



RRM DESIGN GROUP

Creating Environments People Enjoy

Bay Point Marina
Public Workshop #1
03/23/02
Workshop Results

This report outlines the results of an issue identification, priority setting and design charette exercise for the Bay Point Marina that was conducted at the first Bay Point public workshop held at the Ambrose Recreation Center on the morning of March 23, 2002. A total of 30 people signed in and participated in this workshop.

Issue Identification and Priority Setting

The Issue Identification and Priority Setting exercise encouraged participation by all. Participants were asked to examine five general topic areas and provide a list of key issues under each topic. The topics included land use, use of open space, circulation and parking, public spaces, and other issues and ideas. Participants were then asked to individually determine with their own series of tape dots, which of the general “topics” and each of the listed “issues” were the most important to them and which of the topics/issues were least important to them. The results were reviewed before all the participants and they were informed that the results would be used in crafting the program options for the Bay Point Marina.

As a result, it was clear that workshop participants overwhelmingly wanted to enhance the marina while protecting the wetland and marsh areas. The Priority Setting Exercise established that the most important elements are to establish a ferry to San Francisco, create a Pier 39 like atmosphere with shopping, fishing, and provide access for hiking and biking along the waterfront. They want these areas to be environmentally responsible, with a community focus to them.

The general topic that received the highest marks for importance was Land Use, reinforcing the desire to provide marina related services while at the same time supporting recreational activities to create the balance. The topic that was considered to be the least important was Other Issues and Ideas. This result does not imply that the participants did not see this topic as important, rather, when given a choice, they ranked it lower than the others.

The most important specific “issues” were reflected in preserving the wetland and march areas, a Pier 39 atmosphere, and a ferry to San Francisco. There was also strong support for a fishing pier, swimming pool, and train station. As for the least important issues, the participants found that a skate park, a housing component, public lockers and equestrian staging area were low on the priority list. Also, providing upscale shopping did not gain significant support. Banning cars at the marina was also looked down upon by many participants.

Design Charette

The design charette exercise provided a chance for participants to map out their own ideas. Armed with a base map, legend, and colored markers, workshop participants were encouraged to locate the program elements in response to the issues identified earlier that they most wanted to see at the Bay Point marina. While there was a wide variety of ideas there were a few unifying elements as well. A ferry terminal showed up on all the designs but in a few different locations, the most popular of which was on the southern most PG&E parcel that has been



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used (until recently) for dry boat storage. Many participants also included extensive trail systems throughout the project area, focusing mainly on the State owned lands to the west.

Commercial retail areas showed up on most of the plans in varying quantities but mostly nearest the railroad tracks on the southern most part of the project area. The vacant land south of our project area was suggested for parking in many plans with the notion that some treatment would be necessary to the road/access where it meet the railroad tracks. In a number of cases, participants felt that two primary roads be created across the railroad tracks to further connect the planning area to the community of Bay Point. There were a few elements that showed up on one or two designs including, additional boat slips and parking, an electric shuttle, research center, and train station, and numerous gateway elements.

As a result of this workshop, RRM has determined that the three, distinctly different design alternatives need to be prepared to reflect differing community desires, while still addressing the highest ranked topics. Each alternative will address four basic design principles in a distinctly different way:

1. Encourage a pedestrian and bicycle friendly environment.
2. Support local fishing and waterfront related businesses.
3. Provide a balance between public and private uses.
4. Improve overall appearance and function.

We look forward to presenting these alternatives to the county and community at our next workshop scheduled for May 11th.