

# San Francisco Bay Conservation and Development Commission

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February 25, 2026

**TO:** Design Review Board Members

**FROM:** Lawrence Goldzband, Executive Director (415/352-3653; [larry.goldzband@bcdc.ca.gov](mailto:larry.goldzband@bcdc.ca.gov))  
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**SUBJECT: Martinez Marina Redevelopment Project in the City of Martinez, in Contra Costa County;  
First Pre-Application Review**  
(For Design Review Board consideration March 9, 2026)

## Project Summary

### Project Proponent

City of Martinez

### Project Representatives

Jill Bergman and Lauren Sugayen, City of Martinez (Project Proponent); Greg and Diane Mueller, Tucker Sadler Architects (Architect)

### Project Location (Exhibits 1 – 2)

The proposed project site is the Martinez Marina and surrounding waterfront, in the City of Martinez, Contra Costa County. The project site is approximately 67.3 acres in area and is situated on the Carquinez Strait, directly north of downtown Martinez. The East Bay Regional Park District (EBRPD) owns and maintains Radke Martinez Regional Shoreline Park, located adjacent to the project site, as well as the Carquinez Strait Regional Shoreline, located farther to the east (Figure 1).

### Project Overview

The proposed Martinez Marina Redevelopment Project is part of a long-term effort to replace aging marina infrastructure, enhance public access, and activate the City's waterfront consistent with land-use planning and California State Lands Commission Public Trust obligations.

The proposed project involves both landside development by Tucker Sadler Architects and waterside marina improvements by Safe Harbor Marinas. The landside component proposes a mixed-use commercial and hospitality development, including three hotels, an outdoor amphitheater, and surface and underground parking, as well as approximately 44.8 acres of public open spaces, including a boardwalk and waterfront promenade, improved access to existing parks, and new San Francisco Bay Trail connections. The waterside component includes improved access to the existing fishing pier, new



and upgraded boat slips, a redesigned seawall and breakwater, and public boat launch facilities. The proposal also contemplates a potential future ferry service.

In July 2025, the Martinez City Council authorized an Exclusive Negotiating Agreement (ENA) with Tucker Sadler Architects for a new phase of study to evaluate the project's feasibility, refine design concepts, and negotiate a Development Agreement. The ENA also establishes that the proposed project must be privately financed and self-sustaining. The project is currently in the initial phase of the ENA, during which feasibility studies, technical analyses, environmental review coordination, and community outreach are being initiated. Design Review Board input at this early stage is intended to allow the City and developer to receive high-level guidance before advancing further into parallel regulatory, environmental, and public engagement processes.

Accordingly, the materials reflect a high-level, conceptual design. Refinements are expected as public engagement and technical studies are completed. Early Design Review Board input will inform the City's design iteration and public outreach process and establish a clear roadmap for future submittals. The City anticipates returning to the Design Review Board this summer.

