

500P

TO: All Professional Staff

FROM: Bob B.

DATE: 8/24//87

SUBJECT: AMENDMENTS TO THE SOUTH RICHMOND SHORELINE SPECIAL AREA PLAN

Attached are the amendments and revised maps to the Richmond SAP that the Commission approved Thursday, August 20. Please insert them in your copy of the Richmond SAP. Those of you who will not be needing the amendments should return them to me for future use.

The amendments affect several different policies and findings in the Richmond Inner Harbor Area and should be used in reviewing any project in the planning area. As neither the Commission nor Richmond are intending to reprint the SAP, you will have to remember to check the amendments when you are using the SAP to be certain that you have all of the Commission's relevant policies

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
Thirty Van Ness Avenue, San Francisco 94102 557 - 3686

RESOLUTION NO. 87-11

ADOPTION OF BAY PLAN AMENDMENT NO. 1-87
SOUTH RICHMOND SHORELINE SPECIAL AREA PLAN

WHEREAS, Government Code Section 66652 states "the Commission at any time may amend, or repeal and adopt a new form of, all or part of the San Francisco Bay Plan" and that "such changes shall be consistent with findings and declarations of policy" contained in the McAteer-Petris Act; and

WHEREAS, the San Francisco Bay Conservation and Development Commission: (1) on May 7, 1987 approved a Descriptive Notice of the proposed South Richmond Shoreline Special Area Plan amendment and set a public hearing date for July 2, 1987; (2) distributed the Descriptive Notice and notice of the public hearing to all agencies, organizations, and individuals interested in the proposed amendment on May 8, 1987; (3) distributed the staff report to all agencies, organizations, and individuals interested in the proposed amendment on June 19, 1987; (4) held a public hearing on the proposed amendment on July 2, 1987; and (5) on July 24, 1987 mailed the Executive Director's recommendation to all members of the Commission and their alternates and to other agencies, organizations, and individuals interested in the proposed amendment, all in accord with the requirements and procedures set out in Government Code Section 66652 and Regulations 10810, 10811, and 10812; and

WHEREAS the public access required by the amendments to the South Richmond Shoreline Special Area Plan can be achieved largely on existing dry land area and no more than a net of 2,500 square feet of new Bay fill will be needed to improve the appearance of the shoreline in the Inner Harbor Planning Area (to the degree such fill is consistent with the provisions of the McAteer-Petris Act); and

WHEREAS, the changes to the South Richmond Shoreline Special Area Plan segment of the San Francisco Bay Plan are consistent with the findings and declarations of policy contained in the McAteer-Petris Act as required by Government Code Section 66652 in that the proposed changes will (1) update the Special Area Plan so that the Commission's version of the Special Area Plan is in conformity with various amendments that the City of Richmond has made to its version of the Special Area Plan, and (2) amend the Special Area Plan policies to help assure maximum feasible continuous public access along the shoreline of the Inner Harbor Basin area consistent with Government Code Section 66602; and

WHEREAS, the South Richmond Shoreline Special Area Plan's Revised Sketch Plan for Public Access was reviewed by the San Francisco Bay Conservation and Development Commission's Design Review Board on December 8, 1986, January 5, 1987, and March 9, 1987 and refined to respond to the guidance of the Commission's Design Review Board; and

WHEREAS, the San Francisco Bay Conservation and Development Commission, received the Executive Director's response to all comments received on the proposed amendment pursuant to Regulation 10812, evaluated the environmental impact of the change in its consideration of the amendment and alternatives to the amendment under the Commission's functional equivalency regulations authorized by Public Resources Code Section 21080.5, and finds that there will be no significant adverse impacts on the environment brought about by the proposed amendment; and

WHEREAS, the amendment to the South Richmond Shoreline Special Area Plan adopted by this resolution is intended to be an amendment to the Commission's coastal management program for the San Francisco Bay segment of the California coastal zone as approved by the Department of Commerce under the federal Coastal Zone Management Act of 1972, as amended;

NOW THEREFORE, BE IT RESOLVED THAT: the San Francisco Bay Conservation and Development Commission hereby adopts Bay Plan Amendment No. 1-87 that makes the following changes to the South Richmond Shoreline Special Area Plan segment of the San Francisco Bay Plan:

