Review Boards; by the cooperation of other public agencies; and by the developers whose projects, when permitted under Act and Plan, have allowed the co-existence of conservation and development. Finally, great appreciation is expressed by the Commissioners, many in number at 27, to its staff, few in number at 27, whose dedication and professionalism are in the highest tradition of public service.

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Respectfully submitted,

JOSEPH C. HOUGHTELING
Chairman



San Francisco Bay Conservation and Development Commission

The Bay Commission is composed of 27 members who represent Federal, State and local governments and the general public. Names of Commissioners' alternates are shown in parentheses. The Commission members during 1980 were:

PUBLIC REPRESENTATIVES

(Appointed by the Governor)

Joseph C. Houghteling, Chairman
(Ms. Hedy Boissevain)

Mrs. Dean A. Watkins, Vice Chairman
(Mrs. Morse Erskine)

Ms. Cynthia Kay, Vallejo
(Nicholas C. Arguimbau)

Thomas S. Price, San Francisco
(David W. Allen)

Hans J. Schiller, Mill Valley
(Ms. Alice L. Graham)

(Appointed by the Speaker of the Assembly)

Gary J. Passarino, Santa Rosa
Earl P. Mills, San Francisco*
(Harvey Berg)*

(Appointed by the Senate Rules Committee)

Ms. Elizabeth Osborn, Fremont
(Ms. Patricia Shelton)

STATE REPRESENTATIVES

Mrs. Barbara B. Eastman,
San Francisco Bay Regional Water
Quality Control Board
(Ms. Polly Smith)
(John W. Kecker)*

John West,
Business and Transportation Agency
Thomas R. Lammers*
(Marlowe E. Hardin)

Donald L. Lollock,
State Resources Agency
(Brian Hunter)
(Eugene V. Toffoli)*

Susanne Morgan,
State Department of Finance
Charles C. Harper*
Roy M. Bell*
(Robert L. Harris)
(John P. Caffrey)*

William F. Northrop,
State Lands Commission
(Richard S. Golden)

FEDERAL REPRESENTATIVES

Col. Paul Bazilwich, U.S. Army Corps of
Engineers

Col. John Adsit*
(Maj. Thomas J. Edgerton)

Paul DeFalco, Jr., U.S. Environmental
Protection Agency*
(Clyde B. Eller)*

LOCAL REPRESENTATIVES— COUNTY

(Appointed by the County Board of
Supervisors)

Supervisor Richard Brann, Solano
County
(Supervisor Larry L. Asera)

Supervisor Sam Chapman, Napa
County
(Councilwoman Dorothy Searcy)

Supervisor Helen Putnam, Sonoma
County
(Supervisor Brian Kahn)

Supervisor Tom Powers, Contra Costa
County
(Supervisor Nancy Fahden)

Supervisor John T. George, Alameda
County
(William H. Fraley)

Supervisor John L. Molinari, San
Francisco County
(Ms. Dian Blomquist)

Supervisor Denis Rice, Marin County
(Supervisor Gail Wilhelm)
(Mary Ann Sears)*

Supervisor Geraldine F. Steinberg,
Santa Clara County
(W. Eric Carruthers)

Supervisor James V. Fitzgerald, San
Mateo County
(Paul M. Koenig)

LOCAL REPRESENTATIVES— CITIES

(Appointed by the Association of Bay
Area Governments)

Councilman Arthur Lepore, City of
Millbrae
(Supervisor Louise Renne, San
Francisco)

Councilwoman Sherry C. Levit,
City of Belvedere
(Councilwoman Barbara Kondylis,
Vallejo)

Councilman Frank Ogawa, City of
Oakland
(Mayor Valance Gill, San Leandro)

Councilman Byron D. Sher, City of
Palo Alto
(Vice Mayor Dianne McKenna, Sunnyvale)
(Councilman Robert E. Norris, Redwood
City)*

*Commission members or alternates
who no longer served on the
Commission, after December 1980

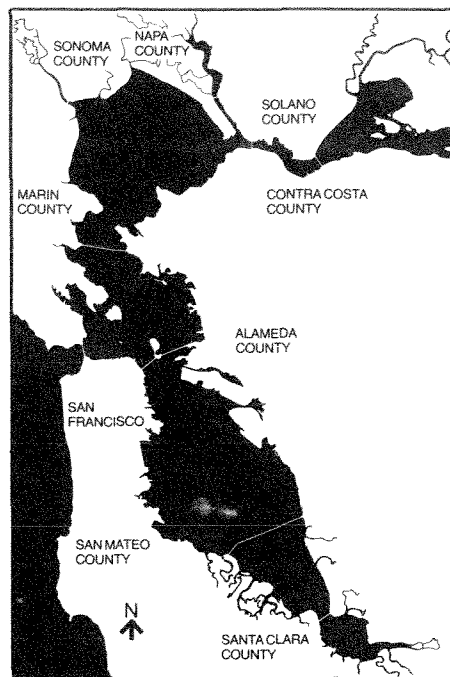
SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

The 27-member Commission was created by the California Legislature in 1965 in response to citizen concern for the future of San Francisco Bay. The Commission originally was given a four-year life span and assigned the task of preparing a plan for the Bay. In 1969, the Commission submitted the completed San Francisco Bay Plan to the Governor and the Legislature who subsequently decided that the Commission should become a permanent agency to carry out the Plan. The McAteer-Petris Act (The Commission's enabling legislation) was accordingly amended in 1969 to give the Commission permanent status and the following three major areas of responsibility:

- In accordance with the law and the Bay Plan, to regulate all filling, changes in existing uses, and dredging in San Francisco Bay (including San Pablo and Suisun Bays, all sloughs that are part of the Bay system and certain creeks and tributaries);
- To have limited jurisdiction within a 100-foot strip inland from the Bay. Within this shoreline band, the Commission's responsibility is

two-fold: (1) to require public access to the Bay to the maximum extent feasible, consistent with the nature of new shoreline developments; and (2) to ensure that the limited amount of existing shoreline property suitable for high priority purposes is reserved for these purposes; thus, minimizing pressures to fill the Bay. (The six high priority uses of shoreline land specified in the law and the Bay Plan are ports, water-related industry, water-related recreation, airports, wildlife areas, and desalinization and power plants);

- To have limited jurisdiction over any proposed filling of salt ponds or managed wetlands (areas diked off from the Bay and used for salt production, duck-hunting preserves, etc.). These areas, although not subject to the tides of the Bay, provide wildlife habitat and water surface important to the climate of the Bay Area. If filling of these areas is proposed, the Commission is to encourage dedication or public purchase to retain water surface area. If development is authorized, the Commission is to ensure that the development provides public access to the Bay and retains the maximum amount of water surface consistent with the development.



In 1977, the Legislature gave the Commission a fourth major area of responsibility:

- To implement, in cooperation with local government and the Department of Fish and Game, the Suisun Marsh Preservation Act of 1977. This legislation enacted into law most of the recommendations of the Suisun Marsh Protection Plan prepared by the Commission during 1976. It requires local governments and special districts within the Marsh to prepare a local protection program, consistent with the Act and the Protection Plan, and submit it to BCDC. The local protection program must include controls designed to: (1) protect the wetlands within the Marsh; (2) protect agricultural lands within the Marsh; (3) designate permitted land uses within the Marsh; (4) limit erosion, sedimentation, and water run-off; (5) protect riparian habitat; (6) ensure that the use of the water-related industrial and port area at Collinsville be in conformity with the Protection Plan; and (7) ensure that new development in the Marsh be designed to protect the visual characteristics of the Marsh. After submission of the local protection program, BCDC must determine whether it is consistent with the Preservation Act and the Protection Plan. Federal funds under the Coastal Management Act of 1972, administered by BCDC, are allocated to finance the local planning responsibilities under the Suisun Marsh Preservation Act.