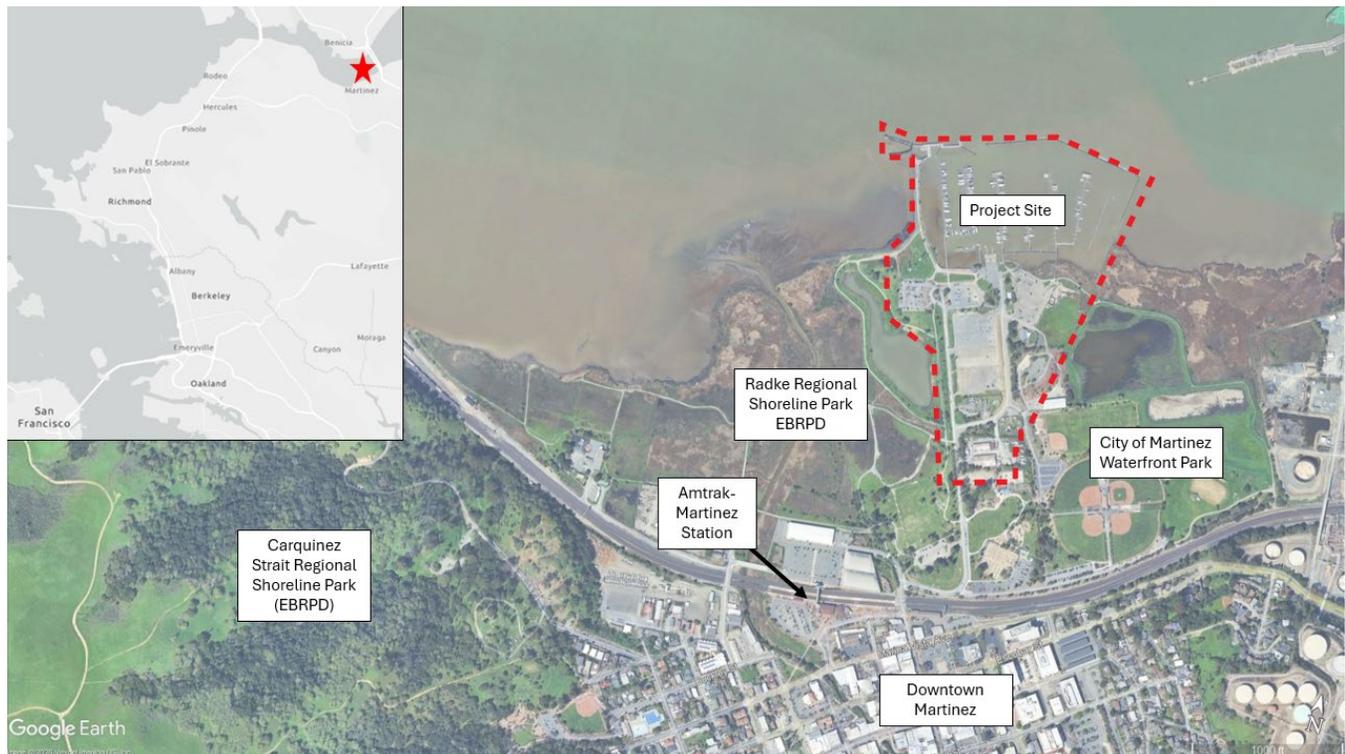


Figure 1: Project Location

## Project Site

### Site History

The Martinez Marina is located on the Carquinez Strait, in the ancestral territory of the Karkin people, a distinct linguistic division of the Ohlone. The area has long supported boating and fishing practices, dating back to the Karkin, who navigated the strait in tule reed boats. The waterfront area was part of the Rancho El Pinole land grant in 1824 and became a critical trading post and ferry point during the

1849 Gold Rush. In the late 1800s, Italian immigrants established a thriving commercial fishing industry, and the waterfront hosted two major canneries.

Starting in the 1910s, petroleum companies chose to locate refineries in Martinez because of its deep-water access and direct rail links. Multiple refineries were built, becoming major employers and economic drivers throughout the 20th century, shifting the local economy away from fishing toward heavy manufacturing. Commercial canneries declined and eventually disappeared by the late 1950s.

Constructed in the 1960s, the Martinez Marina in its modern configuration was built to serve recreational boating, fishing, and water access for the local community, building on a waterfront legacy tied to ferry transport and regional commerce. Originally a hub for Italian fishing vessels in the 1930s, the Marina was developed following the end of the Martinez-Benicia ferry service in 1962 with the opening of the Benicia-Martinez bridge.

Through the latter part of the 20<sup>th</sup> century, the Martinez Marina and waterfront was a mix of commercial, recreational, and industrial uses, with refineries continuing to operate alongside recreational and commercial growth downtown. Martinez's industrial roots are still apparent today, particularly to the east of the project site, in a BCDC Priority Use Area designated for water-related industrial uses.

The Martinez Marina continues to serve recreational fishing and boating communities despite facing deteriorating conditions and infrastructure challenges. In August 2024, the City assumed interim management of the Marina and gained an understanding of the extent of deferred maintenance and the need for full redevelopment. As these costs exceed the City's funding capacity, the City is exploring a public-private partnership as a next step toward long-term redevelopment.

### **Existing Conditions**

The Martinez Marina is a long-established waterfront area that includes marina facilities, parks, shoreline open space, and community-serving waterfront structures. Existing amenities include Waterfront Park, Ferry Point Picnic Area, public parking areas, shoreline trails, and access to adjacent marshes and the Radke Martinez Regional Shoreline. Waterfront-oriented buildings include a yacht club clubhouse and a small Sea Scouts clubhouse supporting youth and paddling programs. A temporary dog park occupies a portion of the site, and the waterfront amphitheater is currently out of service. Portions of the site include former sediment disposal ponds associated with historic marina dredging activities.

Marina infrastructure, built in the early 1960s, is in poor condition, with aging docks, utilities, piles, and a deteriorated breakwater that allows wave energy and sediment to enter the basin. This results in high sedimentation rates, restricted navigable depths, and limited marina functionality despite periodic dredging. As with the Marina, the surrounding waterfront area has experienced substantial deterioration. Facilities such as the restaurant, amphitheater, and bait shop have been closed or removed due to unsafe conditions. Other City-owned buildings at the Marina require significant general maintenance (e.g., Eagle Marine boat dealer and Sea Scouts buildings).

Marsh habitat surrounds the Martinez Marina, supporting shorebirds and other wildlife, and offering bird watching and fishing opportunities. Conditions today reflect both natural processes and a legacy of flow alteration. Areas of Bay and tidal marsh were filled or disconnected from tidal flow during the

construction of the Marina and waterfront. Nearly the entire project site is located on Bay fill or historical tidal marsh.

The site is vulnerable to environmental factors, including sea level rise and king tides, and experiences frequent flooding of the parking areas and recreational spaces. Figure 2 shows flooded conditions at the waterfront picnic areas at the Martinez Marina during a recent King Tide Event on January 2, 2026.



