

BCDC comments

4-6-2023

Dear BCDC Members,

I submitted a park proposal during the San José-Santa Clara Regional Wastewater Facility Master Plan process in 2010. The proposed park includes miles of paved multi-use trails and dirt trails for E-bikes, mountain bikes, zero-emission recreational vehicles and a new home for the displaced Santa Clara PAL BMX track. CA State Parks and San Jose parks are in talks for a \$1.5mm/yr grant for a pilot park and the larger park is in consideration for \$30mm in funding in SB155 for a new CA State Park.

For the past 13 years the park proposal has included a 3.5-mile Bay loop trail around a former salt pond owned by the Cities of San Jose and Santa Clara. Although Pond A18 was initially not part of the South Bay Shoreline Plan Restoration Project the shoreline plan intends to remove the levee berm surrounding Pond-A18, pending the sale of the pond to the Santa Clara Valley Water District (SCVWD), thus negating the option of the 3.5-mile Bay loop park trail.

I propose that if the sale of the pond proceeds, an easement including the levee berm all around Pond A-18 is retained by San Jose and Santa Clara. The SCVWD will have the restoration acreage desired for the Shoreline Plan and the park trail can be preserved. I support the option of breaching and bridging the levee berm to restore tidal flow as desired. As mitigation for allowing park user access to the 3.5-mile bay loop trail habitat islands can be constructed within Pond A-18.

I am not asking for the SCVWD or Shoreline Plan stakeholders to fund construction or maintenance of the Pond-A18 levee berm trail, habitat islands or bridges. All I ask is the preservation of the levee berm except where breached and to be breached in a manner that can later be bridged.

I believe that allowing the Pond A-18 3.5-mile trail will be proper mitigation for the loss of a 9-mile bay loop trail at Alviso Marina County Park, in District 4, due to the restoration efforts of the Shoreline Plan.

Under the McAteer-Petris Act, the BCDC requires locations for water-oriented land uses and increased public access to shoreline and waters and encourages the provision of maximum feasible public access to the Bay and its shoreline, The San Francisco Bay Plan contains policies that encourage the development of waterfront recreation facilities and linkages between existing shoreline parks and requires the provision of these opportunities in relationship to sensitive biological species, habitats, and future restoration of managed ponds.

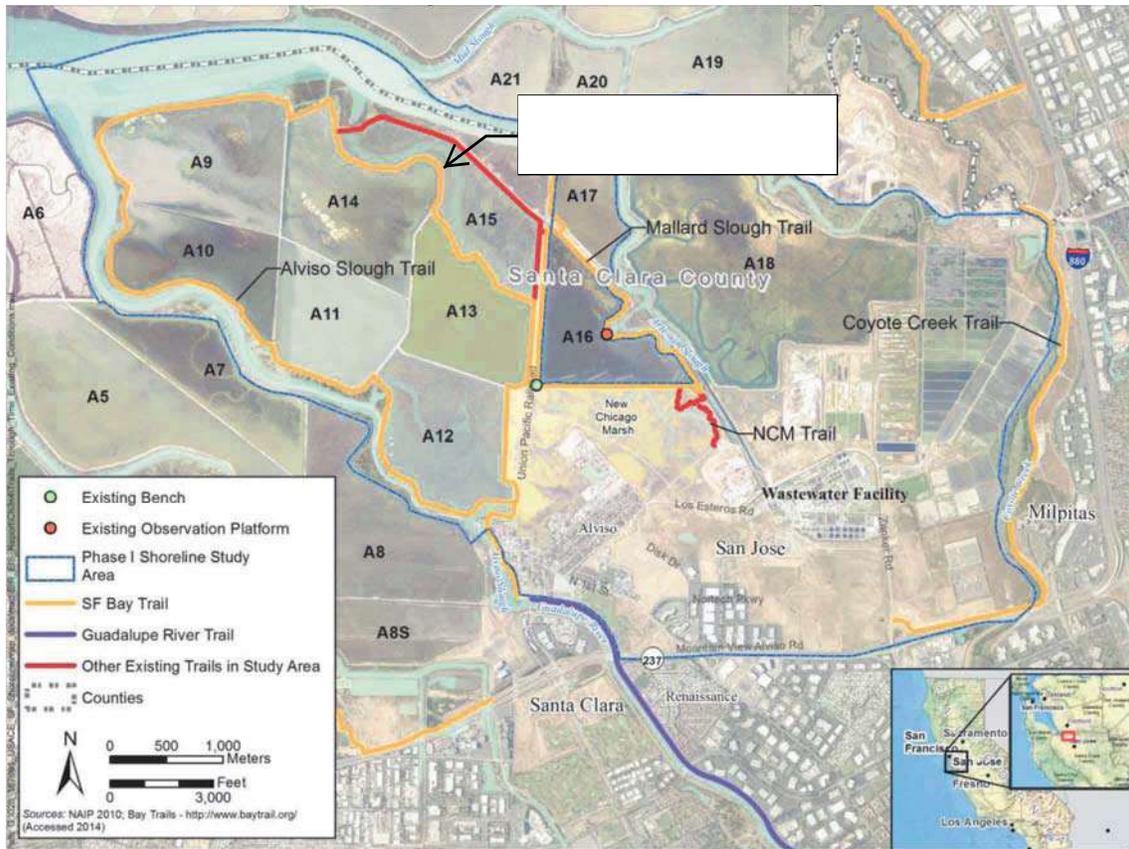
Although I am enthusiastically in favor of the environmental restoration efforts of the Shoreline Plan, I believe the plan is unbalanced and lacking in the maximum feasible public access and recreation. I am disappointed that parts of the Shoreline Plan are specifically meant to discourage access to the Bay and limit public linkage on the new bayside trail segment to existing segments of the Bay Trail between the Coyote Creek section of the Bay Trail to the east and the Sunnyvale section of the Bay Trail to the west. future restoration of managed ponds.

From the Shoreline Plan: Once this trail is paved and linked to other existing Bay Trail segments, users would be able to quickly and more safely pass through the area. *This would have the added benefit of reducing the potential numbers of people who might use the Refuge trails to connect between the existing Coyote Creek section of the Bay Trail east of the study area and the Sunnyvale section of the Bay Trail west of the study area for purposes other than Refuge visitation.*

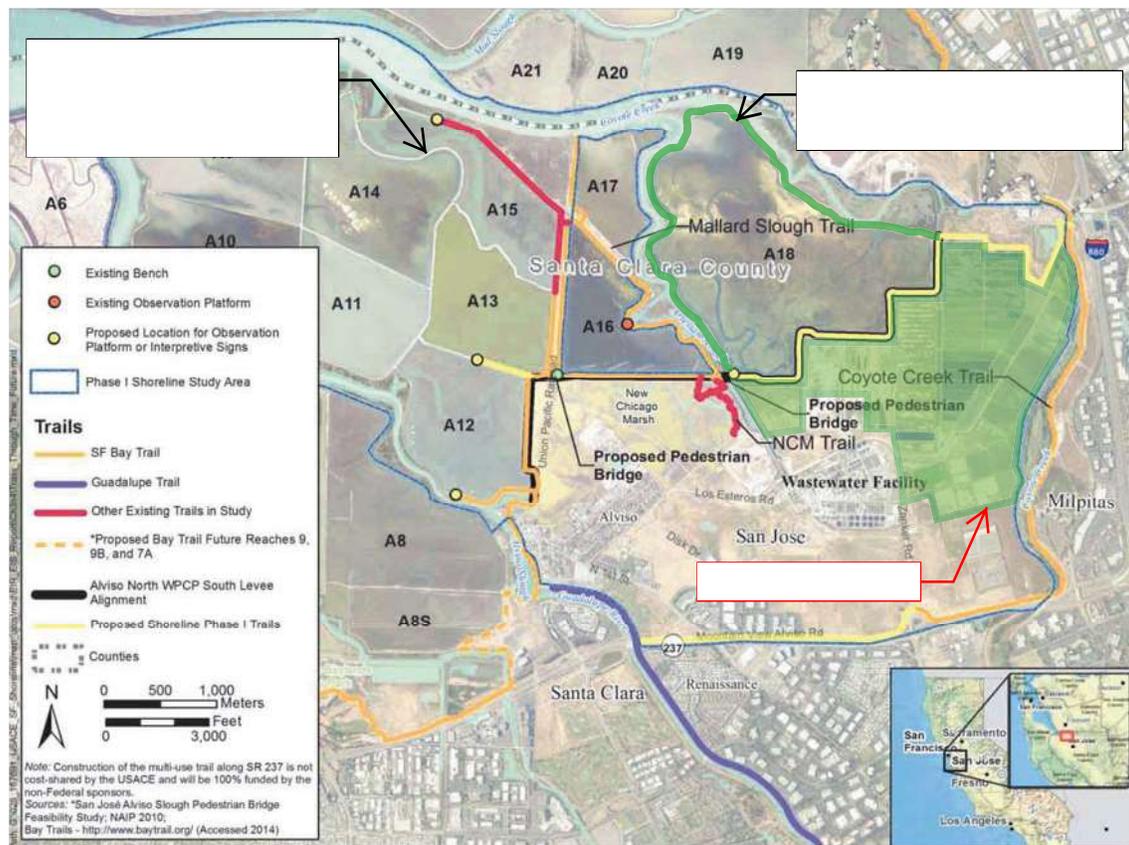
Dean Stanford

510-676-3339

Southbay Shoreline Plan Bay Trail Issue



Map of existing trails and 9-mile Alviso Slough bay loop trail



Map of planned trails, elimination of 9-mile trail and proposed 3.5-mile trail

South Bay Shoreline Plan Bay Trail Issue

A goal of the South Bay restoration project was to maintain recreation but we are losing unprecedented access to nature and wildlife with the loss of the 9-mile Alviso Slough bay loop trail at Alviso Marina County Park.