Both before and after Commission certification of the local protection program, a marsh development permit is required for any development in the Marsh. BCDC issues the permit within the "primary management area," which includes the wetlands within the Marsh. Local governments issue the permit within the "secondary management area," which surrounds the primary management area and consists mainly of agricultural land that is part of the Marsh ecological system.

REGULATORY ACTIVITIES

PERMITS

Under the McAteer-Petris Act (the BCDC law), projects involving placement of fill, dredging, or a substantial change in use of the Bay or shoreline require a BCDC permit. Under the law, BCDC must complete action on a permit application within 90 days after it is filed. As a result, BCDC has one of the most expeditious regulatory processes in state government.

Permits are classified either as "major" permits or "administrative" permits. Administrative permits are issued by the Executive Director for "minor repairs and improvements," as defined in the BCDC law and regulations. All other permits are major permits and require a public hearing and action by the Commission. Either form of permit is issued only if the project is consistent with the policies of the San Francisco Bay Plan and the McAteer-Petris Act, or the Suisun Marsh Preservation Act of 1977 and Suisun Marsh Protection Plan, as they apply.

The Permit Summary shows the permit activity for 1980. The figures do not reflect the large number of projects that did not progress to the permit application stage because the prospective applicants were advised by staff that the projects would not qualify for a permit under the McAteer-Petris Act and the Bay Plan.

The approved projects during 1980 will result in a total of 25.39 acres of new Bay fill. Pursuant to conditions in the permits, the projects will also provide approximately 55.38 acres of new Bay surface area; thus the net increase in new Bay area will be



Future site of Alameda Marina Village.

(John Harding)

29.99 acres. In addition, the projects will provide almost 134 acres of new public access to the Bay and total approximately \$470 million in development expenditures.

Permit Summary

Applications Processed

Major	37
Administrative.....	137
Amendments to Permits.....	90
Total	264

Actions on Major Applications

Approved.....	19
Denied	1
Withdrawn	2
Returned	3
Pending	12
Total	37

Actions on Applications for Administrative Permits

Approved.....	105
Denied	1
Withdrawn	0
Returned	3
Pending	28
Total	137

Major Permits and Material Amendments Granted:

To the City of Berkeley to construct a concrete breakwater at the entrance to the Berkeley Marina, City of Berkeley, Alameda County. This is an addition to a larger project in which extensive public access had been provided.

To the City of Vallejo to construct a marine construction operations center on the Mare Island Strait, City of Vallejo, Solano County. The proposal calls for filling eleven acres of the Bay, of which six acres are open water and five acres are marsh, and for removal of a portion of the ferry pier. As mitigation, the applicant will return a 50-acre diked area nearby to tidal action.

To the California Department of Transportation (CALTRANS) for streetwork along the Airport Channel, a part of San Leandro Bay, City of Oakland, Alameda County. The project will include a 250-foot long public access bike and jogging path that will connect with the East Bay Regional Park District's development of the San Leandro Bay Regional Shoreline.

To John C. Berry Jr. to authorize an existing addition to the Barge Inn Restaurant and the construction of a public mini-park immediately adjacent. The restaurant is located in Mariner Square, along the Oakland Estuary, City of Alameda, Alameda County.

To Alameda Marina Village Associates to develop a 206-acre site along the Oakland Inner Harbor with marina, recreational, office/commercial, residential and open space uses, City of Alameda, Alameda County. The project will increase Bay surface by approximately 6,500 square feet. Public access will be provided along the entire length of shoreline and within the project itself.

To Securities of America to construct 128 condominium units on a 15-acre site known as Eucalyptus Knoll, west of Highway 101 at the north end of Richardson Bay, adjacent to the Shelter Bay condominiums, City of Mill Valley, Marin County. Four acres of the site will be dedicated to open space and two public areas will be provided. A trail for handicapped people will be constructed.

To the Port of Oakland for dredging, filling and disposal of materials. The proposal is in conjunction with the construction of the Grove/Market Street container terminal in the Oakland Inner Harbor, City of Oakland, Alameda County. The project includes dredging, filling and disposal of materials. The Jack London Square firehouse will be relocated and enlarged, and a public access walkway will be constructed.

To Gentry-Pacific Ltd. and the Port of San Francisco to refurbish the ferryboat "Fresno". The boat will be moored at Pier 3, near the Ferry Building, along the Embarcadero, City and County of San Francisco, and will be used as a museum, restaurants and offices. Public access will be provided on Pier 3 and on the boat itself.

To Delta King Enterprises and the Port of San Francisco to refurbish the riverboat "Delta King." The boat will be moored at Pier 3, near the Ferry Building, along the Embarcadero, City and County of San Francisco, and used as a museum, restaurants, and offices. Public access will be provided on Pier 3 and on the boat itself.

To the City of Mountain View for construction of an inlet/outlet structure between Charleston Slough, a managed wetland, and San Francisco Bay, in the City of Mountain View, Santa Clara County. The project will control the water level in the Slough and eventually enhance the value of the Slough's wildlife habitat. The project is part of an existing shoreline park.

To Communication Workers of America to construct a two-story office building with parking, public access and shoreline improvements. The site is along Bay Front Channel, fronting directly on Airport Boulevard, City of Burlingame, San Mateo County.

To Shell Oil Company to enlarge and improve the existing wharf at the Shell Oil Refinery on the Carquinez Strait, approximately one-half mile west of the Benicia/Martinez Bridge, City of Martinez, Contra Costa County. The project will permit

increased off-loading of tankers and construction of new pipelines to onshore tanks. As mitigation, Shell will improve and dedicate 2.5 acres of wetlands to a public agency, improve public access on its property, and build a boardwalk over a State-owned marsh.

To the Port of San Francisco and Harbor Carriers, Inc. to remodel Pier 43½ at the Fisherman's Wharf area near the Embarcadero in the City and County of San Francisco. The work includes the removal and replacement of a deteriorated wooden pier and pilings. Public access will be increased and will include an access path to the vista point at the end of the pier.

To Wickland Oil Company to construct a petroleum product marine terminal and tank farm (the tank farm is outside the Commission's jurisdiction) at Selby, on the southern shoreline of the Carquinez Strait, about one mile west of the Carquinez Bridge in Contra Costa County. The project involves pile-supported fill and dredging. The terminal is for storage and shipment of refined petroleum products, but no refinery is proposed. Approximately 18 acres of land will be offered to a public agency for open space and a trail through the adjacent hills, offering excellent views of the Bay.



*Historic shot of Ferryboat
Fresno with the Santa
Clara in background.
(courtesy Port of San
Francisco)*

Permits Granted (continued)

To **Ponderosa Homes** to construct 30 single-family residences (22 of which would be within the Commission's jurisdiction) on San Leandro Channel, City of Alameda, Alameda County. The applicant will fill a portion of a drainage channel and construct a larger tidal lagoon on the site. Eleven hundred linear feet of public access along the shoreline will be provided.