*Figure 2: Flooded conditions during a recent King Tide event on January 2, 2026*

The alignment of the San Francisco Bay Trail in the City of Martinez has historically been constrained by a variety of factors, including active rail and industrial corridors. Currently, the adopted alignment in Martinez does not provide a shoreline or water experience, with paths primarily running through downtown. The existing San Francisco Bay Trail alignment runs over the Benicia-Martinez bridge, through downtown Martinez on streets, with future proposed alignments through the Carquinez Strait Regional Shoreline in coordination with EBRPD (Figure 3).



Figure 3: Existing San Francisco Bay Trail alignments around the Martinez Marina

### BCDC-Required Public Access

There are a number of existing BCDC permits associated with public access on and around the project site. Relevant public access requirements are summarized below and shown in Figure 4.

- **1973.008.04** authorized the installation and repair of a timber breakwater at the Marina entrance, raising of an earth fill dike, installation of 132 piles to anchor a floating pier, and maintenance activities. The permit required public access on the municipal pier and pedestrian pathways on top of the existing shoreline dike, the new earth dike, and the existing earth dike.
- **M1974.039.00** authorized the removal of a 7,700-square-foot section of the fishing pier and the construction of a 4,090-square-foot public walkway. The permit required public access on the ferry slip walkways, marina breakwater walkway, and municipal pier.
- **1976.021.00** authorized construction of an 80-foot-long rock dike and placement of rock rip-rap. The permit required public access on the entire area of the dike.
- **1976.034.01** authorized the construction of Martinez Waterfront Park, including the creation of a simulated beach, hiking and bicycle trail system, and recreational facilities. The permit required public access to all areas where improvements were authorized.

- **M1978.027.02** authorized construction of a harbormaster's office on piles and a wooden deck to provide public access around the structure. The permit required public access on the shoreline area in front of the building and a 94-foot-long deck running Bay-side of the structure.
- **M1991.007.01** authorized raising the existing peninsula and public access walkway by constructing a 7,500-square-foot crib wall and replacing the ramp connecting the peninsula to the fishing pier with an accessible wooden ramp. The permit required public access on the public access walkway and the handicapped-accessible ramp.
- **M1999.018.03** authorized removal of a 15,000-square-foot ferry pier and required public access along approximately 530 linear feet of shoreline, as well as public access improvements, including reorienting the western portion of the plaza; opening the visual approach along North Court Street; installing a public shelter, information kiosk, paved promenade and plaza; and connecting to the San Francisco Bay Trail.



Figure 4: BCDC-Required Public Access

### Planning History

The City of Martinez is a trustee of sovereign tide and submerged lands granted by the California Legislature under Senate Bill (SB) 1424, Chapter 628, Statutes of 2014. Chapter 628 updated and reorganized the City's existing land grants, added the Martinez Marin as an additional Public Trust parcel, and mandated that the City submit a Trust Lands Use Plan (TLUP) that details any proposed

development, preservation, or other use of the granted lands. The TLUP, a standard requirement in new or expanded statutory trust grants, is the foundational document that guides how the trustee will manage, use, and preserve its Public Trust lands and resources.

In June 2024, the California State Lands Commission approved the City's TLUP to revitalize roughly 135 acres of waterfront and Marina. This long-term vision aimed to transform the area into a regional destination by enhancing recreational activities, adding commercial uses, and improving public access. Figure 5 shows the TLUP Illustrative Plan, and Figure 6 shows the TLUP character zones.

While the entirety of the proposed development falls within Public Trust lands, there is an area of Public Trust land (the former dredge materials ponds to the east of the project site) that is not a part of the current development plan, although opportunities may be explored in the future. Figure 7 shows the project site in relation to Martinez Marina Public Trust parcel.

The TLUP was created through an extensive public process, which took into account the community's needs and priorities for the waterfront and Marina. The final TLUP emphasized the waterfront as a vibrant destination for both locals and visitors, emphasizing sustainability, public amenities, and environmental education. Proposed improvements included upgraded facilities, an environmental center, bait shop, waterfront dining, small craft rentals and a small craft zone, dry storage, and enhanced access to parklands and wildlife areas.

The City has conducted outreach to various marina operators and developers to gauge interest in taking over management or partnering on a revitalization effort. The TLUP served as the foundation for this outreach with an aim of identifying a partner to help the City build what it had envisioned in its plan. Most marina operators and developers declined interest. Feedback indicated that the TLUP's focus on passive and active recreation, with limited small-scale retail, was not an attractive opportunity for developers.

Safe Harbor Marinas, the largest owner and operator of marinas in the United States, expressed initial interest and undertook a preliminary pro-forma analysis to assess feasibility. Their findings concluded that landside development (including hotels, boat storage, and commercial uses), combined with in-water development, would be necessary to support long-term operational success. Safe Harbor Marinas ultimately found the TLUP did not provide enough uses to support a public-private partnership unless the City was open to re-envisioning the plan for the Marina.