Changes to the Text for the Inner Harbor Basin Sub-Area

1. Map 8. Appearance and Design Guidelines. Delete existing Map 8 on page 65 of the Special Area Plan and replace it with the attached "Map 8, Sketch Plan for Public Access." Also, change the text in parenthesis on line three of Policy 1 (page 64) to read as follows: "(Refer to Map 8, The Revised Sketch Plan for Public Access)"

2. New Appearance and Design Policies. The underlined language is added to the existing Appearance and Design Policies on page 70 between sub-section i, Security Considerations, and Policy 2:

- j. Perimeter Access. Public access around the perimeter of the Marina Bay Project Site (the "project"), fronting San Francisco Bay and all tidal waters, shall be designated on any tentative development plan and tentative subdivision map and be dedicated concurrently with the recording of a final subdivision map or final parcel map covering an affected area. Each access area shall be improved for public use concurrent with construction of the adjacent development projects, and such improvements shall be completed no later than completion of construction of the adjacent project.

The public access dimensions specified herein have been determined as follows: the average widths of "public access" areas refer to the area measured from the line of highest tidal action (5.77 feet NGVD) inland to a point perpendicular to that line. The width of "usable public access" areas refer to the area measured inland from the finished top of bank (that is, the top of bank as it exists after all

necessary grading and shoreline protection have been completed.) As used herein, the "top of bank" is the bayward edge of the generally horizontal area that is landscaped or paved for public access. In order to achieve the designated "public access" average widths, the "public access" width at any particular point may vary by plus or minus twenty (20) percent from the designated average; however, any such variations must yield an equivalent overall acreage, in each specified public access location as described herein and shown on the Sketch Plan for Public Access (SPFPA), which is usable by the public and is consistent with the Special Area Plan's Public Access Design Guidelines. Furthermore, in no case shall the "usable public access" area be narrower than the minimum width specified herein unless the City of Richmond and BCDC authorize a different width pursuant to the provisions outlined in the following paragraphs. The landward edge of the "public access" or "usable public access" area, whichever line is farthest inland, shall constitute the property line from which the required minimum setbacks for structures shall be measured. The standards for "public access" and "usable public access" area described herein constitute guidance for providing the maximum feasible public access consistent with anticipated uses, and building size and scale for the Inner Harbor Planning Area. Though each project proposed within the BCDC's jurisdiction will require a BCDC permit, a project can meet the requirement for maximum feasible public access consistent with the project by satisfying all the standards prescribed herein.

- (1) General Public Access Policies. Public access in the Inner Harbor Basin Area shall meet the following general criteria in addition to the specific criteria described in sub-section j(2):
 - (a) Except at one location along approximately 250 feet of the west shore where a restaurant may be sited between the esplanade and Marina Bay, public access shall be continuous along the shoreline, and paths and other improvements must be coordinated between developments.
 - (b) Buildings and improvements shall be designed to both be compatible with and to encourage public use of the adjacent public access areas.

- (c) Parking and service facilities shall be integrated with any development they serve, located so as not to interfere with or detract from public access to and along the shoreline, and landscaped to minimize visual impacts.
- (d) Landscaping around buildings and in public access areas shall be compatible with the Bay edge environment and similar to or compatible with the existing landscaping in the area.
- (e) The "usable public access" area, as measured from the top of the bank, shall be a minimum of 20 feet wide in commercial recreation areas, 28 feet wide along roadways, and 50 feet wide adjacent to residential development unless a different minimum width is specified for a particular location in the "public access policies for specific areas" in sub-section j(2).
- (f) Buildings within the Commission's jurisdiction shall not exceed 38.5 feet in height. Where buildings taller than 20 feet are proposed, the minimum width of the "usable public access" area shall be increased to equal the height of the most prominent part of the building as measured from the shoreline public access elevation.
- (g) As used herein "public access" and "usable public access" areas shall be available exclusively for public access to and along the shoreline, and landscaped and maintained consistent with such use.
- (h) All development shall be designed and located to avoid long expanses of building mass. Building masses should be varied, and separations between buildings shall be coordinated with separations between existing buildings in the area, to reduce the visual impact of the development from public access areas and adjoining City streets.

In the event of a conflict between the Sketch Plan for Public Access (SPFPA) and this written text, the more specific provision or reference shall prevail over the more general provision or reference.