To the **Port of Oakland** to redevelop a portion of the Oakland Estuary shoreline, immediately south of Government Island, on the east shore of the Estuary, City of Oakland, Alameda County. The permit allows dredging and removal of piles and fill. The project will provide 150 pleasure boat berths and 8,000 square feet of commercial fishing dock. Recreational and commercial facilities will be provided, including about 1,500 linear feet of public access along the estuary.

To the **City of Alameda** to construct a boating and fishing facility at the southern corner of the U.S. Naval Air Station in the City of Alameda, Alameda County. The applicant will open up a portion of the existing Naval Air Station breakwater for use as a fishing pier.

To the **City of Brisbane** to relocate five proposed structures on the project site and add parking spaces at the proposed Sierra Point Marina, City of Brisbane, San Mateo County. Public access in the 100-foot shoreline band will be reduced from four acres to 3.75 acres, but approximately .75 additional acres will be added at the end of the main entrance to the marina outside the Commission's jurisdiction.

To **Ms. Zelinda Lopes** to construct a single-family house within the 100-foot shoreline band, City of Benicia, Solano County. Public access across the property will be provided.

To **American Protective Services** to construct a two-story office building with private parking and landscaped public access at the Oakland Airport Business Park, City of Oakland, Alameda County. The office building will be located adjacent to the San Leandro Creek Channel. The applicant will landscape a portion of East Bay Regional Park District land to improve the existing public access along the Channel.

To **Geodon, Inc.** to construct "Emerybay Cove Marina," a 456-boat marina, a two-story harbor master/yacht club, a two-story yacht sales pavilion, and a sunken parking area. The 60-acre site contains 2.8 acres of dry land and is located within the Emeryville Harbor in Alameda County. Public access paths along the 1,300-foot shoreline will be provided.

To **Construction Aggregates Corporation** to dredge annually up to 500,000 cubic yards of sand for commercial use from the Presidio, Alcatraz and Point Knox Shoal areas in Central San Francisco Bay. Dredged sand will be taken to an existing processing site located on the Oakland estuary.

To the **City of Larkspur** to construct an approximately 570-foot long pedestrian bridge crossing East Sir Francis Drake Boulevard and connecting the Golden Gate Bridge District's Larkspur Ferry terminal with the Larkspur Landing Shopping Center in the City of Larkspur.

To **Moe Sand Company** to dredge annually up to 200,000 cubic yards of sand for commercial use from the Point Knox Shoal area in Central San Francisco Bay. The dredged sand will be taken primarily to an existing processing site located on the Oakland estuary.

To **Northpoint Center, Inc.** and the Port, City and County of San Francisco, temporary approval to relocate the Embarcadero and certain service/storage facilities for Pier 39 between Pier 35 and Pier 37 in the vicinity of Northpoint Street on a portion of land under lease to Northpoint Center, Inc. and land required to be developed as a waterfront park, City and County of San Francisco.

To the **Northpoint Center, Inc.** and the **Port of San Francisco** a two year extension allowing the temporary use of a service yard for Pier 39 and its marina. The park, authorized as part of the Pier 39 project, located between the service yard and the Embarcadero roadway, will be enlarged. The applicants also were permitted to create an artificial reef to improve the habitat under and near the adjacent Pier 41 for better fishing.

To **Northpoint Center, Inc.** and the Port of San Francisco an amendment to place and use a gangway and floats in the West Marina Basin and to place a ticket kiosk and signs in the Waterfront Park for the operation and use of three tour boats of the Blue and Gold Fleet at Pier 39, the City of San Francisco.

The Commission denied an application from **George and Deborah Kokalis** to construct a dock and gangway adjacent to their residence in the Strawberry District, an unincorporated area of Marin County near Mill Valley. The applicants also requested dredging at the site. The Commission denied the permit because it was not consistent with the McAteer-Petris Act and the San Francisco Bay Plan (the proposed project would have an adverse impact on the existing harbor seal hauling area, one of the few in the Bay Area).



Suisun Marsh.

(Richard Conrat)

SUISUN MARSH PERMITS

Under the Suisun Marsh Preservation Act of 1977, local governments and special districts with jurisdiction in the Suisun Marsh in southern Solano County are preparing protection programs for their areas. These programs will be submitted to BCDC for certification.

Both before and after Commission certification of the local protection program, a marsh development permit is required for any development in the Marsh. BCDC issues the permit within the "primary management area," which includes the wetlands within the marsh. Local governments issue the permit within the "secondary management area," which surrounds the primary management area and consists mainly of agricultural land that is part

of the Marsh ecological system. These local government permits are appealable to BCDC. Three were appealed during the year; two of these were withdrawn and one is pending.

Seven marsh development permits were granted by BCDC including for underground pipeline construction, three separate parcel subdivisions, and levee and roadwork. Among the more significant permits granted by the Commission were:

To Atlantic Oil Company to create a temporary drilling platform and to conduct exploratory drilling for natural gas from a one-half acre platform in the primary management area of the Suisun Marsh, approximately one and one-half miles southwest of the community of Denverton, Solano County.

To Chevron U.S.A., Inc. to drill an exploratory natural gas well on an existing drill site at the Fontana Farms No. 10, located just west of the State Grizzly Island Waterfowl Management Area, Grizzly Island, Solano County.

To Chevron U.S.A., Inc. to construct an underground pipeline in the bed of Nurse Slough and in managed wetlands west of Nurse Slough, Solano County.

To Bradmoor Island Rod and Gun Club to subdivide a 766-acre parcel into three separate parcels of not less than 250 acres each on Bradmoor Island, between Denverton and Nurse Sloughs, Solano County.

To David J. Marianno and Michael A. Marianno to subdivide a parcel of approximately 268 acres into two parcels, one north and one south of State Highway 12, Solano County.

To Rawson Kelham to subdivide a parcel of approximately 640 acres into two equal parcels of 320 acres between Boynton Slough and Shelldrake Slough, Solano County.

To One Market Street Properties, Inc. for levee and roadwork along Montezuma Slough adjacent to Grizzly Island, near Collinsville, Solano County.

Two permits granted by local governments were appealed to the Commission:

Solano Garbage Company. A permit was granted by Solano County to expand an existing solid waste disposal site on Highway 12, south of Fairfield. An appeal was filed concerning water quality and the potential adverse impact on the adjacent marsh. After receiving additional information, the Commission withdrew its appeal.

Parrish Brothers Quarry. A permit was granted by Solano County for a quarry in the Benicia Hills. An appeal was filed because of concern that the reclamation plan was inadequate. After staff met with applicant to revise the reclamation plan, the appeal was dropped.

CONSISTENCY DETERMINATIONS

Under the provisions of the federal Coastal Zone Management Act, BCDC reviews proposals involving federal activities within its jurisdiction or directly affecting the Bay coastal zone for their consistency with the Commission's Management program for San Francisco Bay. During 1980, BCDC found several federal projects to be consistent. These included a U.S. Department of the Navy proposal for dredging and electrical transformer vault installation/construction; U.S. Department of the Army and Army Corps of Engineer proposals for dredging; and a U.S. Department of Transportation proposal for boat mooring devices installation. Among the major determinations were:

The U.S. Fish and Wildlife Service proposal to construct 27 miles of levee, bicycle and pedestrian trails, boardwalks, bridges, boat docks and other educational and interpretive facilities in 23,000 acres of South San Francisco Bay within the San Francisco Bay Wildlife Refuge in southern Alameda and Santa Clara Counties.

Hamilton Air Force Base—see the Regional Airport Planning section for a discussion of this issue.