The California State Lands Commission has indicated that such uses are consistent with the Public Trust if they are ancillary to the use and enjoyment of Public Trust lands and support Public Trust uses. For this reason, the City is in the process of amending the TLUP approved in 2024 to accommodate hotels, restaurants, visitor-serving establishments, and parking facilities. Development or use of Public Trust lands for private residential or non-trust housing purposes is prohibited under state law and the terms of the City's trust grant.



Uses on City Trust Lands

- 1 Renovated Fishing Pier
- 2 Fuel Dock and Pump out Station
- 3 WETA Ferry Pavilion and Dock
- 4 Kite Area
- 5 Waterfront Dining
- 6 Casual Dining
- 7 Café/Coffee Stand
- 8 Bait Shop/Fish Market
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Public Small Craft Launch
- 12 Small Craft Rentals
- 13 Small Craft Zone
- 14 Repaired Eastern Seawall and Northern Breakwater
- 15 Educational and Events Center
- 16 Yacht Club
- 17 Day Boater Parking
- 18 Dry Storage
- 19 Maintenance and Storage
- 20 Sea Scouts
- 21 Eagle Marine
- 22 Tideland Restoration and Passive Recreation
- 23 Viewing Platform
- 24 Trailhead Picnic Area
- 25 Enhanced Dog Park

Uses on Other Trust/Leased Lands

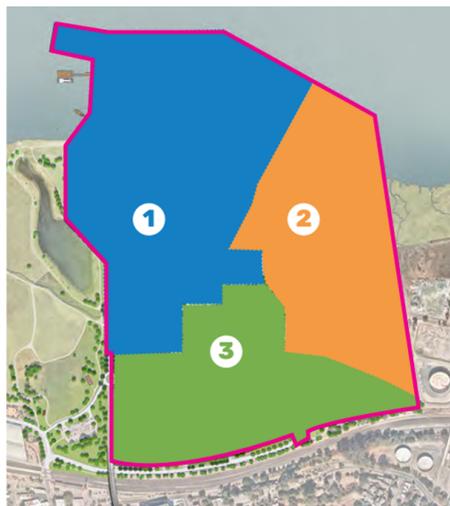
- 26 Picnic Pavilion
- 27 Expanded Skate Park
- 28 Community Stage
- 29 Future Evaluation of Access across Railroad

**Legend**

- Waterfront Marina
- - - Martinez Trust Lands Boundary



Figure 5: 2024 Trust Land Use Plan Illustrative Plan



**1 Marina Promenade**

Maritime Uses on City Trust Lands

- Renovated Fishing Pier
- WETA Ferry Pavilion and Dock
- Harbormaster's Office
- Small Craft Rentals and Public Launch
- Yacht Club
- Sea Scouts

Maritime Industrial Uses on City Trust Lands

- Dry Storage
- Maintenance and Storage
- Eagle Marine

Commercial Uses on City Trust Lands

- Waterfront Dining
- Casual Dining
- Café/Coffee Stand
- Bait Shop/Fish Market
- Educational and Events Center

**2 Tidelands**

Passive Uses on City Trust Lands

- Tideland Restoration and Passive Recreation
- Viewing Platform
- Trailhead Picnic Area

**3 Waterfront Park**

Recreational Uses on City Trust Lands

- Enhanced Dog Park

Recreational Uses on Other Trust/Leased Lands

- Picnic Pavilion
- Expanded Skate Park
- Community Stage
- Future Evaluation of Access across Railroad

Figure 6: 2024 Trust Land Use Plan Character Zones



Figure 7: Project Site within the Martinez Public Trust Lands Boundary

### **BCDC Jurisdictional Considerations**

BCDC's jurisdictional boundaries at the project site are still being determined. As shown in Figure 8, there are two areas of inundated marsh on either side of the project. While these marsh areas fall largely outside the project footprint, if they are determined to be Bay jurisdiction, then the corresponding 100-foot shoreline band areas would extend within the project boundary.

The marsh area on the west of the project site, within Radke Martinez Regional Shoreline Park, is believed to be tidally connected to Carquinez Strait and therefore is anticipated to fall under BCDC's Bay jurisdiction. The marsh area to the east of the project site includes former dredge materials ponds and is believed to have been historically disconnected from tidal influence. This area is within Public Trust lands, and the TLUP envisioned restoring tidal connectivity to this area. In addition, there is a history of Bay fill at the project site, dating back to the Marina's construction in the early 1960s, which may have implications for BCDC's jurisdictional boundaries.



Figure 8: BCDC jurisdictional considerations

### Site Access (Exhibits 7 – 8)

The project site is accessible by several modes of transportation (Figure 9). By car, visitors arrive via Marina Vista Avenue and can access on-site parking available near the harbor and shoreline trails. Cyclists and pedestrians may reach the Marina using local streets and segments of the San Francisco Bay Trail, which run through downtown and nearby neighborhoods. The Martinez Marina is located approximately 1.5 miles from the Martinez Amtrak Station, served by Amtrak's Capitol Corridor and long-distance routes. Rail travelers can take a short bike ride or drive, or a longer walk, to access the Marina from the Amtrak station. While proximate to Downtown Martinez, pedestrian access to the site is currently limited to at-grade crossings at Ferry Street and Berrellesa Street due to the rail lines that run along the site's southern edge. There are currently no direct bus lines to the Waterfront Marina; however, the Martinez Amtrak Station serves local, regional, and long-distance bus routes to other multi-modal transportation destinations. Boaters can approach directly from the Carquinez Strait, using the Marina's navigational channel and guest docks.