Mitigating the loss of the 9-mile trail with a paved trail along highway 237 and the zig-zag levee trail past garbage dumps and the sewage plant does not come close to mitigating what will be lost.

The zig-zag trail and highway bike trail were part of existing plans, the Bay Trail and San Jose bike trail plans. The shoreline plan does not actually add any trail mitigation to the area.

An 800-acre multiuse park is proposed for reclaimed land at the San Jose-Santa Clara Regional Water Treatment Plant in the Alviso area.

As mitigation for the lost 9-mile trail, a new 3.5-mile park trail around pond A18 should be allowed. Mitigation for allowing the pond A18 loop trail could be satisfied by creating bird nesting islands in pond A18 and providing the species and habitat stewardship, staff and funding for the pond in perpetuity.

The pond A-18 trail is an important aspect of the park to get families and the elderly/disabled out into nature and on the bay. Having the loop trail as part of an official park will allow for controlled use such as seasonal closures and park staff for law enforcement and environmental stewardship.

Pond A-18 is not part of the Don Edwards Wildlife Refuge and is owned by San Jose. San Jose is currently planning to sell the pond to the Santa Clara County Water District. If the sale goes through without the stipulation of including a bay trail the levee berm will be destroyed and the trail opportunity will be lost forever.

Recreation is the third most important goal of the Shoreline project but is lacking in the plan.

The Shoreline Plan does not retain the level of existing recreation and mitigation is inadequate. This plan is unbalanced without any recreation stakeholders and very little public input and needs more recreation opportunities to be balanced.

Under the McAteer-Petris Act, the Bay Conservation and Development Commission (BCDC) mandates increased public access to shoreline and waters and encourages maximum feasible public access to the bay and its shoreline.

The San Francisco Bay Plan contains policies that encourage the development of waterfront recreation facilities and linkages between existing shoreline parks.

The BCDC amended the Plan in August 2005. The amendment focuses on the significance of the need to maximize public access and recreational opportunities along with the environmental aspect. The amendment failed to meet that goal in the Shoreline Plan.

See attached letter from Congressman Ro Khanna and response from the US Fish and Wildlife disavowing their purview over Pond A-18.

Congress of the United States
House of Representatives
Washington, DC 20515-0517

Martin Kodis
Chief, Division of Congressional and Legislative Affairs
U.S. Fish and Wildlife Service
U.S. Department of the Interior
5275 Leesburg Pike, 2N035
Falls Church, VA 22041

Dear Mr. Kodis,

Enclosed is a copy of the correspondence I have received from my constituent Dean Sanford, concerning the South Bay Shoreline Project. Mr. Sanford detailed his plan to expand the recreational area available at the Don Edwards Wildlife Refuge.

Mr. Sanford is concerned about the South Bay Shoreline Project, which is sacrificing a nine-mile San Francisco Bay loop trail for environmental restoration. Mr. Sanford finds the recreation area expansion plan within this project to be insufficient, with unattractive trails between active landfills, the sewage treatment plant, and along the freeway. Mr. Sanford has instead proposed a plan to expand recreation area nearby.

I am supportive of environmentally-friendly recreation and efforts to protect our parks and preserve our environment. It is our responsibility to keep our planet healthy and safe for our children and future generations. One way to do that is to expand open spaces, and as a representative from the Bay Area, I recognize the importance of expanding the public park space that makes the land around the San Francisco Bay beautiful.

I encourage you to give full and fair consideration to Mr. Sanford's proposals consistent with all applicable laws and regulations. If you need any additional information from my office, please contact Kevin Fox either by email at kevin.fox@mail.house.gov or by phone at 202-225-2631. Thank you for your attention and consideration of this request.

Sincerely,



Ro Khanna
Member of Congress

CC: Jennifer Greer, US Army Corps of Engineers



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Pacific Southwest Region
2800 Cottage Way, Room W-2606
Sacramento, California 95825-1846

In Response Reply To:
FWS/R8/068613

The Honorable Ro Khanna
United States House of Representatives
Washington, D.C., 20515

Dear Representative Khanna:

Thank you for your letter of July 19, 2018, regarding concerns from your constituent, Dean Stanford, about recreational access at the South Bay Shoreline Project (project). The U.S. Fish and Wildlife Service (Service) is a key partner in the Project and appreciates ongoing input from the public on improving recreation at Don Edwards San Francisco Bay National Wildlife Refuge (Refuge).

The project, led by the U.S. Army Corps of Engineers, will rebuild levees that provide critical flood protection to communities in San Jose, as well as the San Jose-Santa Clara Regional Wastewater Facility. While the levee design must meet flood control standards and allow truck access for maintenance, the project will also provide new opportunities for public recreation and restore important wildlife habitat. The project will provide trail connectivity to the Guadalupe River/Alviso Slough, Coyote Creek and the Regional Bay Trail. Though breaching and habitat restoration have necessitated a gap in some loop trails, the project also includes 10.6 miles of new and enhanced trails. New pedestrian bridges and observation platforms along the flood levee will further improve trail connectivity.

As Mr. Stanford mentioned in his letter, some Refuge lands are part of the project. However, the portion of the project along Pond A-18, in which Mr. Stanford is advocating for expanded recreational access, is not part of the Refuge and is owned by the city of San Jose. We encourage Mr. Stanford to continue to engage with the city on that aspect of the project.

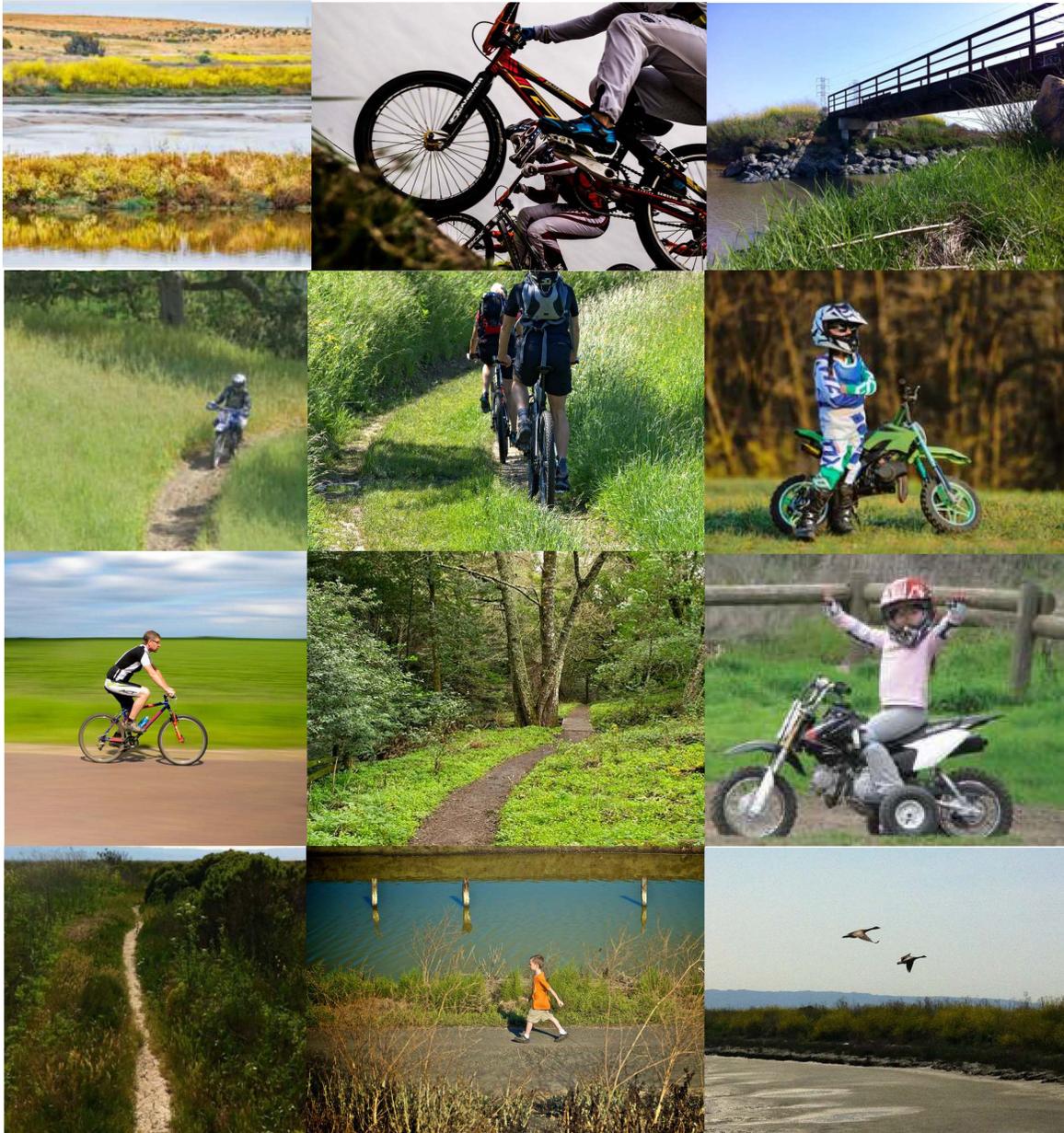
Thank you for your interest in this important project. For any additional questions or concerns, please contact the Service's Pacific Southwest Refuge Chief, Ms. Polly Wheeler, at (916) 414-6476 or Polly_Wheeler@fws.gov.