ENFORCEMENT PROGRAM

In 1977, the Commission received state and federal funds to begin a much-needed enforcement program. Under the program, the Commission has investigated reports of unauthorized fill and construction within its jurisdiction and reviewed all BCDC permits issued since September 1965 for compliance with various specific permit conditions.

During 1980, 20 formal investigations of enforcement matters were begun. In most cases, the staff identified the problem, contacted the responsible party, and was able to reach a satisfactory solution. During the life of the program, approximately 75 percent of the cases have been resolved at the site or by permit

amendment. Although most enforcement matters are found to be minor infractions with the parties willing to cooperate to resolve them quickly, some cases require stronger enforcement measures.

In 1980, the Commission issued seven cease and desist orders; the executive director issued four orders. The parties and circumstances in each case were:

Marshland Development Company, Bay Shell Company, and Leslie Salt Company were issued three separate but related cease and desist orders for filling and other work that occurred without the necessary permits along the western bank of Alviso Slough, near Alviso, City of San Jose, Santa Clara County.

Frederick G. Zelinsky and Sabella's of Marin Inc. were issued an order by the Commission to remove dining tables and chairs from a public access area adjacent to their restaurant, City of Tiburon, Marin County.

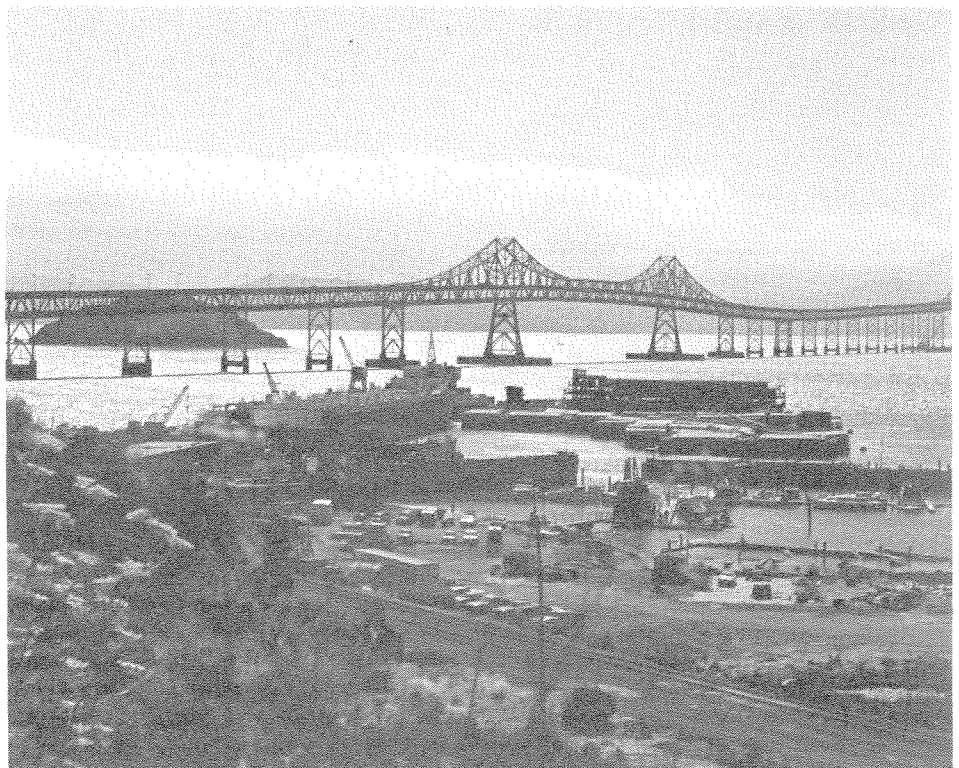
George Gianulias and Revolting Development Inc. were issued a cease and desist order by the executive director and later by the Commission for filling done without

the necessary permit in an area subject to tidal action, White Slough, City of Vallejo, Solano County.

R. J. Naylor, Western Contracting Corporation, M. K. Sun, and John P. McCarthy were issued a cease and desist order by the executive director and later by the Commission requiring the removal of a number of vessels moored at Red Rock Marina, City of Richmond, Contra Costa County.

Paul C. Bryan, Jr. was first issued an order by the executive director for filling and grading work performed without the required permits in a marsh area in Suisun City, Solano County. The Commission itself also issued an order for the removal of unauthorized fill from parts of the Suisun Marsh and for restoration of the affected marshlands, Suisun City, Solano County.

Harry H. Johnson was issued an order by the executive director after Mr. Johnson failed to submit the required documents for an emergency permit he had received for the placement of fill for shoreline stabilization and reconstruction of an existing levee along Redwood Highway, Mill Valley, Marin County.



Red Rock Marina.

(photo courtesy Army Corps of Engineers)

PLANNING ACTIVITIES

SUISUN MARSH PLANNING

Responding to widespread public concern over development pressures adjacent to the 85,000-acre Suisun Marsh—a vital resting and feeding ground for waterfowl on the Pacific Flyway—the Legislature in 1974 enacted legislation calling for development of a plan to protect this important resource. The Suisun Marsh Protection Plan, prepared by the Commission and the Department of Fish and Game, was completed and submitted to the Legislature in December 1976.

In 1977, the Legislature passed the Suisun Marsh Preservation Act, directing local governments having jurisdiction over the Marsh to bring their general and specific plans, ordinances and regulations into conformity with the policies spelled out in the Commission's Suisun Marsh Protection Plan. The cost of the planning has been met through federal Coastal Zone Management grants administered by BCDC.

The local protection programs must include controls designated to (1) protect the wetlands within the Marsh; (2) protect agricultural lands within the Marsh; (3) designate permitted land uses within the Marsh; (4) limit erosion, sedimentation, and water run-off into the Marsh; (5) protect riparian habitat; (6) ensure that the use of the water-related industrial and port area at Collinsville be in conformity with the Protection Plan; and (7) ensure that new development in the Marsh be designed to protect the visual characteristics of the Marsh.



Suisun Marsh.

*(Photo by Jack White
Courtesy Fish and Game Dept.)*

The local governments planning for Suisun Marsh are Solano County, the City of Fairfield, Suisun City, the City of Benicia, Solano County Local Agency Formation Commission, the Suisun Resource Conservation District and the Solano County Mosquito Abatement District. When completed by local governments the plans will be reviewed by BCDC for certification as being consistent with the policies in the Marsh Preservation Act.

During 1980, the Commission took the following actions:

Certified as consistent with the Suisun Marsh Preservation Act the programs for the Solano County Mosquito Abatement District, the Suisun Resource Conservation District, and the Solano County Local Agency Formation Commission;

Held public hearings on and approved, but did not certify the programs for the City of Fairfield and Solano County. The City and the County are now revising their programs according to BCDC suggestions.

STUDY OF HISTORIC TIDAL MARSHLANDS OF SAN FRANCISCO BAY

The Commission's staff continued its study of more than 60,000 acres of former Bay marshes that have been diked off from the Bay but not yet filled. Over 280 sites have been identified as containing valuable fish and wildlife habitats and recreational and agricultural resources.

Approximately one-half of the sites are in agricultural use and approximately 30,000 acres remain as fresh, brackish or salt water marshes. During 1980, the staff examined all federal, state and local plans, legislation and regulations to determine the degree of protection available for these resources. In spring 1981, the staff will complete an analysis of the relationship and importance of these resources to San Francisco Bay. The staff's findings and recommendations on what measures, if any, are needed to protect these former tidal areas will be considered by the Commission in mid-1981.