Figure 9: Site Access

### Social and Environmental Context

The Commission has developed a Community Vulnerability Mapping Tool to help inform its analysis of how socioeconomic indicators and contamination burdens contribute to a community's vulnerability to climate change. The mapping tool collects information at the level of Census block groups using American Community Survey (ACS) 2017-2021 5-year estimate data and at the level of Census tracts using CalEnviroScreen 4.0, and is used by the Commission Staff to help identify communities where environmental justice may be a concern. These communities include those disproportionately affected by environmental pollution and hazards that can lead to negative public health effects, exposure, or environmental degradation, and those with higher concentrations of residents with socioeconomic characteristics associated with a higher degree of social vulnerability.

According to the mapping tool, the Martinez Marina and surrounding waterfront are located in an area of high social vulnerability, with indicators in the 90<sup>th</sup> percentile for single parents and individuals with disabilities, no high-school degree, and very low income (defined as households under 200% poverty rate or income less than 50% of the area median). Indicators in the 70<sup>th</sup> percentile are renter occupancy, households with no vehicle, and individuals over 65 living alone. Areas to the east of the project site are identified as having moderate contamination, with indicators in the 90<sup>th</sup> percentile for hazardous waste and solid waste sites, and indicators in the 70<sup>th</sup> percentile for cleanup sites and groundwater threats (Figure 10).