Sincerely,

Paul Souza
REGIONAL DIRECTOR

Zero-Emission Recreational Vehicle Demonstration and Multi-use Park Proposal

For San Jose/Santa Clara Water Treatment plant lands



LEGAL NOTICE:

This document is suitable and authorized for public release

Dean Stanford, President

Zero Emissions Recreational Organization, Inc.

deanstanford@comcast.net

Revision 8.0

Page 1 of 17



Proposed Zero-Emission Recreational Vehicle Demonstration and Multi-use Park

A unique and environmentally friendly recreational opportunity now exists that blends very well with the San Jose Waste Water Treatment Plant Master Plan and San Jose Green Vision Goals.

San Jose would be the first in the U.S. with an all-electric, zero emission recreation vehicle and multiuse public park.

California State Parks is interested in partnering with San Jose to enable a true multi use park bay-side with paved walking and biking trails, dirt trails for off road electric bikes, BMX track and separate mountain and E-bike trails. Most of the designated "flexible space" will remain open space and restored to a natural setting. If a park is not created much of the land will become a warehouse development. A park would preserve the land for future generations to enjoy.

This would be an excellent use of recreational land in the capital of Silicon Valley and fits in very well with San Jose's Green Vision Goals and high tech reputation. The proposed park would offer the city an alternative to building more industrial development in the flexible space and provide the needed habitat and species stewardship required. For a tiny fraction of the land for trails restoration and habitat stewardship will be provided to all the land.

This proposal calls for a government agency or nonprofit park foundation to administer a mixed use trail system integrated into restored natural landscape. The trails would weave throughout the property. The main park would include electric motocross tracks for beginners and experienced riders. There will be youth-friendly trails and play tracks and training available for beginners. There should be picnic areas, a playground and other family oriented amenities. If a sufficient amount of land is designated as parkland camping sites could be included.

Small electric vehicles are quiet and create no emissions. They can be enjoyed in a much denser development setting than gas powered motor sports. This is a unique and enjoyable area for an environmentally friendly recreational facility that can be integrated into the natural environment.

Trails would be placed onto the sides of levees and around water features. They will be separated from adjacent walking trails by natural vegetation and rail fencing systems. Dust will be controlled using automated reclaimed water irrigation systems.

The electric vehicles would be powered by renewable energy such as wind, solar or the electricity generated using methane from the adjacent treatment plant or landfills.

Native trees, grasses, wildflowers and other indigenous species would be planted to restore buffer lands and land reclaimed from plant operation. A park could be planned that creates several types of environments including owl habitat, marsh, riparian and small lakes. The park should include educational kiosks and other resources to connect users to the natural habitat. Each habitat would have a viewing and educational area that park patrons could enjoy. There should be park access to any nature museums included in the Master Plant Plan.

The blank slate nature of the land allows planning of off-road trails and traditional multi-use trails that co-exist to create a true multi-use park.

There is currently an access road on the levee surrounding the pond. If permitted, there could be guided environmental education tours using a trail around the pond area. Speed could be limited to a speed matching bicycles and be led by a ranger or docent. Additionally, a park trail and a separate multi-use bay trail could co-exist around the pond. A one-way dirt or gravel path need not be more than two to three feet wide. The main walking trail would serve maintenance vehicles.

Such tours or open park use of a pond levee trail would let users experience the bay environment that would not normally walk or bicycle on the bay trail. Small four wheel electric vehicles could be provided for visitors that are disabled or physically impaired.

Allowing park use of a pond trail is a reasonable use considering that there are other pond trails open in the Bay Trail system and this park trail would be a tiny fraction of the Bay Trail system. Measures such as boardwalks, bridges, monitoring, and temporary or seasonal closure of a bay trail would protect any wildlife.

This all electric vehicle park would entice people to purchase electric vehicles rather than purchasing gas powered vehicles. This would spur electric vehicle sales thus helping the environment. An urban park would reduce travel

thus reducing emissions system wide. Rental vehicles would be made available at the park until such time as the general population owns enough zero emission vehicles to negate the need.

The State Parks OHMVR Division Strategic Plan is a blueprint of this proposal and includes the statements;

Mission Statement

The mission of the Off-Highway Motor Vehicle Recreation (OHMVR) Division is to provide leadership statewide in the area of off-highway vehicle (OHV) ...and to otherwise provide for a statewide system of managed OHV recreational opportunities through funding to other public agencies

... development of urban or regional opportunities to reduce system-wide transit time and consumption of resources to reach recreation destinations.

Support, and where possible, facilitate technological advancements to reduce the environmental impacts of OHVs. ... provide opportunities for quality outdoor recreation and promote the maintenance or improvement of quality species habitat.

Plan, acquire, develop, conserve, and restore lands...

Below are excerpts from the April 5, 2011 State Park OHMVR Commission meeting minutes that clearly shows the division's interest in a park:

"You are certainly aware of in our Strategic Plan; ..., our desire for urban parks..... in San Jose, urban park development and (the) potential for OHV recreation, we've had staff at those meetings supporting those projects. So it really is something that's very important to us"

"for example, the urban park in Santa Clara County, which we know is near and dear to the heart of many Commissioners and is somewhat under-served area, that maybe we need to think about innovatively using the Grants Program but I think we're under-funding acquisitions in the Grants Program"

The OHMVR Division Strategic Plan has data and information supporting this proposal and can be viewed at: <http://ohv.parks.ca.gov/pages/25010/files/ohmvr%20strategic%20plan.pdf>

The State grant funds for running these parks can be used for the stewardship of the environment and species and they have recently released their 2014 report that includes data on their monitoring and stewardship of species. The 2014 Off-Highway Motor Vehicle Recreation Commission program report can be viewed at: <http://ohv.parks.ca.gov/pages/25010/files/ohmvr-commission-2014report.pdf>

Motor sports can be a fun and safe way to stay fit and is enjoyed by thousands of enthusiasts including families. The sales of off-road vehicles have seen major increases as legal places to enjoy them have decreased dramatically over the years, causing patrons to be turned away due to overcrowding. Therefore there is a high demand for these types of recreational facilities. The nearest locations for some of these sports facilities are many miles away and some are over a three hour drive. This limits opportunities for all users. A new park would also reduce illegal activities elsewhere.

The park will be open only during daylight and off-trail riding will not be permitted. This form of recreation can co-exist with nature and the State has the knowledge and resources to ensure no undue impact to wildlife. A coalition of government parks departments, commercial business and volunteers will be required to open, run and maintain a high quality park.

We propose collaborating with the city or state parks and/or other departments in the planning of the parkland. The development, habitat restoration and environmental stewardship of the parkland or other park facilities would be the responsibility of the City, State or other department involved. We will provide any support to the park possible.

Our main goal is to establish a park in the far backlands in the solid waste drying pond area and as close to the bay and the creek as possible. The park should include narrow trails throughout as much of the property as possible and should circle the entire area as the proposed walking trails do.

This park plan is scale-able to accommodate differing levels of industrial development but we would like to have as much open land as possible restored, preserved and maintained while being open for public recreation.

There are walking, jogging and biking trails all throughout San Jose and soon The Bay Trail will circle the entire bay. This other popular and growing form of recreation also deserves easy access.