ENERGY PROJECTS

Under the provisions of various pieces of legislation, BCDC continues to be involved in energy facility planning for the San Francisco Bay. Major work includes:

Power Plant Siting

The siting of proposed power plants was an important issue for the Commission during 1980. The staff continued discussions with the applicants and the State Energy Resources Conservation and Development Commission on three power plants proposed within the Bay Commission's jurisdiction. They are: Potrero Unit 7, a combined cycle unit on the South San Francisco waterfront; Fossil Units 1 and 2, a coal-fired power plant proposed in Southern Solano County; and Pittsburg Units 8 and 9, a combined-cycle power plant proposed for the northern Contra Costa County waterfront. The BCDC staff expressed concern about the Potrero plant and its impact on public access, already limited, to this portion of the San Francisco waterfront. The staff also expressed concern over the Solano County plant, whose original location would have destroyed a significant amount of seasonal wetlands and lowland grasslands within the Suisun Marsh. Discussion over the issue appears to have resulted in the plant being moved outside the Commission's jurisdiction. No final action on the projects has been taken, however. Construction of the Fossil 1 and 2 plant has been delayed due to increased energy conservation in the Bay area.

During the year, BCDC held numerous public hearings and adopted changes to its original report designating certain areas within BCDC's jurisdiction as unsuitable sites for major power plants. The changes in the text primarily reflected more recent forecasts of electrical energy demands and an increasing emphasis on the desirability of co-generation projects, but no changes were proposed in the mapped areas designated in 1977 as unsuitable for major power plants.

Outer Continental Shelf

The Commission and its staff were involved in evaluation of oil and gas development on the outer continental shelf (OCS) of California. The Commission's staff reviewed and submitted comments on the proposed Lease Sale No. 53 off the coast of northern and central California and on the potential effects of the sale on San Francisco Bay and participated in a general review of the Five-Year Lease Sale schedule for the entire outer continental shelf of the United States.

Although the five northernmost basins of Lease Sale No. 53 were deleted by the Department of Interior in October, the Commission's staff nevertheless commented that it felt the federal government had not sufficiently analyzed the impacts of the Lease Sale on San Francisco Bay.

Coastal Energy Impact Program

The Coastal Energy Impact Program (CEIP), begun in 1977, is a federal grant and loan program administered by the states to assist coastal states and local governments in planning for and mitigating the impacts of coastal energy development. The Commission has the responsibility of administering the CEIP in San Francisco Bay. During 1980, the Commission received five applications for CEIP funds. Three were approved, and two of these dealt with the impact of proposed OCS Lease Sale 53. The City and County of San Francisco received a grant to study the impacts of increased tanker traffic on the Port of San Francisco and the possible waterfront land uses associated with the lease sale. The Association of Bay Area Governments received a grant to sponsor a workshop on the impacts of the lease sale on Bay Area counties, particularly Solano and Contra Costa. This proposal was dropped because of time restrictions and the deletion of the northern basin from the sale. The third project was submitted by the California Maritime Academy for a statewide training program for safe tanker oil-handling operations. This project was funded.

ESTUARINE SANCTUARY

In October 1980 the California Coastal Commission called for the nomination of a second estuarine sanctuary to be designated in California. Estuarine sanctuaries are established under a federal program that provides 50 percent matching funds to coastal states to acquire, develop, and manage natural estuarine areas for education and scientific research.

BCDC held public hearings on a proposal to nominate the Petaluma River Marsh for sanctuary status. The Petaluma River Marsh is made up of approximately 4,500 acres and is the largest remaining contiguous wetland system in the San Francisco Bay estuary outside of the Suisun Marsh.

The public hearings were well attended. Property owners in the area and others expressed concern about the proposed boundaries and the effects of sanctuary status on adjacent agricultural lands and operations. In response to public concern, BCDC formed an ad-hoc committee of Commissioners, public members, and a representative of the State Department of Fish and Game to resolve the boundary issue and to study the public access and acquisition issues. In December, that committee recommended to BCDC that, after careful consideration, it was not in favor of a Petaluma River Marsh Estuarine Sanctuary at that time. (The Commission made a final decision in January 1981 not to nominate the area at this time.)



San Francisco Waterfront

(Gerald French)

SPECIAL AREA PLANNING

Total Design Plan, San Francisco Waterfront

During June 1980, the Commission adopted a total design plan (TDP) for piers seven through 24 along San Francisco's waterfront, marking the final stage of a long planning process.

The TDP was prepared and approved by the San Francisco Planning Commission, Redevelopment Agency and Port and, pursuant to the San Francisco Waterfront Special Area Plan, submitted to the Commission for adoption. The TDP contains detailed policies and guidelines for the development of the area and provides for limited replacement fill for reconstruction of old piers, mooring of historic ships, renovation of the Ferry Building, landscaping and a promenade along a substantial portion of the waterfront area. The plan will serve the Commission as a guide for granting permits in this part of the Waterfront.

Pier 88

At the Port of San Francisco's request, the Commission considered a proposed change to the San Francisco Waterfront Special Area Plan for Pier 88 on Islais Creek Channel in the southern part of San Francisco. The Pier is designated by the Plan for public access. The Port proposes to change the Plan to authorize a railroad trestle on pile-supported fill within a portion of the pier. The purpose of the trestle is to serve container facilities at Piers 90 and 94. The Port needs a new rail alignment with more gentle curves to accommodate larger trains and railroad cars. Because there is an alternative location available that would require no fill, the Commission found that the only way the project could be approved was if it did not interfere with public access. (Alternative sites for public access in the area are limited.)

Because of the Commission's concerns and the objections raised by the public and the Commission's Design Review Board, the Port is now revising its design of the trestle and its public access proposals.

OTHER ACTIVITIES

LEGAL ACTIVITIES:

The Commission was involved in several important lawsuits either directly or as friends of the court in 1980 that raised major land use issues. Some of the more significant cases included:

Agins v. City of Tiburon. The landowners challenged the City of Tiburon's zoning of their property limiting construction to five dwelling units. The California Supreme Court upheld the challenged ordinance and held that damages under an inverse condemnation action is not an appropriate remedy for any excessive application of the police power in a land use context. The appeal to the United States Supreme Court raised two issues: whether the ordinance exceeded the proper range of the police power, thus constituting a "taking" under the Fifth Amendment, and, if so, whether money damages were an appropriate remedy. The Commission argued that the ordinance was a proper exercise of the police power and that money damages were not a proper remedy if the ordinance exceeded that power. The Supreme Court concluded that the ordinance did not exceed the City's authority. The Court did not consider the issue of money damages.

San Diego Gas and Electric Co. v. City of San Diego. The Commission is participating as a friend of the court in this case before the United States Supreme Court. The utility maintained that the City's rezoning of the utility's property constituted a taking under the Constitution and appealed the decision of the California Supreme Court that denied money damages as a remedy to a landowner for an alleged taking. Oral arguments occurred, but no Supreme Court decision has as yet been rendered.

Jacobson v. Tahoe Regional Planning Agency. The Commission is participating in this case as a friend of the court. Having been to the United States Supreme Court once, this case is now pending on remand to the United States Court of Appeals for the Ninth Circuit. The Supreme Court held that a landowner can state a claim under the Federal Civil Rights Acts for an impermissible infringement of property rights. The issue before the Court of Appeals is whether money damages are a proper remedy under the Civil Rights Act or whether the remedy should be invalidation of the improper regulation.