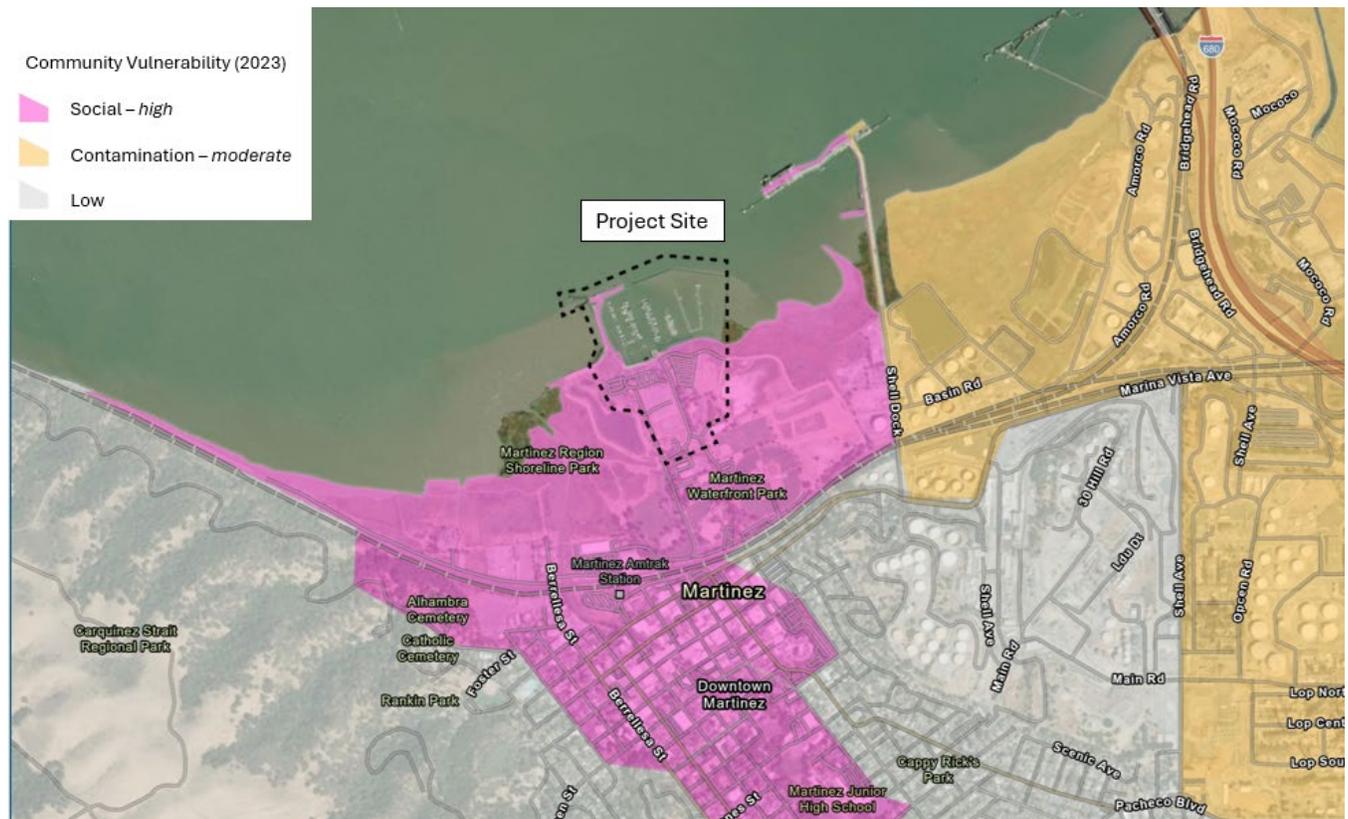


Figure 10: Community Vulnerability

## Proposed Project

### Project Scope (Exhibits 3 – 5B; 10)

The proposed project includes landside mixed-use development by Tucker Sadler Architects (including hotels, an outdoor amphitheater, and surface and underground parking), waterside marina improvements by Safe Harbor Marinas, and new and enhanced public access amenities by both Tucker Sadler Architects and Safe Harbor Marinas. Each area is addressed in greater detail below. The overall project site encompasses approximately 67.3 acres (approximately 2,932,266 square feet).

### Landside Developments by Tucker Sadler Architects (Exhibits 3 – 12; 14 – 24)

The developer's proposal is a mixed-use commercial and hospitality development. The total footprint of building area across the site is approximately 980,000 to 1,405,000 square feet (22.5 to 32.25 acres), inclusive of buildings and parking structures and exclusive of parks, plazas, beaches, and future development areas. Proposed elements include:

- **Hotels and Event Facilities.** Hotels, commercial facilities, and other mixed-use components for a variety of needs (extended-stay, boutique or specialty tourist, and business), totaling approximately 550 to 580 hotel rooms across three hotels. Two of the hotels are 4 stories high, and one is 5 stories high. Additional facilities may include a community and event center and an outdoor amphitheater with supporting back-of-house space. The outdoor acoustic-shell amphitheater includes an approximately 9,961-square-foot wedge-shaped stage, an approximately 20,036-square-foot building, and approximately 30,750 square feet of seating (see Exhibit 24).
- **Commercial and Retail.** New commercial and retail buildings, restaurants, and commercial uses for boating, fishing/bait services, and waterfront-related activities.
- **Recreation.** A private pool deck, private sport courts and fields, private indoor water recreation area, public dog park, public kite area, and enhanced public boat launch facilities for motorized and non-motorized vessels.
- **Parking.** Surface and underground parking, along with new public infrastructure including roadways, secondary project access, utilities, sidewalks, and lighting. The project proposes approximately 965 to 1,025 parking spaces, including an underground parking garage of approximately 169,220 square feet and accommodating up to 450 vehicles (see Exhibits 11 and 12).
- **Future Ferry Service and Other Flexibility.** The project includes designated in-water and landside areas planned for potential future ferry service, allowing flexibility if a ferry operator and ferry service demand allow. The ferry stop would be located on the breakwater, with a public connection from the shore. The breakwater will be wide enough to allow public access all the way to the end, and access will not be limited to ferry use. An interim use is proposed for this portion of the site that would be compatible with potential future ferry service (see Exhibit 8). An additional designated landside area (approximately 48,675 square feet) is reserved for potential future development and could accommodate additional commercial, hotel, and/or other allowable uses based on market demand (see Exhibit 10).

### **Waterside Development by Safe Harbor Marinas (Exhibits 3 – 5A; 13 – 19)**

The waterside proposal presented at this time is preliminary and conceptual, as it is in the early planning stages. It is provided to support early, high-level discussion and to invite initial Design Review Board feedback. More detailed information is anticipated for the next Design Review Board submittal. Proposed elements include:

- **Marina.** New and upgraded boat slips and fueling stations to accommodate a range of vessels from recreational boats to larger commercial vessels, and potentially a ferry service. The proposal includes approximately 350 boat slips, with vessels ranging from 30 to 60 feet in length, an average berth length of approximately 42.75 feet, and approximately 14,961 linear feet of berthing.
- **Seawall and Breakwater.** A redesigned and/or repaired eastern seawall and northern breakwater intended to minimize the ongoing need to dredge the marina.

- **Boat Launch and Storage.** A new boat storage and maintenance facility with a new boat launch, including approximately 23,500 to 29,000 square feet of storage and support space for boats and non-motorized vessels.
- **New Yacht Club, Sea Scouts Building, and Community Facilities.** New yacht club and Sea Scouts facilities are proposed. Buildings, facilities, and storage are also proposed for fishing and boating clubs, with a focus on community, youth, educational, and seasonal events.