History of motor sports in the South Bay and Alviso

The southern Bay Area and Alviso have enjoyed a long history of motor sports. According to the San Jose News, Aug 27, 1934, Alviso was the official site of "San Jose's newest sporting enterprise- flat track cycle racing".

Until 1989, the Santa Clara Police Activities League operated a popular motocross track on the west side of Alviso. Nearby Baylands Raceway operated motocross and flat tracks at its bay side location.

There was an Alviso Speedway until 1963. The clay track was built in 1954 and was under the Western Auto Racing format. NASCAR's San Jose Speedway was its biggest rival.

The mud flats and levees throughout the South Bay, East Bay and Peninsula were used for recreational motorcycle riding and racing in years long past. A legal and environmentally conscious motor sport recreation venue in this location would be a proper land use for the future.

Park phase-in plan

We realize that the pond area will not be available for many years and it is discouraging to know that most of the land won't be available until 2027 or beyond.

To maintain the interest of the State Parks in this location we would therefore like to propose a phase-in plan for the park starting as soon as possible. The currently designated recreation space is an option for an interim or alternate location for a park.

We propose that grants from the state or private funds can be used to plan and open a small park in the designated recreation space. This small park can be opened with minimal temporary or no structures and can expand or be relocated when major development commences. A small trail system and motocross tracks can easily be relocated to areas that become open during the modernization.

Storage facilities will be needed for electric vehicle rentals. Perhaps traditional vehicles could be temporarily allowed until the rental fleet is established. Limits on noise levels and the stricter level of emissions limits (Green Sticker) rules used at existing parks would be enforced.

The initial park would need little to no staff. One park, San Luis Reservoir State Recreation Area, has a post in the ground for accepting fees and a ranger is assigned to patrol at intervals. In this case a locked gate and key code or other access system may be more appropriate.

This could be the last opportunity for this innovative bay side park in the entire San Francisco Bay metro area. Development is consuming all bayside open space that is not federally managed wetland or official parkland. State Parks is exploring alternate locations in San Diego, Sacramento and Sonoma County.

Barbara Rice, Program Manager at the National Park Service's Rivers, Trails, & Conservation Assistance Program has expressed interest and has invited this project to apply for the program. The program can help San Jose and State parks with planning and managing partnerships, etc.

- Create new nearby parks or greenways;
- Plan trails and greenways, conserve landscapes, build water trails, and restore rivers;
- Manage a visioning, planning, and design process to guide your community's future;
- Plan and facilitate public engagement;
- Build partnerships that support your project's success;
- Provide opportunities for youth to enjoy outdoor recreation and learn to become conservation stewards; and
- Develop tourism plans.

Barbara Rice, Program Manager
Rivers, Trails, & Conservation Assistance Program
National Park Service, Pacific West Region
415-623-2320
www.nps.gov/rtea

Listed below are the public comments received in favor of a Zero Emission Park during the public input meetings for the treatment plant land plan as seen in this report:

<https://www.sanjoseca.gov/Archive/ViewFile/Item/1513>

The report recommends including a regional park and fostering partnerships and specifically does not rule out this park, "The other recreation proposals will not be specifically discussed as land use options; however, they will also not be excluded from future land use opportunities".

At Santa Clara County park land acquisition meetings there was a large turnout of OHV enthusiasts. It was the second most requested land use after completion of the Three Creeks Trail.

Some statistics:

OHV recreation in California is enjoyed by millions of people
OHV-related expenditures exceed \$10 billion in California
14 percent of California households riding two million OHVs

Treatment Plant land Plan Zero emission recreational facility public comments:

- I support an all-electric or low emissions motorsports park in the buffer area surrounding the water pollution control plant. Access to recreational areas is becoming more and more difficult and enthusiasts are expending more non-renewable resources in their quests to reach these areas. Better to have access close to home and encourage use of zero-emissions motorsports.
- Build the off-road facilities for electric bike.
- I would like to voice my support for an all-electric motor sports park to be included for the buffer lands surrounding water pollution control plant. There are few areas for OHV enthusiasts, and adding another park, albeit all electric, would be a welcome alternative to driving long distances.
- I heard about a possible off-road park plan for the land near the treatment plant in Alviso. I think this is a great idea, and I would love a recreational area for my family and friends especially electric vehicles. I believe this park would receive much attention and use as this sport is extremely popular. Please take this into consideration as a reality. Thank you.

- I heard about the treatment plant land becoming available and the idea for an off road park near the bay. I would like to have a park close to home. I enjoy going to the parks but they are too far away to visit often. My friends and I would love to have a park nearby to bring the kids to.
- The idea of having an all-electric motor park by the water treatment and power plant along the 237 corridor sounds very interesting. I would love to take the kids renewable energy and clean tech!
- Hi there, I just heard about the idea of including an electric motorsports park as part of the water plant redevelopment. What an absolutely fantastic idea to do such a thing right in the heart of Silicon Valley. It really fits in with our culture of innovation and it would be just a ton of fun too. I hope this can be part of the plan.
- I support an all-electric motor-sports park being included in the plan for the buffer lands surrounding the Water Pollution Control Plant.

Alta Motors and other local companies involved in the development and manufacturing of zero emission recreational vehicles have express interest in the park as a testing, demonstration and R&D venue.

Benefits of the park

- Long term GHG reduction by fostering replacement of 2 million gas vehicles in CA with electric
- Promote zero emission vehicles and prove viability of electric vehicles for recreation
- Entice buyers to choose electric over gas powered recreational vehicles
- Restore all the reclaimed waste water treatment plant land to nature including planting hundreds of trees
- Restoration of salt pond A-18 and maintenance of the levees using park funds
- Reduce travel trips to reduce emissions system wide
- Provide recreational opportunities in an urban environment and to disadvantaged communities
- Provide fun and environmentally friendly outdoor activities for families and all users to get people out in nature
- Zero emissions and very quiet operation
- Managed trail system with no off-trail riding
- Create jobs in low income Alviso area of San Jose
- Further the goals of San Jose green vision plan
- Showcase California and Silicon Valley as true innovators
- Support the research and development of local zero emission recreational vehicles by local manufacturers
- Offset emissions of "Red Sticker" two stroke off road vehicles.

An online petition has garnered over 560 signatures and 200 positive comments. The petition can be viewed at: <https://www.change.org/p/san-jose-california-open-a-zero-emission-recreational-park-in-san-jose-ca>

Santa Clara Police Activities League has expressed interest in partnering with the park as they will need a new home for their youth BMX track soon. Santa Clara PAL ran two separate motorized recreation tracks in the past.

Initial feedback from leaders of local environmental group chapters has been positive with several enthusiastic and supportive responses. The California Air Resources Board is aware of this proposal and may be interested with partnership and promotion of the park. Even the Deputy Chief Sustainability Officer of the White House Council on Environmental Quality had expressed interest and shared with staff.

Several Zero Emission Vehicle companies involved in the development and manufacturing of small recreational vehicles have express interest in the park as a testing, demonstration and R&D venue.

State and Federal funding for Multi-use Park on the water treatment plant land.

See below for details on the availability of literally billions of dollars for funding a multi-use park on the water treatment plant land. The State and National Parks are also willing to help with planning and environmental science staff, community outreach, etc.

San Jose can earn millions of dollars in land lease funding and utilize state funding for the environmental restoration and stewardship of the reclaimed plant land and to create and operate a world class park at no cost. A below market rate land lease could be used for in-kind grant fund matching.

The State Park OHMVR Division grant funds can be used to lease park land in the acquisition category which has a max of \$1 million per year per category and \$1.5 million project yearly total. Grant fund categories include funding for law enforcement. Profit sharing from an authorized concessionaire could bring the total funding for the park to \$2 million per year. San Jose staff time can be reimbursed at 75%.

In addition to the grant funding the State Parks OHMVR Division is working to identify ways to provide more support and funding and get this project on the official road map. Progress is being made. The Director of State Parks is aware of the proposal and has responded "That's a great idea". State Parks may be able to administer the park directly under a co-management agreement.

SB-1, the transportation bill is increasing funding to State Parks from raising gas taxes. State Parks may earmark some of the increased funding for this project. The revenues estimated to be available for allocation under the act to the state are estimated over the next 10 years to be as follows: Eight hundred million dollars (\$800,000,000) for parks programs, off-highway vehicle programs, boating programs, and agricultural programs.

This project qualifies for hundreds of millions of dollars in several provisions in AB-18, an over \$3 Billion bond fund bill for parks that is progressing through the legislature. The lead author's office is accepting suggestions and input for any amendments needed that would ensure that this project would be covered under the bill.