Leslie Salt v. BCDL. The Commission issued a cease and desist order to the Leslie Salt Company to require the removal of illegal fill that had been placed by unknown persons on Leslie's property in the South Bay on Alviso Slough some time between 1971 and 1976. Leslie Salt subsequently sued the Commission to invalidate the order and to prohibit any further Commission enforcement proceedings. Leslie Salt argues that a landowner has no liability under the McAteer-Petris Act under these circumstances and that the applicable statute of limitations has expired. This case is pending.

Harbor Bay Isle. In August 1980, the Commission formally agreed with Harbor Bay Isle Associates to settle a dispute concerning the placement of a swimming pool on the shoreline of Bay Farm Island in the City of Alameda. The agreement established conditions for landscaping and public access in the immediate area subsequent to the construction of a private recreation club swimming pool closer to the shoreline than had been authorized by the Commission. Under the agreement (1) the remaining area of the shoreline would be landscaped and made available for public access, (2) an adjacent area, owned by the California Department of Transportation, would be landscaped by the developer, and (3) the developer would provide \$136,000 to a fund for construction of a pedestrian bridge under the Bay Farm Island vehicular bridge between the developer's site and publicly owned land to the east.

LEGISLATION

During 1980, the Commission's legislative efforts focused on three areas: water development, the public trust, and expansion of the jurisdiction of the State Coastal Conservancy into the Bay.

Peripheral Canal

The Commission's staff spent many hours analyzing and developing the Commission's positions on four pieces of legislation affecting the flow of fresh water into the Delta, the Suisun Marsh, and San Francisco Bay.

The Commission opposed SB 200, a bill authorizing construction of the 43-mile Peripheral Canal and several major reservoirs unless it was amended to provide greater protection for the Bay/Delta system. The Commission also called for a comprehensive system of water management, conservation, and reclamation to reduce the long-term demand for diverting fresh water from the Delta. SB 200, however, was passed unchanged by the Legislature and signed into law by Governor Edmund G. Brown Jr.

Several bills containing the reforms lacking in SB 200 and supported by BCDL were defeated. The Legislature, however, finally passed Assembly Constitutional Amendment 90 which wrote into the Constitution SB 200's measures protecting the Bay/Delta system and preventing the diversion of other northern California rivers. That amendment, Proposition 8, was supported by the Commission and approved by the California voters in the November 1980 election.

In an independent move, there was a successful signature-gathering campaign to place a referendum before the voters of the State to repeal SB 200. It is expected that this measure, supported by BCDL, will be placed on the ballot in the June 1982 general election or in a special election, if called by the Governor. Until the voters of California resolve this issue, the Peripheral Canal is at a standstill. In all water issues, the Commission acted on majority vote after considerable deliberations.

Public Trust

The Commission also actively opposed a Senate bill that would have removed areas from the protection of public trust. Both the Bay Plan and the BCDL law recognize the importance of the public trust in tidal and marsh areas within the Commission's jurisdiction. The Commission testified in opposition to the legislation. The bill was passed by the Legislature but vetoed by Governor Brown.

Coastal Conservancy

Legislation supported by the Commission and passed by the Legislature extended the jurisdiction of the California Coastal Conservancy into San Francisco Bay. Proposition One, the California Parklands Act of 1980, passed by voters in November, provides, in part, \$30,000,000. The Conservancy expects to allocate approximately five million dollars for local-government projects in the San Francisco Bay and Suisun Marsh areas. The major programs in the Bay will be public access and wetlands enhancement projects.

The Commission reviewed guidelines proposed by the Conservancy staff to evaluate grant applications for public access projects in San Francisco and Suisun Marsh areas. The Commission made minor changes and expressed support of the proposed guidelines to the Conservancy Board.

The Conservancy actively participates in projects rather than simply regulating the proposals of others. It can, for example, establish or restore wetlands and public access areas and combine areas in fragmented ownership for resale and subsequent development by the private sector in an environmentally sound manner.

PUBLIC ACCESS

Permit conditions required by BCDC in approval of development proposals during 1980 resulted in more than 134 acres of public access.



During the past year, the Commission, working with applicants, increased access along several parts of the shoreline of San Leandro Bay, Oakland Inner Harbor, Pier 43½ near San Francisco's Fisherman's Wharf, at the Sierra Point Marina in Brisbane, San Mateo County, in the City of Benicia, within the Emeryville Harbor, Alameda County.

As mitigation for a large petroleum project, the applicant dedicated more than 18 acres to a public agency for

open space and a trail through hills adjacent to Selby, west of the Carquinez Bridge, Contra Costa County.

Fishing and boating recreational opportunities were increased at sites in the Oakland Estuary, at the Naval Air Station in Alameda and at Pier 41, Port of San Francisco.

Four acres of land at Eucalyptus Knoll in Mill Valley, Marin County, were dedicated to the public. In addition, a public mini-park will be constructed as part of a new restaurant in Marina Square, Oakland Estuary, Alameda, Alameda County.

The agency's mandate concerning public access is spelled out in the McAtter-Petris Act: along a 100-foot strip inland from the Bay, the Commission's responsibility is "to require public access to the Bay to the maximum extent feasible consistent with the nature of new shoreline developments." In the early 1960's, the public discovered that of the 276-mile shoreline of the Bay only 10 miles were open to the public. The October 1980 issue of Sunset Magazine reported that due mainly to efforts by BCDC, that figure has increased to more than 90 miles, and approximately 60 public access sites have been obtained through the permit process.



San Leandro Bay Regional Shoreline.

(courtesy of East Bay Regional Park District)

BAY ECOLOGY

In 1980, several permits were granted that provided for marsh restoration. The amount of marsh restored ranged from the approximately half-acre of marshlands to be enhanced as part of the upgrading of the Mill Valley Treatment Plant to a 104-acre parcel to be returned to tidal action as mitigation for a project outside the Commission's jurisdiction.

Other permits reflect positive changes in the Bay's ecology. The Commission allowed Morgan Oyster Company to initiate an experimental program to determine the economic feasibility of reestablishing the shellfish industry in San Francisco Bay. Such a program suggests that the Bay's water quality may be returning to levels sufficient to support a wide range of commercial and recreational activities.

But there were also disturbing signs: The striped bass population, a major recreational fishery, continues its unexplained decline. The adult striped bass population has declined from a peak estimate of 3 to 4.5 million in 1960 to a current 1.2 to 1.5 million. Biological sampling in the South Bay indicates that the area has not yet fully recovered from two major sewage plant failures at San Jose-Santa Clara Wastewater Management plant.

The Commission staff spent a substantial amount of time reviewing over 300 state and federal environmental documents and prepared written comments on 60 of these documents. This review process provides early, detailed information on projects that affect the Bay and allows the Commission to influence the design and siting of many projects. Staff also reviewed proposed actions submitted by local, regional, other state and federal agencies. The staff also represented the Commission on several Technical Advisory Committees to study such diverse subjects as soil salinity measurements in the Suisun Marsh, restoration and monitoring plans for the Muzzi Marsh Restoration Project, and the Treatment of Stormwater Runoff by a marsh/flood basin in Palo Alto.