### **Public Access by Tucker Sadler Architects and Safe Harbor Marinas (Exhibits 6 – 10; 20 – 23)**

The project is designed to enhance physical and visual access to the shoreline, improve regional and local connectivity, and support a wide range of public waterfront activities. Proposed elements include:

- **Open Space and Connectivity.** Public plazas and community gathering spaces, improved access to the pier, enhanced connections to the existing regional shoreline park, grass and beach-style waterfront areas, proposed bus/shuttle stop with routes connecting to and from downtown Martinez, and pedestrian pathways throughout the site. These elements total approximately 44.8 acres of active and passive open space, in addition to marshland and habitat restoration areas.
- **Trail Connections to East Bay Regional Park District.** New and enhanced pedestrian and Bay Trail connections are proposed to link the project site with adjacent EBRPD properties and regional trail systems. These connections are intended to support continuous shoreline access and integrate the marina into the broader network of Bay-oriented open spaces.
- **Boardwalk and Waterfront Promenades.** A publicly accessible boardwalk and marina-edge promenades are proposed to provide continuous pedestrian circulation along the waterfront. These elements are intended to enhance shoreline access, offer viewing opportunities of the Bay and marina activities, and connect key public spaces throughout the site.
- **Motorized and Non-Motorized Vessel Access.** The project proposes improved public access to the water through dedicated launch facilities for both motorized and non-motorized vessels. This includes boat launch facilities for trailered boats, as well as new access and launch points for kayaks, windsurfers, kite surfers, paddleboards, outriggers, canoes, and other non-motorized watercraft.
- **Improved Access to Existing Fishing Pier.** Enhanced pedestrian access to the existing fishing pier, including improved accessible pathways, wayfinding, and connections from surrounding public open spaces, supporting continued public use of this important waterfront amenity.
- **Future Mole and Seawall Access.** Potential future public access opportunities along the mole and seawall, subject to safety considerations, operational needs, and regulatory approvals. These areas are envisioned to provide additional public shoreline access, viewing opportunities, and educational experiences related to the Bay and marina environment.

### **Sea Level Rise**

During the ENA process, the City and development team will engage qualified consultants to prepare sea level rise and climate resilience analyses consistent with local and regional guidance. These

analyses will inform project design and will be presented at a future Design Review Board meeting. The project proposes to site occupied buildings and critical infrastructure at elevations that accommodate mid-century flood levels and provide a framework for future adaptation to higher end-of-century projections. Where grades are below required thresholds, the project proposes to raise site edges and taper elevations into the interior uplands to create a continuous protective grade transition. To reduce the need for imported fill, the project incorporates structured parking and elevated development pads, intended to allow the project to meet required flood elevations while minimizing disturbance to sensitive shoreline areas. Additionally, the shoreline edge will be designed to reinforce marsh and transitional zones, directing rising waters toward appropriate ecological areas rather than developed spaces.

Current Base Flood Elevation (BFE) at the project site is +10 feet NAVD 88. Sea level rise at 2050, under the 2024 Ocean Protection Council Sea Level Rise Guidance intermediate risk category scenario, is projected to be +0.80 feet, resulting in a water level of approximately +10.80 NAVD 88. At 2100, under the intermediate-high scenario, sea level rise is projected to be +4.9 feet, corresponding to a total water level of approximately +14.9 NAVD 88.

The City of Martinez has entered into a memorandum of understanding (MOU) and is coordinating with Contra Costa County on the development of a Sub-Regional Shoreline Adaptation Plan. Contra Costa County has received grant funding to support this effort under the SB 1 Sea Level Rise Adaptation Grant Program. Contra Costa County has been in communication with BCDC Planning staff on early coordination efforts as they prepare to initiate formal consultation.

### **Phasing**

Project phasing information has not been provided by the project proponent and will be an item for discussion at a future Design Review Board meeting.

### **Community Engagement**

The project proponent has begun outreach to community stakeholder groups and intergovernmental partners to discuss the project. To date, these groups have included the following:

- Current waterfront and Marina lessees: Yacht Club, Sea Scouts, F3 (current marina operator), and Eagle Marine
- Federal, State, and County representatives: United States Senator Alex Padilla, U.S. Congressman Mark DeSaulnier (CA District 10), Congressman John Garamendi (CA District 8), State Senator Tim Grayon (CA District 9), State Assemblymember Anamarie Avila Farias (CA District 15), and Contra Costa County Supervisor Shanelle Scales Preston (District 5)
- Affiliated sports stakeholders: Martinez Bocce Federation, Power Sports Academy, Universal Sports Academy, and American Youth Soccer Organization
- Intergovernmental partners: EBRPD, Contra Costa County Fire Protection District, San Francisco Bay Conservation and Development Commission (BCDC), San Francisco Bay Ferry/Water Emergency Transportation Authority (WETA), and State Lands Commission
- Economic associations: Martinez Chamber of Commerce, Downtown Merchants Association, Downtown Martinez and Company, and the Bay Area Council

- Labor unions: Contra Costa Building Trades, NORCAL Carpenters Union 152, Unite Here Local 2
- Community organizations, including 1,000 Friends

In January 2026, the City launched a four-part community workshop series, consisting of outreach meetings held in each Council district. Additional public review is scheduled for late Spring 2026, when the project will return to the Parks, Recreation, Marina and Cultural Commission (PRMAC) and Planning Commission. To broaden awareness, the City has utilized its newsletter, multiple social media platforms, and a dedicated project webpage. On-site sandwich board signage with QR codes have been placed at several locations of the Marina to direct visitors to engagement opportunities.

