

Richardson's Bay Regional Agency

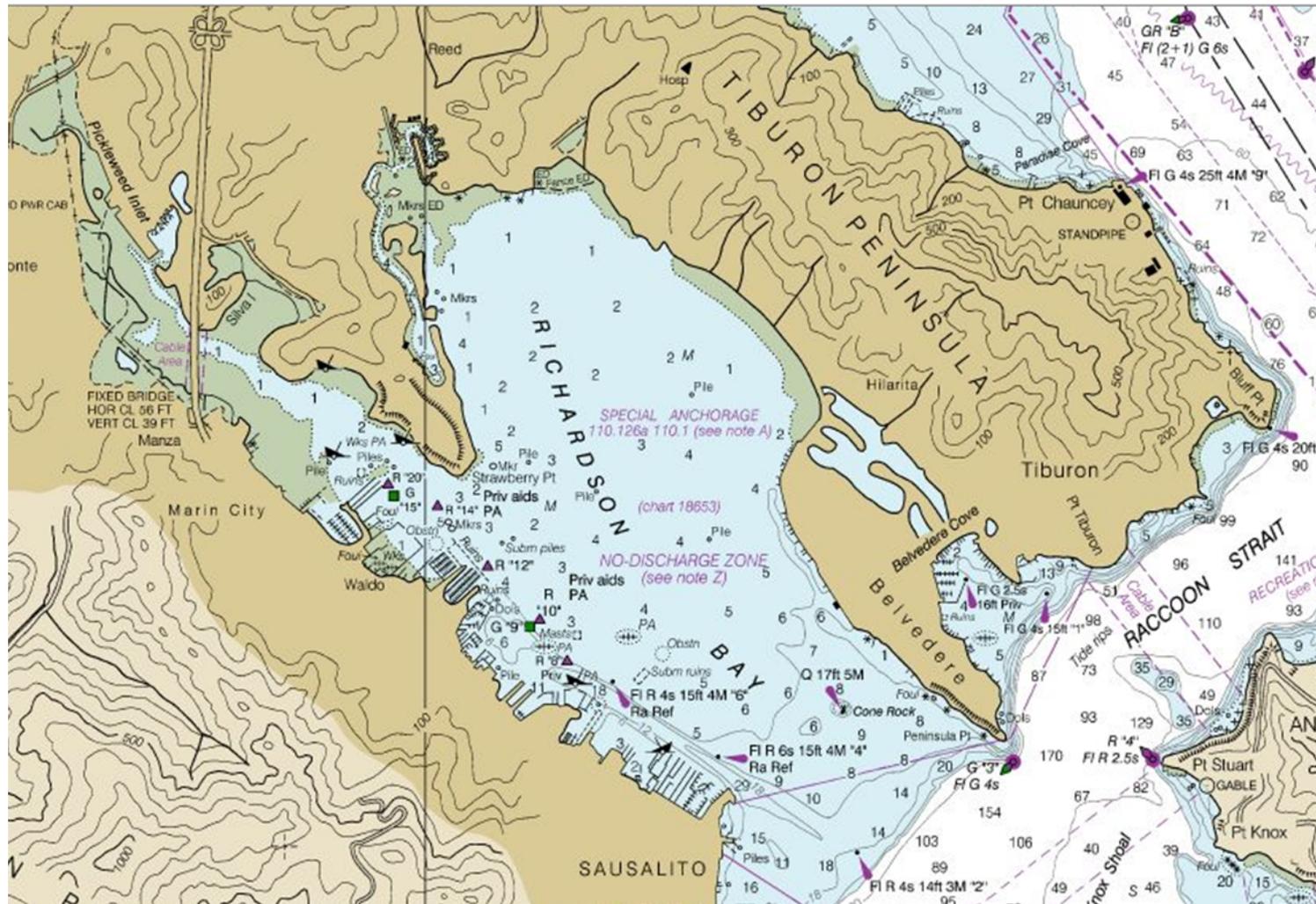
Presentation to the Bay
Conservation & Development
Commission
March 31, 2020



Mission

- The Richardson's Bay Regional Agency (RBRA) is a local government agency serving Belvedere, Mill Valley, Tiburon, and unincorporated Southern Marin. RBRA is dedicated to maintaining and improving the navigational waterways, open waters, and shoreline of Richardson's Bay.