The California Air Resources Board is aware of this proposal and has shown interest. According to SB-535 and AB-1550 the Alviso area qualifies as disadvantaged and with promoting zero emission vehicles this project qualifies for CalEPA and CARB California Climate Investments and CNRA Urban Greening Grants with funds in the billions of dollars. Projects in disadvantaged communities are allocated 25% of all funding and qualify for lower grant matching requirements. See attached letters from CARB detailing the funding programs.

If this park is included on the plant land, Environmental Services and the treatment plant can apply for the State Water Resources Board Clean Water State Revolving Fund 10% Green Project Reserve funding. Millions of dollars of loans and non-repayment loan funding (basically grants) can be used to help fund the park or possibly fund expediting the construction of the de-watering facilities. See attached letter outlining the opportunity.

Besides the above, millions of dollars of grants are currently available from the federal Recreational Trail Program, Measure AA funds, The Bay Trail Fund and several others for development of motorized and non-motorized trails, environmental restoration, education and other programs. See separate list of all State and Federal funding programs identified.

We are asking that you consider exploring this opportunity by meeting with State Park staff or administration.

Supervisor Dave Cortese has expressed an interest in this proposed electric motor-sport recreation park. Attached is a letter supporting the park from Supervisor Cortese. Also attached are letters of support from the State Parks OHMV division and California Assemblymember Kansen Chu. Please see the separate park concessionaire proposal complimentary to this park proposal.

We sincerely thank you for considering this proposal.

DAVE CORTESE
COUNTY OF SANTA CLARA SUPERVISOR, DISTRICT THREE

COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING STREET 10TH FLOOR
SAN JOSE, CALIFORNIA 95110
TEL: (408) 299-5030 • FAX: (408) 298-6637
dave.cortese@bos.sccgov.org • www.supervisorcortese.org



February 22, 2013

Bill Roth
Planning Department
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113

Dear Mr. Roth,

Thank you and your team for all your hard work and time in developing the Plant Master Plan and Draft EIR to guide the future of the San Jose/Santa Clara Water Pollution Control plant and surrounding lands. I appreciate the lengths you have gone to in engaging the public and receiving their input for this significant project.

In my position as an elected official, I am continually approached by residents and enthusiasts that are looking for additional recreational areas. As Santa Clara County has become increasingly developed, the opportunities for recreation and parks are diminishing by the hour. It is with this in mind that I encourage you to include as much open space area as possible for recreation purposes.

These recreational activities, such as the proposal by Zero Emissions Recreational Organization, Inc. for an all-electric recreational vehicle park would provide a valuable resource for San Jose and Silicon Valley while bringing in much needed funding and revenue for the plant and it's other uses. I understand that the OHMVR Division of California State Parks has expressed an interest in the development and funding of the proposed environmentally friendly, multi-use public park in the available flexible space in the plan.

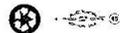
I urge you to consider the compressed development alternative 4 in the Master Plan Draft EIR. Alternative 4 would provide for the desired level of employment growth and allow the most possible open space for environmental and habitat restoration and recreational enjoyment.

If you are interested in learning more about these opportunities for increased recreational activities, I will be more than happy to assist in connecting you with the various groups that have approached us. I look forward to seeing the finished Plant Master Plan EIR and once again would like to thank you for the efforts you have put into it.

Sincerely,

Dave Cortese

County Supervisor – Third District



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0025
(916) 319-2025
FAX (916) 319-2125
DISTRICT OFFICE
1313 N. MILPITAS BOULEVARD, SUITE 255
MILPITAS, CA 95035
(408) 262-2501
FAX (408) 262-2512

Assembly California Legislature

KANSEN CHU

朱感生

CHAIR: ASSEMBLY COMMITTEE ON HUMAN SERVICES
ASSEMBLYMEMBER, TWENTY-FIFTH DISTRICT



COMMITTEES
ARTS, ENTERTAINMENT, SPORTS,
TOURISM, AND INTERNET MEDIA
JOBS, ECONOMIC DEVELOPMENT,
AND THE ECONOMY
LABOR AND EMPLOYMENT
TRANSPORTATION

SELECT COMMITTEES
ASIA/CALIFORNIA TRADE AND
INVESTMENT PROMOTION
FOSTER CARE
HOMELESSNESS
IMPROVING BAY AREA
TRANSPORTATION SYSTEMS

APPOINTMENTS
CALIFORNIA CHILD WELFARE COUNCIL

August 28, 2015

Ms. Kerrie Romanow
Director
Environmental Services, City of San José
San José City Hall
200 East Santa Clara Street, 10th Floor
San José, CA 95113

Dear Ms. Romanow:

Thank you so much for your work on behalf of the residents of the City of San José. As a former San José City Councilmember, and as the current State Assemblymember, I appreciate your efforts to help meet the future needs of our residents. My office has been contacted by Mr. Dean Stanford regarding his proposed electric off-road motorcycle park within my State Assembly District.

Several years ago, I first met with Mr. Stanford regarding this proposal, and since then it is my understanding, that the Environmental Impact Report has been completed. As a lifelong environmentalist, I understand the need for open spaces and recreational areas. Parks, such as the one proposed, could greatly serve the needs of residents, but particularly young adults. If approved, I am confident that this all electric recreational vehicle park would serve as an exciting addition to Silicon Valley, and may even generate additional revenue for the community.

I am hopeful that you will be able to work closely with the State's Off-Highway Motor Vehicle Recreation (OHMVR) Commission and residents regarding this proposal. Thank you for your consideration, and please do not hesitate to contact me if I can ever be of further assistance.

Sincerely,

KANSEN CHU
Assemblymember, 25th District

KC:ab

California State Parks, State of California Natural Resources Agency,
Department of Recreation.

Subject: Zero Emission Recreational Vehicle Park Proposal

Dear Ms. Romanow,

Thank you for the opportunity to provide this letter in support of a Zero-Emission Off-Highway Vehicle (OHV) park for the San Jose Waste Water Treatment plant buffer lands. California State parks, Off-Highway Motor Vehicle Recreation (OHMVR) Division has a statutory directive to provide a system of ecologically balanced OHV recreational opportunities for the enrichment of the people of California.

The mission of the OHMVR Division is to provide leadership statewide in the area of OHV recreation; to acquire, develop and operate state-owned vehicular recreation areas; and to otherwise provide for a state wide system of managed OHV recreational opportunities through funding to other public agencies. The OHMVR division works to ensure quality recreational opportunities remain available for future generations by providing for education, conservation and enforcement efforts that balance OHV recreation impacts with programs that conserve and protect cultural and natural resources.

As the technology for electric vehicles is refined, it is expected that ecologically minded OHV recreationalist will be attracted to zero-emission OHV's. As a part of the OHMVR Division's Strategic Plan, future facilities would be provided for these zero-emission OHV's close to urban centers. The City of San Jose is recognized as the vibrant center of the information revolution. The region is home to "Silicon Valley" and over 20,000 registered traditional OHV's. This combination makes the region the ideal location for a cutting edge zero-emission OHV facility.

The OHMVR Division Grants Program provides funding to local agencies for the planning, development and maintenance of OHV recreation facilities. This grants program would be a potential source of funding to support Zero-Emission Park proposal for the San Jose Waste Water Treatment plant buffer lands. For more information regarding OHMVR Division Grants Program can be found on the program website: http://ohv.parks.ca.gov/?page_id=1164

Please contact me with any questions or comments regarding this comment letter or California's OHMVR program.



Dan Canfield
OHMVR Division, Planning Manager

Aug 11th 2016

Mr. Stanford,

I would like to restate my desire to get this project moving forward. The concept of urban parks was considered extremely important by the Parks Forward Commission's report.

That report is driving the Transformation Team towards the future of California State Parks and your proposed OHV Park would mark off a number of important boxes on the list.

First, partnerships are a priority and the State through the OHMVR Division of State Parks would partner with a non-profit and local government to develop and manage the facility.

Secondly, the urban parks mandate would be covered with the proposed location. Thirdly, the environmental mandates would be stricter than a typical State Park due to the requirements of the OHV laws in California.

Lastly, the California Air Resources Board in conjunction with the OHMVR Division are moving towards a future plan with Electric/Low Emission OHVs.

I will make myself available to meet with you and any local city officials as we move forward.

Sincerely,

Ted Cabral
OHMVR Commission Chairman
tedcabral@gmail.com
707-246-8289

Mr. Stanford,

Thank you for your interest in California Climate Investments. I understand that you're pursuing a project that would turn urban land into greenways for recreational opportunities that involve zero-emission off road/recreational equipment in a disadvantaged community in San Jose. I'd like to take this opportunity to share some general programmatic information and information about the programs that comprise California Climate Investments that may be useful to you.

Proceeds from the Cap-and-Trade Program facilitate comprehensive and coordinated investments throughout California that further the State's climate goals. Cap-and Trade auction proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF), where they are available for the Legislature and Governor appropriate to State agencies and programs through the Budget process. These investments support programs and projects that reduce greenhouse gas (GHG) emissions in the State and also deliver major economic, environmental, and public health benefits for Californians, including meaningful benefits to the most disadvantaged communities.