## Commission Plans, Policies, and Guidelines

### San Francisco Bay Plan Policies

The San Francisco Bay Plan (Bay Plan) contains a number of policy sections relevant to the design of the public access areas for this project, including the sections on Public Access; Recreation; Environmental Justice and Social Equity; and Appearance, Design and Scenic Views.

The Bay Plan's Public Access policies state that "maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline" (Policy 2); that "public access that substantially changes the use or character of the site should be sited, designed, and managed based on meaningful community involvement to create public access that is inclusive and welcoming to all" (Policy 5); that "public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding" (Policy 6); that "public access improvements provided as a condition of any approval should be consistent with the project, the culture(s) of the local community, and the physical environment, including protection of Bay natural resources" (Policy 8); and that "access to and along the waterfront should be provided by walkways, trails, or other appropriate means" (Policy 10).

The Bay Plan's Recreation policies state that "diverse and accessible water-oriented recreational facilities, such as marinas, launch ramps, beaches, and fishing piers, should be provided to meet the needs of a growing and diversifying population, and should be well distributed around the Bay and improved to accommodate a broad range of water-oriented recreational activities for people of all races, cultures, ages and income levels" (Policy 1); that "to reduce the human health risk posed by consumption of contaminated fish, projects that create or improve fishing access to the Bay at water-oriented recreational facilities...should include signage that informs the public of consumption advisories for the species of Bay fish that have been identified as having potentially unsafe levels of contaminants" (Policy 3.a(8)); that "no new marina or expansion of any existing marina should be approved unless water quality and circulation will be adequately protected and, if possible, improved"(Policy 3.b(3)); and that "marinas should include public amenities, such as viewing areas, restrooms, public mooring docks or floats and moorages for transient recreational boaters, nonmotorized small boat launching facilities, public parking; substantial physical and visual access; and maintenance for all facilities" (Policy 3.b(4)).

The Bay Plan's Environmental Justice and Social Equity Policy 3 states that "equitable, culturally-relevant community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects and

appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities,” and “evidence of how community concerns were addressed should be provided.”

The Bay Plan’s Appearance, Design and Scenic Views policies state that “all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay” (Policy 2) and that “views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water”(Policy 14).

Plan Map No. 2, Policy 14, indicates the project site is within the Martinez Regional Shoreline and Martinez Waterfront Park priority use area, designated for waterfront park, beach uses: “Preserve mix of recreational uses for picnicking, wildlife viewing, wildlife habitat management and hiking in regional park and community facilities, including team sports in City park. Possible ferry terminal. Allow if compatible with park and marina use; serve with bus public transit to reduce traffic and parking needs. Complete Bay Trail and provide non-motorized small boat landing and launching.”

### Public Access Design Guidelines

The *Public Access Design Guidelines* state that:

- Public access should feel public, be designed so that the user is not intimidated nor is the user’s appreciation diminished by structures or incompatible uses, and that there should be visual cues that public access is available for the public’s use.
- Public access areas should be designed for a wide range of users, should maximize user comfort by designing for weather and day and night use, and that each site’s historical, cultural, and natural attributes provide opportunities for creating projects with a “sense of place” and a unique identity.
- Projects should provide visual access to the Bay and shoreline by organizing development to allow Bay views and access between buildings, and siting projects so that they enhance and dramatize views of the Bay.
- Projects should provide connections along the shoreline by incorporating the San Francisco Bay Trail and promoting safe pedestrian and bicycle access.

## Board Questions

Staff recommends the Board frame its remarks of the proposed public access improvements considering the proposed development project. The Board may wish to refer to the public access objectives found in the Commission’s Public Access Design Guidelines. Additionally, please provide feedback on the proposed public access improvements with respect to the Commission’s policies on sea level rise, and environmental justice and social equity.

The seven objectives for public access are:

1. Make public access **PUBLIC**.
2. Make public access **USABLE**.
3. Provide, maintain, and enhance **VISUAL ACCESS** to the Bay and shoreline.
4. Maintain and enhance the **VISUAL QUALITY** of the Bay, shoreline, and adjacent developments.
5. Provide **CONNECTIONS** to and **CONTINUITY** along the shoreline.
6. Take advantage of the **BAY SETTING**.

7. Ensure that public access is **COMPATIBLE WITH WILDLIFE** through siting, design, and management strategies.

Staff also has the following specific questions for the Board's consideration:

1. Does the scale of the project, as designed, feel appropriate for the project site?
2. How could the project design better enhance the user's access to and experience of the shoreline? What other opportunities are there to build connections or further improve existing public access as part of this project?
3. Does the proposed project provide adequate connections to public transit and promote walking, biking, and other non-motorized travel? What design elements could be added to improve non-vehicular access?
4. Does the project design capture and reflect the cultural and historical character of the City of Martinez? What design recommendations can you provide to enhance the user's sense of connection with the history of the area?
5. Does the project, as designed, provide sufficient capacity for future adaptation strategies? What can be incorporated into the current design to facilitate shoreline change in the future?