(2) Public Access Policies for Specific Areas

(a) Inner Harbor Esplanade. The esplanade shall provide strolling, viewing, bicycling, fishing, and other recreational opportunities to complement the adjacent residential and commercial development. All streets and related surface improvements, but exclusive of subsurface public utility improvements (such as storm drains, sanitary sewer lines, water lines, and telephone and power lines) shall be located outside of the public access areas. The street adjacent to the Inner Harbor Basin along the northern perimeter of the peninsula may have the curb located immediately adjacent to the public access area. The esplanade shall provide a pedestrian walkway and bicycle path of actual usable width of 12 feet or more, which may also be used by emergency vehicles. Landscaping is permitted in the public access area so long as it does not diminish the width of the esplanade. Other improvements such as benches, railings, planter boxes, and lamp posts would be consistent with and complement public uses of the esplanade. Ramps, tidal steps, or floating docks shall be installed to provide fishing access in designated fishing areas (shown on the SPFPA) on the south and east sides of the Inner Harbor Basin. Within the Commercial Recreation areas along the North and West shore of the esplanade, the usable public access area shall include a diversity of public spaces, (for example, plazas and seating courts) to enhance the total design of the project and to make the public access more interesting.

<u>Location</u>	<u>Public Access (as shown on the SPFPA)</u>
<u>(i) North side</u>	<u>(In place, as per BCDC Permit No. 11-78, Richmond Redevelopment Agency)</u>
<u>(ii) East side (Northern portion)</u>	<u>(In place, as per BCDC Permit No. 11-86, Sprincin)</u>

(iii) East side Average 50 feet of "usable
(Southern public access" area, or a
portion) minimum of 40 feet of usable
 public access space, as per BCDC
 Permit No. M87-79.

(iv) South side Average 30 feet from line of
 highest tidal action to roadway
 curb, with a minimum of 28 feet
 of usable public access space.
 At one location, adjacent to the
 proposed yacht club/office
 building, the minimum usable
 public access width may be
 reduced to 20 feet.

The esplanade along the
peninsula on the South side of
the Inner Harbor shall be 12
feet in width.

(v) West side Average 30 feet from line of
(including highest tidal action to fence,
South- roadway or private development
facing boundary line(irrespective of
perimeter) whether such line is fenced),
 with a minimum of 20 feet of
 "usable public access" area.

For the west shore of Marina Bay
the relationship between
development and public access
outlined in this Special Area
Plan is only one of several
possible ways of developing the
shoreline in a manner that
provides appropriate public
access. Other relationships
between uses, building size, and
public access could also provide
maximum feasible public access
consistent with the project. To
encourage creative approaches to
providing shoreline public
access and improving the western
shoreline of Marina Bay for
public use and enjoyment, the
City of Richmond and the BCDC
may approve individual projects
along the west shore that
provide a different relationship
between public access, building
size, and use than is required

herein. In these cases, the Special Area Plan policies, recommendations, and map provisions for public access shall become inapplicable, and the project and its proposed public access shall be evaluated on a case-by-case basis.

- (b) Bay, Marsh, and Creek Access. The public access areas along San Francisco Bay, the Marsh Park Area, and Meeker Ditch shall provide public open space for strolling, bicycling, viewing, picnicking, fishing, and related recreational activities. Landscaping and other improvements should be consistent with preserving and enhancing the open space quality of these public access areas (e.g., paving and structural improvements should be minimal). Desirable improvements would include an all-weather continuous perimeter trail, viewing areas, lighting, and occasional benches and trash containers. The perimeter trail shall have a width of eight to 12 feet, which may also be used by emergency vehicles.

Locations

- (i) East of the Peninsula Park to a point 1,000 feet from the southwest corner of the peninsula (as shown on SPFPA).

Public Access: Average 100 feet wide, with a minimum of 87 feet of usable public access space.

Uses: Design to complement and integrate with Peninsula Park and to allow maximum public enjoyment of the beach areas, subject to restrictions described herein. Open to picnicking and general public recreation.

- (ii) From a point 1,000 feet from the southwest corner of the peninsula to the South Shore Park.

Public Access: Average 60 feet wide, with a minimum of 47 feet of usable public access space.

Use: Design for walking, biking, viewing, and fishing.

- (iii) From South Shore Park to the mouth of Meeker Ditch.