*Fishing Pier, Port of Oakland.
(courtesy Army Corps of
Engineers)*

ENGINEERING REVIEW

Special engineering reviews are made occasionally to determine the extent of the Commission's jurisdiction, to satisfy special conditions attached to most permit approvals, or to solve special and unusual engineering problems posed by a project. Reviews to determine the Commission's jurisdiction are made in some cases by analyzing topographic data and making calculations from reviewing tidal information. In more controversial cases, on-site inspections of erosion, plant types, driftwood, water markers, etc., help determine the boundaries of the Commission's 100-foot shoreline band.

Studies to satisfy permit conditions are made before the applicant begins work and involve a comprehensive review of the final plan of the project. Occasionally, on-site inspections and discussions with the applicant are necessary.

The last type of engineering review is usually a design review of the project where some unique problem exists. Major projects that required this level of review in 1980 included: the relocation of a heavy marine fabrication yard and terminal to a Vallejo site; the construction of a recreation center near the shoreline on Bay Farm Island, City of Alameda; relocation of a sewer interceptor and construction of an access road in Vallejo; enlargement of a wastewater treatment plant and realignment of an access road, Sausalito; and the repair of the riprap protecting a shoreline dike at Alameda.

REGIONAL SEAPORT PLANNING

Port growth is a major contributor to the Bay Area economy, but it also creates substantial pressure for new bay fill. Consequently in the last several years, BCDC has devoted a significant amount of time to regional port planning as called for in the Bay Plan.

As part of this effort in 1978 the Commission voted unanimously for BCDC to become a joint sponsor of the Regional Seaport Planning Project with the Metropolitan Transportation Commission (MTC). At the same time the BCDC role expanded, the advisory body, renamed the Seaport Planning Advisory Committee, was also enlarged to include representatives of the shipping industry and environmental groups.

During 1980, the Committee moved from Phase II, technical work, to Phase III, development of policy recommendations. BCDC staff completed the land use compatibility analysis of potential marine terminal sites, and this analysis was combined with the land access and environmental impact analyses completed earlier to develop a composite evaluation of the study sites. The evaluation became the basis for the first policy decision: identification of the sites most desirable for future marine terminal development.

The Advisory Committee also took initial actions on a broad range of policy recommendations regarding marine terminal siting requirements, land access to terminal sites, deep-water channel needs and petroleum product terminals. Concurrent with the Committee's policy deliberations, new technical work has begun on two topics: (1) The U.S. Army Corps of Engineers commenced a re-evaluation of future cargo forecasts, in cooperation with MTC/BCDC project representatives, including BCDC staff, who reviewed the progress of the re-evaluation; and (2) the Committee extended the land use compatibility, land access and environmental impact analyses to sites owned by military services but identified earlier in the study as having the potential for port use if they were no longer needed by the military. The final results of the cargo forecast re-evaluation were reviewed by project representatives in December, and the results are expected to be brought to the Committee for approval early in 1981. The land access and environmental impact analyses of the military-owned sites were completed by the end of the year, and they are expected to be combined with the land use analysis for consideration by the Committee early in 1981.

REGIONAL AIRPORT PLANNING

During 1980, BCDC worked with other regional regulatory agencies to update regional airport plans for northern Bay Counties, focusing on the future of Hamilton Air Force Base in Marin County. BCDC assisted the Regional Airport Planning Committee (RAPC), comprised of representatives of the Metropolitan Transportation Commission and the Association of Bay Area Governments, in this critical biennial update.

In the Bay Plan, BCDC originally had designated Hamilton for airport use, but recognized that further study would be required if and when the Air Force no longer needed the site. With the Air Force decision to leave the base, and the General Services Administration's (GSA) desire to dispose of the property by the end of 1980, BCDC and RAPC were required to evaluate quickly all potential uses of the site. Those potential uses included commercial and general

aviation as well as non-aviation uses such as commercial, residential, and wildlife refuge.

RAPC completed its evaluation in July 1980 concluding that Hamilton should be limited to permanently general aviation. In the meantime, however, the GSA had decided to sell much of the inland portion of the property for private use, subject to local government approval; to retain up to five years a portion of the runway, although the decision to use it as an airfield would be left solely to the local government; and to transfer much of the Bay front lowland to the U.S. Fish and Wildlife Service for wildlife refuge and possible wetland restoration.

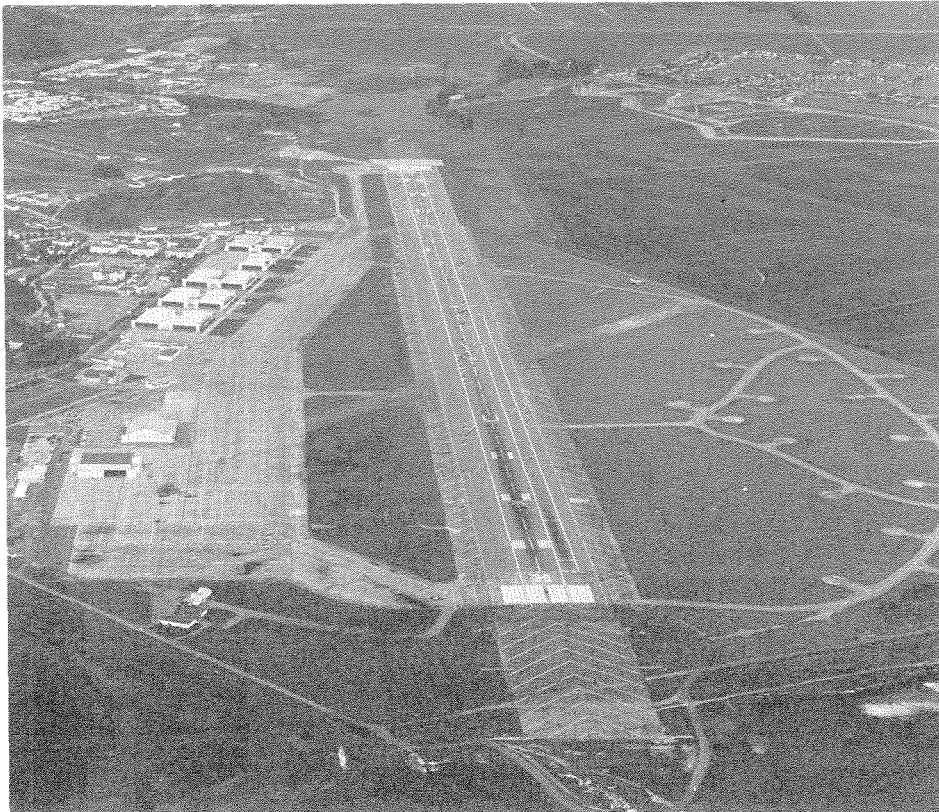
The GSA decision was not accompanied by a consistency determination, which the Commission believed was required by the Federal Coastal Zone Management Act. BCDC subsequently asked GSA to submit a consistency determination or to agree to arbitration by the Secretary of Commerce. When GSA did not respond, BCDC filed suit. The lawsuit is still pending.

In order to complete the evaluation called for by the Bay Plan designation, in November BCDC designated four alternatives for consideration as replacement for the policy statement regarding Hamilton in the Bay Plan. The four policy alternatives were: retain the site as an airport priority use, but limit it to general aviation; delete the priority use designation and specify what non-aviation uses would be consistent with BCDC's Management Program; temporarily retain the priority use designation pending further review of airports throughout the Bay; or retain the airport priority use designation for commercial as well as general aviation. Public hearings on the matter were scheduled for early in 1981.