In 2012, the Legislature passed and Governor Brown signed into law new legislation that provided the framework for how the GGRF funds were appropriated and expended. These statutes require that allocations from the Fund be used to facilitate the achievement of GHG emission reductions and, where applicable and to the extent feasible, to further additional goals of AB 32 and the Legislature. Among these is SB 535, which requires CalEPA to identify disadvantaged communities, requires CARB to provide guidance on maximizing benefits to disadvantaged communities, and established the investment minimums to benefit disadvantaged communities:

- Of total expenditures, 25 percent of GGRF moneys fund projects that provide direct, meaningful, and assured benefits to one or more disadvantaged communities;
- And of those funds, 10 percent of GGRF moneys fund projects located within disadvantaged communities.

In 2016, AB 1550 amended statute to establish new minimum investment targets for three groups: disadvantaged communities, low-income communities, and low-income households, collectively termed "AB 1550 populations." AB 1550 modifies the SB 535 disadvantaged community investment minimums as follows:

- 25 percent of the GGRF moneys will be invested in projects that are located in an benefiting individuals living within disadvantaged communities;
- An additional 5 percent will be invested in projects located within and benefiting individuals living in low-income communities or benefiting low-income households statewide; and
- An additional 5 percent will be invested in projects located within and benefiting individuals living in low-income communities or benefiting low-income households that are within ½ mile of a disadvantaged community.

Forthcoming guidance to administering agencies will address implementation of AB 1550. For more information on disadvantaged community designations, please visit: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

Certain programs are better-suited for being located within or providing benefits to disadvantaged communities, low-income communities, or low-income households, so the investment minimums for SB 535 and AB 1550 apply to overall appropriations from the GGRF, rather than to each agency appropriation. To account for this, GGRF investment minimums differ by agency. To learn more about disadvantaged community designations please see:

<http://www.calepa.ca.gov/envjustice/ghginvest/> and <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/535investments.htm>.

Agencies receiving appropriations, referred to as “administering agencies,” develop and implement a suite of programs in transportation and sustainable communities, clean energy and energy efficiency, and natural resources and waste diversion. These programs are collectively referred to as California Climate Investments. Among these, the programs that may be the relevant to the project you described are:

- California Air Resources Board’s Low Carbon Transportation Program;
- Caltrans’ Active Transportation Program;
- California Natural Resources Agency’s Urban Greening Program; and
- The Strategic Growth Council’s Affordable Housing and Sustainable Communities Program.

You can learn more about each of these programs using the links provided or at <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm>, which provides links to each of the program pages, as well as information about program schedules, public events, or solicitation status.

Accountability and transparency are essential elements for all California Climate Investments. The public needs to know how agencies are investing GGRF appropriations and how those investments are providing benefits, including to disadvantaged communities. Administering agencies administer a public process or hold public meetings to facilitate public review and on aspects of their program design, such as the quantification methodologies that are used to quantify GHG emission reductions. The links above provide information about how these agencies are facilitating opportunities for public review and comment specific to each program.

For more information about how agencies are administering California Climate Investments programs, you may wish to review the Cap-and-Trade Finding Guidelines for Agencies that Administer California Climate Investments. For more information about how these investments have reduced GHGs, provided benefits to disadvantaged communities, and delivered environmental, economic, and public health benefits to Californians, you may also wish to review the 2017 Annual Report to the Legislature, the California Greenhouse Gas Reduction Fund Project Map, or the comprehensive list of California Climate Investments, all available at <http://www.caclimateinvestments.ca.gov/annual-report>.

If you have any additional questions, please let me know and my supervisor (cc’d here) or I would be happy to set up a follow up call.

Thank you,

Matt Harrison
Climate Investments Branch
Transportation and Toxics Division
California Air Resources Board
(916) 322-7410
matthew.harrison@arb.ca.gov
www.arb.ca.gov/auctionproceeds
Cc: Cheryl@ARB Laskowski; ARB GGRFProgram

Mr. Stanford,

Thanks for taking the time this afternoon to discuss your plans to establish a zero emissions off-highway riding area. My section staff is currently considering ways to reduce smog forming emissions from off-highway recreational vehicles (OHRV) as part of our effort to meet California's broader air quality objectives.

We believe that an increased prevalence of zero emissions OHRV in the coming years will play a role in that effort. This concept is supported in the Governor's 2016 ZEV Action Plan, which outlines steps that California will take in order to reach the goal of 1.5 million zero-emissions vehicles by 2025.

The ZEV action plan is available online at https://www.gov.ca.gov/docs/2016_ZEV_Action_Plan.pdf Specific actions that CARB and State Parks will undertake to expand zero emissions OHRV use are included on page 20.

As part of our efforts to better understand OHRV usage in California, we've collected detailed data on where OHRV are registered throughout the state. We've also conducted a rider survey that provided information on where people ride, how far they travel to riding areas, and what sort of attributes they look for when choosing a riding area.

It will be a few months before the report from that survey is published but we may be able to provide data if you have specific questions. As I mentioned on the phone, we are interested in accelerating adoption of zero emissions vehicles as a means of achieving our air quality objectives but it is unlikely that CARB management would take a public position on specific land use issues. Let me know if there is any additional information I can provide you.

Regards.

Scott Bacon, Manager

Engineering and Regulation Development Section

California Air Resources Board

Phone: (916) 322-8949

Mr. Stanford,

I am following up to our conversation yesterday, where you were inquiring about Green Project Reserve (GPR) in the Clean Water State Revolving Fund program (CWSRF). The proposed project includes construction of a park and biking trails on land operated by a waste water treatment facility in San Jose.

The project would likely fit into the Green Infrastructure category for GPR eligibility. The GPR guidelines for eligibility identify restoration of natural landscape features, permeable pavements, storm water swales and bioretention as categorically eligible under Green Infrastructure.

If the proposed project scope of work falls into a “grey area” then a Business Case will be requested by the State Waterboard to assist in determining project eligibility. I have included a link below to the Green Project Reserve Guidance for Determining Project Eligibility where you will find more information on eligible projects and Business Case requirements.

https://www.epa.gov/sites/production/files/2015-04/documents/green_project_reserve_eligibility_guidance.pdf

The Principal Forgiveness loans are for 50% construction costs up to \$2.5 million for recycled water projects and up to \$4 million for other clean water SRF projects.

The application for GPR funds must be submitted by an entity eligible for CWSRF funding; a publically owned and operated water treatment facility. The City of San Jose, the City of Santa Clara, Santa Clara Valley Water District, and San Jose Water District are examples of agencies that qualify for CWSRF funding. I have included a link to an information page that may be helpful as a potential applicant.

http://www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/docs/cwsrf/before_you_start.pdf

Here is a link to our CWSRF forms and instructions page. Here you will find tutorial videos to assist new applicants along with the necessary forms and instructions to apply for Financial Assistance.

http://www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/srf_forms.shtml

Best,

Rick Wade

Water Resource Control Engineer
State Water Resource Control Board
Division of Financial Assistance
Water Recycling Funding Program
1001 I Street, Sacramento, CA 95814

Mr. Stanford,

Per your request, below is a list of programs that could be useful for the City of San Jose to apply for assistance for the purpose of a park.

Land & Water Conservation Fund (LWCF) – Federal fund under National Park Service

- Amount available is approximately \$3 million.
- This is a competitive federal grant for either acquisition or development projects for outdoor public recreation.
- LWCF requires the total project cost to be committed because LWCF is a reimbursement only grant.
- Match required is no less than 50% of the total project cost and must be from a non-federal source. Federal source exceptions allowed to match LWCF include Community Development Block Grants (CDBG) and Moving Ahead for Progress in the 21st Century (MAP 21) Recreational Trail Program funds.
- NEPA and Section 106 compliance concurrence are required at the time of application.
- The applicant must be the owner for property to be acquired with LWCF and the property has to be developed as a park with public access within three years of its purchase.
- The applicant must own the park property to be developed with LWCF.
- **Local Agencies: Monday, February 5, 2018 application deadline**
- This competitive cycle will combine federal fiscal year 2017 and 2018 funding. Grant requests up to \$2 million are encouraged. Applicants will use the Draft “LWCF Application Guide for Local Agencies” available below. Application Workshops will occur in Fall 2017; more information about dates and locations will be announced soon.
- **LWCF Application Guide for Local Agencies, Draft - August 24, 2015**

PDF / DOCX

- To learn more about LWCF and its application requirements and application due dates, please go to our web site at www.parks.ca.gov/grants and select the LWCF link under “Related Pages” on the right.