Public Access: Along the marsh between the sand bar spit and the existing railroad trestle (as shown on SPFPA), the public access area shall be 100 feet in width with a minimum of 90 feet of usable public access space and shall include the approximately 1/4 to 1/3 acre wedge that juts into the marsh, as shown on the SPFPA. At one location along a small tidal inlet approximately 300 feet north of "the wedge," the minimum usable public access width may be reduced to a minimum 40 feet. The trail across the wedge shall be located near the western side of the wedge, back from the marsh, to minimize disturbance of the marsh inhabitants. From the South Shore Park to the sand spit, and from the railroad trestle to the mouth of Meeker Creek (at the northeast corner of Area DD), the public access area shall be 55 feet in width, with a minimum of 43 feet of usable public access space.

Uses: From the South Shore Park to the sand spit: Design for walking, biking, viewing and fishing.

From the sand spit to the railroad trestle: Design for walking, biking viewing, and protection of the marsh, while preserving an open "natural" feeling. Trails shall be setback from the marsh to prevent disturbance to marsh vegetation and animals. Provide a view area on the high point at the "wedge." Limit access on the tip of the

wedge, especially during breeding seasons of marsh inhabitants.

From trestle to Meeker Creek: Design for walking, biking, and viewing.

(iv) Along Meeker Ditch

Public Access: Average 50 feet wide as measured from the line of highest tidal action, which in this area is the same as the top of the bank. At the location shown as Section A on the SPFPA the minimum usable public access width may be reduced to a minimum 30 feet.

Uses: Design for walking, biking, and viewing.

(v) Managed Use. Use of the public access areas near the marsh, along the peninsula, and in and near the Peninsula Park, may be managed for protection of natural resources and the privacy of nearby residents through: (A) limitation of public use to daylight hours; (B) prohibition of dogs in the vicinity of the marsh; (C) regulation of excessive noise, including the use of radios or similar noise-generating devices; and (D) regulation of the consumption of alcoholic beverages. The public parks shall be managed for public use in accordance with the City's general policies governing parks. Public use of the roads to the peninsula and to the marsh shall be limited to daylight hours. No public parking shall be allowed along these roads, outside of the designated public parking areas.

(vi) Building Setbacks. Except for Commercial Recreation buildings to be built along the west and north shore of the Inner Harbor, all buildings shall be set back an average of 20 feet beyond the line

separating the public access areas described above from inland development. Individual structures may vary by plus or minus 20 percent from this 20-foot average (i.e., from 16-24 feet), so long as an overall average setback of 20 feet is maintained within any particular area. No waivers of this average setback requirement shall be granted, although individual structures may be set back further than 20 feet. A six-foot-high fence may be installed on the property line.

(c) Fishing. Fishing shall be allowed along the Bay and in the harbor. There shall be no restriction on hours for fishing. Boating shall be regulated in the two fishing areas (designated for tidal stairs, as shown on the SPFPA) on the east and south shores of the Inner Harbor, to minimize interference with fishing. Elsewhere in the harbor, fishing may be regulated to minimize interference with boating. The South Shore Park shall be open for parking 24 hours per day. In no event shall these policies be construed to restrict the number of, or change the location of, the berthing slips as shown on the SPFPA.

(d) Berthing Relocation. During any berthing relocation, alternative berthing spaces shall be provided for all boats affected by the relocation. There shall be no unreasonable disruption and no net loss of berthing spaces as a result of berthing relocation.

k. Public Parks and Parking. Public parks along the shoreline shall provide open space for strolling, viewing, picnicking, kite flying, beach access, and related recreational activities. The parks shall be designed to take maximum advantage of the spectacular viewing opportunities offered along the peninsula and shoreline.

(1) Peninsula Park. A six (6.0) acre park at the westernmost tip of the peninsula. The park's

perimeter shall be immediately adjacent to the water on three (3) sides: to the harbor on the north, to the mouth of the harbor on the west, and to the San Francisco Bay on the south. The six acres shall include the areas above the line of highest tidal action except on the breakwater located adjacent to the southwest corner of the peninsula. The park shall include twenty (20) parking spaces, with space for twenty to thirty (20-30) additional spaces designated for future improvement as the need arises.