Map of Richardson's Bay





Bay Conservation & Development Commission (BCDC) Expectations

- **By March 31, 2020:**
 - Initiate action to remove all marine debris, unoccupied vessels, unregistered vessels, and vessels occupied by persons who are not able to control the vessels during storm events or the vessels that are endangering or threatening to endanger others
 - Submit a plan with timelines to transition all other vessels off the water within a reasonable period

Actions Initiated

By March 31, 2020



Actions initiated by March 31, 2020

- Marine Debris action initiated: Board direction on March 12, 2020 on a timeline to add all occupied marine debris vessels to enforcement priorities
- Unoccupied vessel action initiated: Since August 2019, RBRA has removed 70 unoccupied vessels
- By March 31, 2020, the 15 remaining unoccupied vessels will have been removed or will be in the abatement process



Actions initiated by March 31, 2020

- Unregistered vessels action initiated:
 - Vessel owners/occupants will be required to enroll their vessel in the RBRA's *Seaworthy and Safe Program* in Spring 2020
 - Vessels must obtain registration with the DMV or be documented with the USCG
 - Vessel occupants will be provided information on how to register or document vessels
 - Vessels failing to meet requirements for DMV registration or USCG documentation will become an enforcement priority in 2021



Actions initiated by March 31, 2020

- Unsafe/inoperable vessels: Action initiated for inoperable vessels, or vessels occupied by persons who are unable to control their vessels during storm events:
 - *Persons who demonstrate they are unable to operate their vessels will not be allowed to maintain RBRA registration and their vessels will be subject to removal. Signs of inability to operate include failing to control vessels from running aground or from running adrift*

Transition Planning

For the anchorage



Challenges

- Historical/cultural use of Richardson's Bay by occupied vessels
- Vessel occupants' opposition to rules or removal
- Low income population
- Housing crisis in number of units and cost
- Very limited subsidized or supportive housing

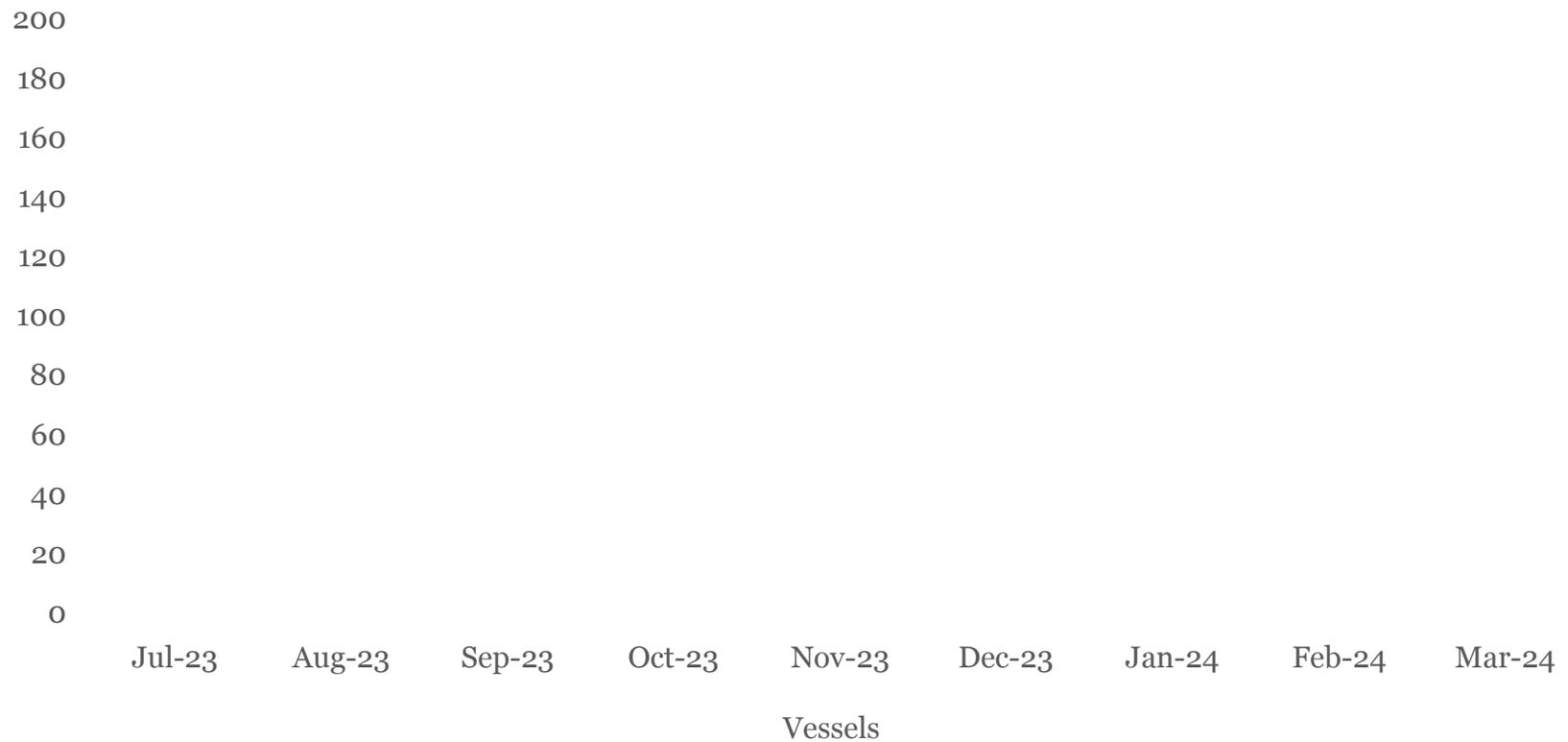


Actions to Date

- RBRA Board direction on transition vision, principles, and actions, and development of implementation steps
- Reduction of number of vessels anchored on bay
- Increased cooperative efforts by RBRA staff and other law enforcement agencies to act on Board enforcement priorities