Recreational Trails Program (RTP) – Federal funds under Federal Highways Administration

- Our office provides funds for *non-motorized RECREATIONAL TRAILS*
- Must be designed to serve as a recreation destination (i.e. people will come to the park to use the trail specifically for walking, running, bicycling, etc.).
- There will not be a non-motorized RTP application deadline until 2018 at the earliest. We are in the process of updating the procedural guidelines. To keep track of updates, please go to our web site at www.parks.ca.gov/grants and select the RTP link under “Related Pages” on the right.
 - **Match Requirement:** The maximum amount of RTP funds allowed for each project is 88% of the total project cost. The applicant is responsible for obtaining a match amount that is at least 12% of the total project cost.
 - **Eligible Match Sources:**
 - State funds, including State Grant funds.
 - Local funds, including general funds and bond funds.
 - Private funds.
 - Donated materials and services.
 - Value of donated land (for Acquisition projects only).
 - Other federal funds (5% must come from non-federal sources).

In addition, here is the link for other grant opportunities outside of CA State Parks for your reference:http://resources.ca.gov/docs/bonds_and_grants/Agency_Grants_and_Loans_January_2017.pdf

If you have any questions about the LWCF or RTP, please let me know. Thank you!

Natalie Bee

Associate Park and Recreation Specialist
California State Parks Office of Grants and Local Services
1416 9th Street, Rm 918 Sacramento, CA 94296-0001
(916) 651-0564 phone



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

March 17, 2023

Mayor Rak and members of the City Council
City of San Carlos

Via email: arak@[REDACTED]
cityclerk@[REDACTED]

Subject: Sierra Club recommends no BSL-3 labs in San Carlos

Dear Mayor Rak and San Carlos City Council members,

The Sierra Club Loma Prieta Chapter's Sustainable Land Use Committee advocates for land use issues and the Bay Alive Campaign advocates for the ecological health of San Francisco Bay. We strongly recommend that no Biosafety Level (BSL)-3 labs be built in San Carlos, and that BSL-4 labs also be excluded.

Recently, the Sierra Club Loma Prieta Chapter organized a webinar titled "[Planning for Life Sciences Development for Bay Area Cities](#)." The event featured experts from the Boston/Cambridge area, a historic hub for life sciences in the US, and included biosafety experts. An important fact emerged: several cities in the greater Boston/Cambridge metropolitan area have reversed their biosafety policies to no longer allow BSL-3 or higher labs in their cities, and more are joining their ranks. Some do not even allow BSL-2 labs. Please see a list of cities and links to their ordinances [HERE](#).

Why have they made this change? With decades of experience with the industry and the growing awareness of the increasingly lethal agents used in BSL-3 "high-containment" labs, cities are now "walking-back" from allowing the high-risk labs, described below, into their communities.

BSL-3 "high-containment" labs, as defined by the NIH, involve the higher-risk pathogens that are difficult to control, as they are often airborne and very contagious when released. They require complete dependence on mechanical systems that can fail¹ through human error, mechanical failure or disasters, as well as safety oversight

¹ [Boston University](#), June 1, 2016: "A malfunctioning network switch at BU's [National Emerging Infectious Diseases Laboratories \(NEIDL\)](#) resulted in a shutdown of parts of the lab's ventilation monitoring system ...The University has suspended BSL-3 research until the outside engineers review recommended remedial work to prevent future ventilation system malfunctions."

structures.² They work well in institutions that have scientific safety oversight committees that ensure an understanding of risks, transparency, regular reporting and inspections, and biosafety procedures for worker, public and environmental safety. San Carlos does not have such structures in place.

The San Carlos Planning Commission recently voided staff's recommendation of no BSL-3 high-containment labs in San Carlos. Instead, the Commission voted for a hastily organized conditional use permit (CUP) process developed with industry input. We note the following.

1. San Carlos, in its Safety Element,³ does not mention biohazards, biosafety, or biosecurity. The City is completely unprepared for biohazards or a biohazard release incident. San Mateo County Environmental Health staff similarly report⁴ that they have no authority or responsibility for biohazard incidents, with the exception of the Coronavirus pandemic. The State hazardous materials databases, which the fire departments and emergency responders depend upon, include chemical and radiological hazards but do not include biological hazards.
2. There has been no organized outreach process to solicit public input on a proposed new ordinance for BSL-3 labs, although this is a safety issue of critical concern to residents and for public safety and security.
3. The City's new biotech zoning heavily impacts San Carlos' Eastside neighborhood, and would allow high-risk BSL-3 labs in proximity to an already impacted and vulnerable residential area, endangering residents with unknown infectious agents. San Carlos has a history of regulatory failure on the east side, including reducing noise, protecting from flooding and soil contamination, as well as failures in reducing toxic air, addressing traffic, improving pedestrian safety and adding more parks.
4. High-risk labs would be adjacent to sensitive natural ecosystems that affect the Bay itself. Wildlife and Bay water quality are at risk as creeks through this zone have overflowed multiple times, flooding lab facilities, polluting the waters which empty directly onto sensitive wetlands in the Bay. Flooding and seismic events are predictable hazards in this part of the Bay Area, therefore biosafety concerns of BSL-3 labs are a critical issue.
5. At this time, the federal government and the scientific community are expressing increasing concern about the growth of new risky research in privately-funded BSL-3 labs and the lack of oversight.⁵ Without proper regulation or oversight by the National

² [You should be afraid of the next "lab leak"](#), NY Times Nov 23, 2021. *"....In fact, the most concerning aspect about high-containment biolabs is that, considered as a collective, they may only be as safe as the worst lab among them. A breach or a breakdown at one could imperil us all."*

³ [City of San Carlos Public Safety and Services Element](#)

⁴ In a meeting with the San Mateo County Office of Environmental Health and the Sierra Club Biosafety working group

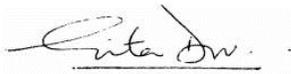
⁵ The National Institutes of Health (NIH) have formed an advisory committee, the [National Science Advisory Board for Biosecurity \(NSABB\)](#). The NSABB has held meetings in 2022 and 2023 about Biosafety, with specific focus on Potential Pandemic Pathogen Care and Oversight (PC3O) and Dual Use Research of Concern (DURC). Excerpt from transcript of NSABB Sept 2022 meeting a board member

Institutes of Health (NIH) or other public health agencies, allowing the proliferation of these facilities presents a significant risk to public safety.

Lastly, we would like to note that the draft Conditional Use Permit ordinance for BSL-3 labs appears to have been designed by an industry consultant, for industry interests. It fails to address important elements of a successful biosafety policy that experts with decades of experience with BSL labs in their communities have raised,⁶ including public accountability, transparency, and reporting of accidents. Additionally, it does not adequately address critical sustainability issues, neighborhood concerns, and environmental safety.

Therefore, we strongly urge you to reject the establishment of any BSL-3 labs in San Carlos. We also recommend the creation and adoption of transparent Biosafety Standards for all BSL labs, as in cities in the Boston/Cambridge biotech hub area, based on scientific principles and developed with an open process involving public health and safety agencies, the community, and other stakeholders, including environmental groups. County-wide standards would be preferable to City-by-City standards as the County Environmental Health Services Agency is the agency responsible for overseeing public health and safety in San Mateo County.

Respectfully submitted,



Gita Dev, Co-Chair, Sustainable Land Use Committee
Gladwyn d'Souza, Chair, Conservative Committee
Jennifer Chang Hetterly, Campaign Lead, Bay Alive

Cc: James Eggers, Executive Director, Sierra Club Loma Prieta Chapter
Dave Pine, Chair, Board Of Supervisors, San Mateo County <[dpine@s\[REDACTED\]](mailto:dpine@s[REDACTED])>
Ray Mueller, Board of Supervisors District 3, San Mateo County <[rmueller@\[REDACTED\]](mailto:rmueller@[REDACTED])>
Len Materman, OneShoreline, San Mateo County <[Ler\[REDACTED\]](mailto:Ler[REDACTED])>
Matt Fabry, Manager, San Mateo County Water Pollution Prevention Program <[mfabry@\[REDACTED\]](mailto:mfabry@[REDACTED])>
Xavier Fernandez, Regional Water Quality Control Board [Xavier.Fernandez@\[REDACTED\]](mailto:Xavier.Fernandez@[REDACTED])
Steve Goldbeck, Chief Deputy Director, Bay Conservation and Development Commission
<[steve.goldbeck@\[REDACTED\]](mailto:steve.goldbeck@[REDACTED])>
Ashley Tomerlin, Bay Conservation and Development Commission
<[ashley.tomerlin@\[REDACTED\]](mailto:ashley.tomerlin@[REDACTED])>

notes: *"We have to deal with the problem of domestic research that's not funded by the US government. That's a big chunk right now, especially out here in the west with Silicon Valley."*

⁶ "[Planning for Life Sciences Development for Bay Area Cities](#)", a Webinar for Municipal Leaders, March 2, 2023

From: Barb.Tassa

Sent: Wednesday, April 5, 2023 11:24 AM

To: Goldzband, Larry@BCDC <larry.goldzband@[REDACTED]>; ReceptionDesk@BCDC <reception@[REDACTED]>

Cc: Armenta, Phoenix@BCDC <phoenix.armenta@[REDACTED]>; Aaron Peskin <Aaron.Peskin@[REDACTED]>; Catherine Stefani (sfgov.org) <catherine.stefani@s[REDACTED]>; Karl Hasz (2) <karl.hasz.bcdc@[REDACTED]>; waltonstaff@s[REDACTED] BCDC report_violation <report_violation@[REDACTED]>; btassa@[REDACTED]

Subject: Re-establish shoreline access & invest in Candlestick

Dear Executive Director Goldzband and BCDC Commissioners,

I'm writing to you as a resident in the Bayview neighborhood near Candlestick Point State Recreation Area in southeast San Francisco.