(2) South Shore Park. A three (3) acre park at the eastern neck of the peninsula. The park's southern perimeter shall be immediately adjacent to the San Francisco Bay. The park shall include thirty (30) parking spaces, with space for twenty to thirty (20-30) additional parking spaces designated for future improvement as the need arises.

(3) Harbor Park. A two (2.0) acre park at the southeastern portion of the southernmost tip of the west side of the harbor. The park's southern boundary shall front directly on the San Francisco Bay, and the eastern boundary shall front directly on the harbor.

1. Private Streets

(1) Peninsula Park and Peninsula North Shore Access. A publicly accessible street, subject to restrictions described herein, clearly posted with signs to encourage public use, shall extend across the northern side of the peninsula to the peninsula park. The street shall be located adjacent to the public accessway along the south side of the Inner Harbor.

(2) Marsh Access. A publicly accessible street, subject to restrictions described herein, clearly posted with signs to encourage public use, shall extend to within two hundred feet (200') of the inland edge of the public access area west of the marsh. A total of twelve (12) parking spaces shall be provided at the end of the marsh road, in a perpendicular lot configuration, beginning at the cul-de-sac at the end of the marsh road,

and extending eastward. The easternmost parking space shall be reserved for handicapped parking, and shall be of a width that conforms to standard design criteria for handicapped parking. A handicap-accessible public trail shall extend from the parking area to the marsh area.

3. Appearance and Design-View Corridor Policies. The underlined language is added to the existing language of sub-section e, View Corridors, View Points, Landmarks (between paragraphs 1 and 2 on page 68):

Three (3) 50-foot-wide view corridors facing the San Francisco Bay shall be provided at the following locations (areas refer to the areas shown on the SPFPA): (1) between Areas AA and BB, (2) between Areas BB and CC; and (3) between Areas W and Y. No public pedestrian access need be provided through any of these corridors. Alternatively, the view corridor between Areas BB and CC could be eliminated, and an equivalent (i.e., 50-foot-wide) area could be either (a) added to the width of the AA-BB corridor, or (b) divided between and added to the widths of the view corridor between Areas AA-BB and the South Peninsula view corridor.

In addition to the three (3) view corridors facing San Francisco Bay as noted above, other view corridors facing either the Inner Harbor Basin or the marsh shall be provided as follows:

- (1) From the east end of the private street to the marsh between Areas CC and DD.
- (2) From Marina Bay Parkway to Marina Bay (formerly the Inner Harbor Basin) just north of Area R.
- (3) From Marina Bay Parkway to Marina Bay just south of Area S.

4. Appearance and Design--Sketch Plan for Public Access Policies. The underlined language is added to Policy 3, page 73:

The SPFPA, supercedes the preliminary sketch plan for public access submitted in 1978 as required by the SAP with the application for BCDC Permit No. 11-78 which was issued for development of the North Shore on August 29, 1978. The SPFPA shall:

- (a) Be utilized in accordance with the design guidelines and criteria. (Policies 1 and 2 as amended herein.)
- (b) Determine the appropriate scale and location of public access within the Inner Harbor Basin Sub-Area, and specifically, within the BCDC shoreline permit zone.

5. Appearance and Design--Interpretation. If there is any conflict in land use policies specified elsewhere in the South Richmond Shoreline Special Area Plan or in other portions of the Richmond General Plan, particularly in regard to Park and Open Space use, the policies set forth herein shall prevail.

Changes to the Text for the Inner Harbor Basin Sub-Area--Land Use Findings and Policies

1. Findings. The underlined language is added to and the ~~XXXX~~ language deleted from the existing Land Use Findings (pages 56 and 57):

- (4) Water-oriented commercial recreation uses (such as restaurants) and public assembly uses may also be enhanced by a location over the waters of the Bay and also attract large numbers of the public to the shoreline to enjoy the Bay.