Vessel count in Richardson's Bay

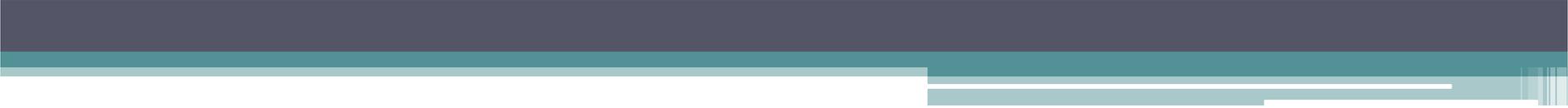
From July 2019 to present day - Decrease from 184 to 125





Transition Vision

- *Richardson's Bay has essential value as a recreational and environmental resource where eelgrass is increasingly protected, preserved, and restored; vessels on the anchorage become seaworthy, operable and compliant with other requirements; and the number of liveaboard anchorout vessels diminishes over time.*



Transition Principles & Actions



Principle: Prevent Additional Vessels from Extended Stays

Action:

- *Assistant Harbormaster position added to support proactive management of vessels new to Richardson's Bay*
 - *This position will expand the RBRA's patrol presence on the bay by an additional 20 hours per week*



Principle: Protect and Promote Eelgrass

Actions:

- *Advocate , seek, and support research and restoration efforts by other agencies/ organizations*
 - *Current research and restoration project underway through the Estuary and Ocean Science Research/Romberg Center*



Principle: Protect and Promote Eelgrass

- *Establish portion(s) of the anchorage as no-to-minimal anchoring zone(s) to support eelgrass restoration efforts, as well as creating more open water for recreational use*
 - *Utilize data and information from Merkel & Associates Mooring Feasibility & Planning Study, and additional analysis, to set boundaries*



Principle: Protect and Promote Eelgrass

- *Remainder of anchorage is where vessels may anchor or moor*
 - *Refine details (specific boundaries for all zones, anchoring or mooring, equipment/technique, impacts, etc.) using data and information from Merkel study and additional analysis*



Principle: Accommodate legacy anchorouts that meet RBRA requirements

Actions:

- *RBRA Seaworthy and Safe program for legacy anchorouts*
 - *Begin implementation in Spring 2020*
 - *Enrollment in program identifies vessels and vessel occupant(s)*
 - *Successful enrollment of an individual in program is not transferable to other individuals*
 - *Refusal to register will subject vessel to removal*



Principle: Accommodate legacy anchorouts that meet RBRA requirements

- *Clearly identify and uphold expectations:*
 - *Set date by which all remaining vessels must meet requirements through repairs or one-time replacement. Timeline: 2021 date*
 - *Successful enrollment includes, but is not limited to, the following requirements:*
 - *Operable means of propulsion and steering*
 - *Self-contained sewage disposal*
 - *Vessel currently registered*



Principle: Realize a decreasing number of liveaboard anchorout vessels over time

Action:

- *Vessels that fail to meet requirements in 2021 will not be allowed to stay*
 - *Vessels that do not maintain compliance will be subject to removal*



Principle: Realize a decreasing number of liveaboard anchorout vessels over time

- *Continued coordinated outreach and search for housing subsidy support (on land or in marinas)*
 - *Vessels leave as occupants find housing alternatives*



Principle: Realize a decreasing number of liveaboard anchorout vessels over time

- *Removal of vessels that cannot be controlled by their owners/occupants*
 - *Persons who demonstrate they are unable to operate their vessels will not be allowed to maintain RBRA registration and their vessels will be subject to removal. Signs of inability to operate include failing to control vessels from running aground or from running adrift*



By the Numbers

- Meeting vessel requirements:
 - Currently an estimated 20 of the 90 occupied vessels may meet the requirements.
 - Of the estimated 70 nonconforming vessels, estimate about 15 will depart the anchorage by 2021, leaving an estimated 55 needing repair or replacement.
 - Estimated number of vessels after requirements deadline: ± 50



Continual decrease in vessels

- Estimate departure/removal of at least five vessels per year
- Estimated timeline for reduction to fewer than 10 vessels: 20 years or less

Conclusion

- Through RBRA actions:
 - *Number of vessels reduced by 1/3 in eight months*
 - *All unoccupied vessels removed/in process of removal*
 - *Increased enforcement presence*
 - *Transition planning and timelines for improved safety conditions and attrition of vessels from the bay*
 - *Search for housing alternatives and funding*
 - *Support for eelgrass restoration*