The State Park is a place of outdoor refuge and peaceful access to the Bay that I regularly visit. Since November 2021, however, the road leading to the entrance of the State Park, Hunters Point Expressway, has been blocked for through traffic. Now the road is completely flooded and has been in that state since December 2022. Furthermore, the only parking lot, the Last Port, can only accommodate less than a dozen vehicles and closes by 4pm. As a result of these changes, my access to the State Park and waterfront has been severely restricted.

This park is an important asset for my family and to the nearby community. This is a highly diverse neighborhood that also has some of the most dramatic environmental pollution and poor health outcomes in San Francisco. Now with the State Park even less accessible, the community loses an open space for healthy outdoor recreation.

Lastly, the State Park has been in severe disrepair for many years – pathways are eroding, there is no running water, bathrooms have been replaced by unsightly portable toilets, and picnic tables have been vandalized. These are major departures from the goals under which BCDC approved the State Park permit (Permit # 1979.014.11).

On behalf of myself and the community here, I ask BCDC to help re-establish access to this park and advocate for proper infrastructure investment and maintenance for the park as outlined.

Thank you,
Barbara Tassa
Resident in 94124

From: Sean.Karlin

Sent: Wednesday, April 5, 2023 8:45 AM

To: Goldzband, Larry@BCDC <larry.goldzband@bcdca.gov>; ReceptionDesk@BCDC <reception@bcdca.gov>

Cc: Armenta, Phoenix@BCDC <phoenix.armenta@bcdca.gov>; Aaron Peskin <Aaron.Peskin@[REDACTED]>; Catherine Stefani <catherine.stefani@[REDACTED]>; Karl Hasz (2) <karl.hasz.bcdca@[REDACTED]>; waltonstaff@s[REDACTED]; BCDC report_violation <report_violation@[REDACTED]>; sean.karli

Subject: Re-establish shoreline access & invest in Candlestick

Dear Executive Director Goldzband and BCDC Commissioners,

I'm writing to you as a longtime resident in the Bayview neighborhood near Candlestick Point State Recreation Area in southeast San Francisco.

The State Park is a place of outdoor refuge and peaceful access to the Bay that I regularly visit. Since November 2021, however, the road leading to the entrance of the State Park, Hunters Point Expressway, has been blocked for through traffic. Now the road is completely flooded and has been in that state since December 2022. Furthermore, the only parking lot, the Last Port, can only accommodate less than a dozen vehicles and closes by 4pm. As a result of these changes, my access to the State Park and waterfront, and the access of many of our community – include those with accessibility issues – has been severely restricted.

This park is an important asset for my family and to the nearby community. This is a highly diverse neighborhood that also has some of the most dramatic environmental pollution and poor health outcomes in San Francisco. Now with the State Park even less accessible, the community loses an open space for healthy outdoor recreation.

Lastly, the State Park has been in severe disrepair for many years – pathways are eroding, there is no running water, bathrooms have been replaced by unsightly portable toilets, and picnic tables have been vandalized. These are major departures from the goals under which BCDC approved the State Park permit (Permit # 1979.014.11).

On behalf of myself and the community here, I ask BCDC to help re-establish access to this park and advocate for proper infrastructure investment and maintenance for the park as outlined.

Thank you,
Sean Karlin
Resident in Hunters Point, 94124



BAYVIEW HILL NEIGHBORHOOD ASSOCIATION

Mailing Address: 803 Meade Avenue, San Francisco, CA 94124 Phone: 415-468-9168

April 3, 2023

Larry Goldzband, Executive Director
and BCDC Commissioners
San Francisco Bay Conservation & Development Commission
375 Beale St., Suite 510
San Francisco, CA 94105

Phone: 415-352-3653
larry.goldzband@[REDACTED]

Dear Director Goldzband and BCDC Commissioners:

As President of the Bayview Hill Neighborhood Association and a resident of the Bayview community, I am writing to urge you to reestablish access to the Candlestick Point State Recreation Area in addition to providing and advocating for the necessary funding for ongoing maintenance and upkeep.

As a community group, active since 1984 and incorporated as a California 501(c)3 non-profit organization in 1990, members of the Bayview Hill Neighborhood Association are residents of the Southeast sector of San Francisco and represent residents/homeowners who live and work in the area from Williams/Van Dyke Avenues to the San Francisco County line and from the Bayshore Freeway to Candlestick Point. We are all committed to making our neighborhood a safe, clean, and well-maintained place to live and raise our children. Our all-volunteer Association meets monthly to discuss neighborhood concerns and provide an opportunity for city and other government agents, developers and other interested parties to meet directly with residents. Our mission is to combat neighborhood deterioration by being a concerned, informed and watchful group of residents that protect the wellbeing of our community through our united voice and actions.

As one of the oldest neighborhood organizations in the area, we are a witness to the sweeping changes in population and diversity of this community. As a long-time Bayview resident, I have also witnessed the disinvestment of areas such as ours that still has the largest population of people of color and that is home to the largest population of unhoused people in our city. This is a highly diverse neighborhood that also has some of the most significant environmental pollution and poor health outcomes in San Francisco. Now with the State Park even less accessible, the our community loses an open space for healthy outdoor recreation.

The State Park is a place of outdoor refuge and peaceful access to the Bay that I and many of my neighbors regularly visit. Sadly, it has been in severe disrepair for many years – pathways are eroding, there is no running water, bathrooms have been replaced by unsightly portable toilets, and picnic structures have fallen into major disrepair in the park. Since November 2021, however, the road leading to the entrance of the State Park, Hunters Point Expressway, has been blocked for through traffic. Now the road is completely flooded and has been since December 2022. Further, the only parking lot, the Last Port, can only accommodate less than a dozen vehicles and closes by 4pm. As a result of these changes, access to the State Park and waterfront has been severely restricted.

This park is an important asset for my family and to the nearby community. On behalf of myself and the community here, I strongly urge BCDC to reestablish access to the Candlestick Point State Recreation Area in addition to providing and advocating for the necessary funding for ongoing maintenance and upkeep.

Sincerely,

Marsha Maloof
Board President

CC: Bayview Hill Neighborhood Association Board of Directors

From: Brians.Johnson
Sent: Monday, April 3, 2023 5:06 PM
To: Goldzband, Larry@BCDC <larry.goldzband@[REDACTED]>; ReceptionDesk@BCDC <reception@[REDACTED]>
Cc: Armenta, Phoenix@BCDC <phoenix.armenta@[REDACTED]>; Aaron Peskin <Aaron.Peskin@[REDACTED]>; brian@
Subject: Re-establish shoreline access at Candlestick

Dear BCDC Commissioners,

I'm writing to you as a longtime resident in the Bayview neighborhood near Candlestick Point State Recreation Area in southeast San Francisco. The State Park is a place of outdoor refuge and peaceful access to the Bay that I regularly visit. Since November 2021, however, the road leading to the entrance of the State Park, Hunters Point Expressway, has been blocked for through traffic. Now the road is completely flooded and has been since December 2022. Further, the only parking lot, the Last Port, can only accommodate less than a dozen vehicles and closes by 4pm. As a result of these changes, my access to the State Park and waterfront has been severely restricted.

This park is an important asset for my family and to the nearby community. This is a highly diverse neighborhood that also has some of the most dramatic environmental pollution and poor health outcomes in San Francisco. Now with the State Park even less accessible, the community loses an open space for healthy outdoor recreation.

Furthermore, the State Park has been in severe disrepair for many years – pathways are eroding, there is no running water, bathrooms have been replaced by unsightly portable toilets, and picnic structures have fallen into major disrepair in the park.

On behalf of myself and the community here, I ask BCDC to help reestablish access to this park, and strongly encourage proper upkeep and maintenance for the park as outlined in its permit for the health of our community.

Thank you,
Brian Johnson
Resident in 94124