5/ ~~UNDER AMENDMENT NO. 1771 TO THE BAY PLAN, FILL FOR COMMERCIAL RECREATION AND PUBLIC ASSEMBLY USES IS PERMISSIBLE ON PUBLICALLY-OWNED LANDS ONLY IF AN AREA OF DETERIORATED PIER STRUCTURES EXISTED GREATER THAN THE PROPOSED FILL IS REMOVED. HOWEVER, NO DETERIORATED PIERS EXIST IN THE INNER HARBOR BASIN WHICH COULD BE REMOVED TO GAIN FILL CREDIT UNDER AMENDMENT NO. 1771.~~

- (5) The Bay Plan provides that if consistent with a special area plan for the geographic vicinity of the project, BCDC should allow replacement fill for removal of deteriorated piers from the Bay on publicly- and privately-owned property for Bay-oriented commercial recreation and Bay-oriented public assembly purposes where new public access and improvement of the shoreline appearance is part of the project. The replacement fill, among other requirements, must cover less surface area of the Bay than was covered by the replaced deteriorated pier and the area of the replacement fill devoted to uses other than public recreation, open space, and

public access may cover an area of the Bay no larger than 50 percent of the area uncovered by removal of the deteriorated pier.

8/ During World War I, Richmond played an important part in the war effort by producing the Liberty Ship. If such a vessel were moored in the Inner Harbor Basin and used for commercial recreation uses, it would be subject to the same BCDC policies as outlined in Finding 3 above. If it were used for public recreation uses, such as a museum and BCDC found that it had historical significance, the vessel would be considered fill but BCDC would not require that new water area of the Bay be opened up for public access or open space.

(6) Ships, floating at some or all times and moored for extended periods, are considered fill by BCDC. Either a historic ship, as defined in BCDC's regulations, or a replica of a wooden, "tall masted" ship that, because of design, attractive appearance, and seaworthiness, is an exceptional example of maritime use and history, would provide an aesthetic addition to the Inner Harbor Basin, attracting large numbers of the public to the shoreline to see and enjoy the ship and the Bay.

2. Policies. The underlined language is added to and the ~~XXXX~~ language deleted from the existing Land Use Findings (pages 57 and 58):

(2) Permit fill, including replacement fill for removal of deteriorated piers, for water-oriented commercial recreation and public assembly uses on pile-supported structures or cantilevered over the water only when:

~~1a)~~ THE FILL IS ON PILE-SUPPORTED STRUCTURES OR IS CANTILEVERED OVER THE WATER.

~~1b)~~ (a) the fill is the minimum necessary;

~~1c)~~ (b) the fill provides substantial public access and new bay surface area, at least equal to the fill area used for water-oriented commercial recreation and public assembly;

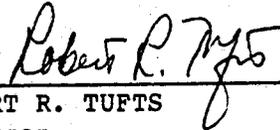
- ~~(d)~~ (c) the structures for which fill is to be used are located substantially on land; and
 - ~~(e)~~ (d) an area of solid Bay fill, pile-supported structures or piers equal to or greater than the area of new fill is removed within the area covered by the Special Area Plan.
- (3) Permit fill for water-oriented commercial recreation use on a historic ship or replica consistent with Finding 7 above only when;
- (a) The ship is a significant example of maritime use and history;
 - (b) The ship floats at all tidal stages;
 - (c) The ship is capable of navigation under its own power;
 - (d) Substantial public access is provided either on the ship or on the shoreline adjacent to the ship; and
 - (e) An interpretive sign or similar informational display explaining to the public the maritime history and structural characteristics and function of the ship is constructed and maintained on the shoreline adjacent to the ship.

BE IT FURTHER RESOLVED THAT, in accord with the Federal Register, Chapter IX, Part 923.84, the Commission hereby notifies the federal Office of Ocean and Coastal Resource Management that Bay Plan Amendment No. 1-87 is a routine program implementation of the federally-approved coastal management program of the San Francisco Bay segment of the California coastal zone because the modification involves no substantial change in the Commission's enforceable policies related to: (1) the coastal zone boundaries; (2) uses subject to the Commission's coastal management program; (3) the criteria or procedures for designation or managing areas of particular concern or areas for preservation or restoration; or (4) the consideration of the national interest involved in the planning for and the siting of facilities which are necessary to meet requirements which are other than local in nature; and

BE IT FURTHER RESOLVED THAT, in accord with Commission Regulation Section 10813 and the Federal Register, Chapter IX, Part 923.84(4), the Executive Director is hereby directed to make every reasonable effort to assure that notice of this resolution is given to all interested persons at the appropriate time.

We hereby certify:

The foregoing resolution was adopted by the San Francisco Bay Conservation and Development Commission at its meeting of August 20, 1987, by a vote of 21 affirmative, 0 negative and 0 abstention.



ROBERT R. TUFTS
Chairman



ALAN R. PENDLETON
Executive Director