(In March 1981, the Commission agreed to the transfer of a relatively small parcel of land, known as the Lanham Act Housing Parcel, to the Department of Housing and Urban Development provided that terms could be worked out with all the parties that would ensure that the transfer would not prejudice the consistency determination nor the litigation. And in April 1981, the Commission adopted the first option, changing the Bay Plan policy note to read:

Hamilton Air Force Base

If and when not needed by military, retain as a general aviation reliever airport. Limit runway length and impose additional constraints to ensure general aviation use only. Areas valuable for wildlife habitat or potentially restorable wetlands should be developed and managed for those purposes in a manner assuring general aviation use. Other areas not needed for aviation, and surrounding areas, should be developed for uses compatible with general aviation use.)



*Hamilton Air Force Base.
(photo courtesy of San
Francisco Examiner)*

COMMITTEES AND BOARDS

Engineering Criteria Review Board

Members of this Board are specialists in the fields of structural engineering, soils engineering, geology, engineering geology, and architecture. They advise the Commission on the safety of proposed Bay fill projects. Board members volunteer their time for multidisciplinary review of projects proposed in earthquake-prone areas with problem soil conditions. Seven projects were reviewed by the Board in four meetings held in 1980. Particular emphasis was placed on defining an acceptable level of seismic safety for proposed projects and identifying conditions necessary to achieve this level.

Board members were as follows:

Rex W. Allen, Architect,
Rex Allen-Drever-Lechowski
Architects, San Francisco

***Dr. John A. Blume, structural
engineer, San Francisco**

Dr. Ray W. Clough, Jr., structural engineer,
University of California, Berkeley,
Chairman

Gerald W. Clough, soils engineer,
Stanford University, Palo Alto

Dr. Richard H. Jahns, geologist,
Stanford University, Palo Alto

Raymond Lundgren, soils engineer,
Woodward/Clyde Consultants,
San Francisco

**Joseph P. Nicoletti, structural
engineer**
John A. Blume and Associates
San Francisco

**Alan L. O'Neill, engineering
geologist**
Converse Ward Davis Dixon Associates
San Francisco

John Rinne, structural engineer,
Earl and Wright, San Francisco

Dr. Robert E. Wallace, geologist,
U.S. Geological Survey, Menlo
Park, Vice-Chairman

A. E. Wanket, civil engineer,
U.S. Army Corps of Engineers,
San Francisco

Dr. T. Leslie Youd, soils engineer,
U.S. Geological Survey, Menlo
Park

Design Review Board.

The seven-member Design Review Board advises the Commission on the appearance, design, and public access of proposed projects requiring BCDC permits. Since the Commission may only approve a shoreline band project if maximum feasible public access consistent with the project is provided, the advice of the Board regarding public access provided by such projects is a critical part of the application process.

During the year, the volunteer Board members reviewed 28 projects, ranging in size from a small addition to an existing restaurant to a sewer project between Mill Valley and Tiburon. The projects reviewed included a firehouse, two ferryboats, four office buildings, three residential projects, two hotels, two marinas, nine public access projects, an artificial reef, a public access master plan for the Anza area in Burlingame and the Total Design Plan for San Francisco's Waterfront.

During 1980, three charter members of the Board left after donating valuable time and talents for 10 years. The members who left were Charles Bassett, architect; Garrett Eckbo, landscape architect; and William Liskamm, architect-urban planner.

The Board members are:

Mai Arbegast, landscape architect
Berkeley

Eldon Beck, landscape architect
Mill Valley

Robert Cooper, engineer
Cooper Clark and Associates
Palo Alto

John Field, architect
Bull, Field, Volkmann, Stockwell
San Francisco

Stanley Gould, architect
San Jose

Jacob Robbins, architect-planner
Robbins and Ream
San Francisco
Chairman

Kenneth Simmons, architect
University of California
Berkeley

Citizens' Advisory Committee

The legislatively-mandated Citizens' Advisory Committee assists and advises the Commission in carrying out its responsibilities. The 20-member Committee is representative of a broad cross-section of interests concerned with the future of San Francisco Bay and its shoreline.

Members in 1980 are as follows:

Walter Abernathy,
Port of Oakland
Henry Bostwick, Jr.,
San Mateo County Development Assoc.

Richard M. Boswell,
Pacific Inter Club Yacht Assoc.

Robert D. Brown, Jr.
U.S. Geological Survey

Mrs. Ward Duffy*
Civic Leader

Dale H. Fern,
San Francisco International Airport

Mrs. Sylvia Gregory,
Civic Leader

Mrs. Esther Gulick,
Save S. F. Bay Association

John S. Harnett,
East Bay Municipal Utility District

Dr. Michael Hertz,
Oceanic Society

Shiraz Kaderali
Pacific Gas and Electric Company

William Newton,
Landscape Architect

Phillipe Nonet,
Professor of Sociology
University of California

Burton Rockwell,
Architect

Henry W. Simonsen,
IT Corporation

Dwight Steele,
Attorney

Richard Trudeau,
East Bay Regional Park District

Photos to the Right

Top: *Russell Abramson; Gail Odom;
Robert Batha; Michael Wilmar;
Robert Merrill; Sharon Louie;
Steven McAdam*

Center: *Alan Pendleton; Janet Rudolph;
Jeffrey Blanchfield; Linda
Giannini; Margit Nickell; Norris
Millikin; Nancy Twiss*

Bottom:
Sitting: *Linda Cesta; Patricia McFadden;*
Standing: *Frank Broadhead; Vivien Wright;
Myrna McCullough; Randa
Phillips; Stephanie Tucker; Lorez
Patton; Robert Hickman;
Montano Dionisio*

BCDC STAFF

Michael B. Wilmar
Executive Director

Alan R. Pendleton
Deputy Director

Russell A. Abramson
Assistant Executive Director

Regulation

Frank Broadhead
Chief of Regulation

Technical

Norris Millikin
Senior Engineer

Margit Nickell
Bay Design Analyst

Jonathan Smith
Staff Counsel

Enforcement

Steven A. McAdam
Enforcement Investigator

Robert Merrill
Enforcement/Permit Analyst

Randa Phillips
Enforcement/Permit Analyst

Permits

Robert Batha
Assistant Planner

Robert Hickman
Permit Analyst

Linda Cesta
Permit Analyst

Myrna McCullough
Senior Permit Secretary

Patricia McFadden
Legal/Permit Secretary

Lorez Patton
Permit/Enforcement Secretary

Administration

Sharon Louie
Administration Assistant

Stephenie Tucker
Secretary to Executive Director/
Deputy Director

Montano P. Dionisio
Accounting Technician

Vivien Wright
Receptionist

Planning

Jeffry Blanchfield
Chief Planner

George Reed
Senior Planner

Philip Kern
Senior Planner

Nancy Twiss
Coastal Program Analyst

Gail Odom
Coastal Program Analyst

Linda Giannini
Senior Planning Secretary

Janet Rudolph
Planning Secretary

Legal Advisors

Kathy Mikkelsen
Deputy Attorney General

Linus Masouredis
Deputy Attorney General

Court Reporter—Minutes

Jackie Baldwin

Former Staff Members

Edward Bielski
Permit Analyst

Suzanne Rogalin
Coastal Program Analyst

Kent Watson
Bay Design Analyst

Debra Cassinelli
Secretary to Executive Director

Former Legal Advisors

E. Clement Shute
Deputy Attorney General

Marc Mihaly
Deputy Attorney General

John Briscoe
Deputy Attorney General

