

MINUTE ITEM

6/6/74  
WWK

16. DREDGING PERMIT, TIDE AND SUBMERGED LANDS IN THE CORTE MADERA CANAL AND SAN FRANCISCO BAY NEAR LARKSPUR, MARIN COUNTY; GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT - W 9687, PRC 4915.9.

After consideration of Calendar Item 14 attached, and upon motion duly made and carried, the following resolution was adopted:

THE COMMISSION:

1. DETERMINES THAT AN ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED COVERING THIS PROJECT, AND CERTIFIED BY THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT ON NOVEMBER 9, 1973.
2. CERTIFIES THAT THE INFORMATION CONTAINED IN THE ENVIRONMENTAL IMPACT REPORT OF THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT HAS BEEN REVIEWED AND CONSIDERED BY THE COMMISSION.
3. DETERMINES THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. APPROVES THE PROJECT.
5. AUTHORIZES THE ISSUANCE OF A PERMIT TO THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT TO DREDGE 1,584,000 CUBIC YARDS OF MATERIAL FROM AN AREA OF TIDE AND SUBMERGED LAND IN SAN FRANCISCO BAY AS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF, WITHOUT ROYALTY, AND TO SPOIL SUCH DREDGE MATERIAL (750,000 CUBIC YARDS) ON UPLANDS TO BE ACQUIRED BY THE APPLICANT UNDER INSTITUTION OF PROCEEDING IN EMINENT DOMAIN, AND ON A SECOND DISPOSAL SITE (834,000 CUBIC YARDS) NEAR ALCATRAZ ISLAND AS SPECIFIED BY THE CORPS OF ENGINEERS; EFFECTIVE JUNE 6, 1974, TO JANUARY 1, 1976. SUCH PERMIT IS CONDITIONAL UPON ACQUISITION OF THE PROPERTY UNDER PROCEEDING OF EMINENT DOMAIN AND THE ISSUANCE AND REQUIREMENTS OF PERMIT FOR THE PROPOSED WORK BY THE U. S. CORPS OF ENGINEERS.

Attachment:

Calendar Item 14 (4 pages)

CALENDAR ITEM

14.

5/74  
WWK  
W 9687

DREDGING PERMIT

APPLICANT: Golden Gate Bridge Highway and Transportation District.

DREDGE AREA: A 168-acre parcel of tide and submerged lands in the Corte Madera Canal and San Francisco Bay near Larkspur, Marin County.

EXTRACTION VOLUME:

1,584,000 cubic yards (approximately 834,000 cubic yards to be spoiled at the U. S. Army Corps of Engineers' approved dumping ground off Alcatraz Island and 750,000 cubic yards spoiled for marsh restoration program).

PURPOSE:

To provide an approach channel and docking facilities for the proposed Larkspur Ferry and terminal. Initiated to provide interbay transportation with resultant relief from traffic congestion and pollution.

CONSIDERATION:

Public transit service, improved navigation, creation of a marsh regeneration program through utilization of spoils deposit as set forth in the environmental impact report.

OTHER PERTINENT INFORMATION:

1. Permits or approvals for the project have been received from the following agencies:
  - a. State Water Resources Control Board.
  - b. San Francisco Bay Conservation and Development Commission.
2. All additionally required permits have been obtained by the applicant except that from the U. S. Army Corps of Engineers. The proposed dredging permit will be conditional upon the issuance and requirements of such permit.
3. As mitigation for the project, the upland disposal site will restore 122 acres of presently diked marshland to tidal action resulting in restoration of a natural wild-life habitat with an additional 66 acres to be utilized for future transit stations and commercial development (see Exhibit B).
4. The applicant, acting as the lead agency for the proposed project, has prepared the draft and final environmental impact report. By notice of determination dated

CALENDAR ITEM NO. 14. (CONTD)

November 13, 1973, the applicant has certified that (1) the draft environmental impact report was prepared in accordance with the California Environmental Quality Act of 1970, as amended, and (2) the project will not have a significant effect on the environment and that the project is so approved. Notice of such has been filed with the County of Marin and the State Lands Division.

EXHIBITS:           A. Description of permit area.  
                  B. Location Map.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT AN ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED COVERING THIS PROJECT, AND CERTIFIED BY THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT ON NOVEMBER 9, 1973.
2. CERTIFY THAT THE INFORMATION CONTAINED IN THE ENVIRONMENTAL IMPACT REPORT OF THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT HAS BEEN REVIEWED AND CONSIDERED BY THE COMMISSION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. APPROVE THE PROJECT.
5. AUTHORIZE THE ISSUANCE OF A PERMIT TO THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT TO DREDGE 1,584,000 CUBIC YARDS OF MATERIAL FROM AN AREA OF TIDE AND SUBMERGED LAND IN SAN FRANCISCO BAY AS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF, WITHOUT ROYALTY, AND TO SPOIL SUCH DREDGE MATERIAL (750,000 CUBIC YARDS) ON UPLANDS TO BE ACQUIRED BY THE APPLICANT UNDER INSTITUTION OF PROCEEDING IN EMINENT DOMAIN, AND ON A SECOND DISPOSAL SITE (234,000 CUBIC YARDS) NEAR ALCATRAZ ISLAND AS SPECIFIED BY THE CORPS OF ENGINEERS; EFFECTIVE JUNE 6, 1974, TO JANUARY 1, 1976. SUCH PERMIT IS CONDITIONAL UPON ACQUISITION OF THE PROPERTY UNDER PROCEEDING OF EMINENT DOMAIN AND THE ISSUANCE AND REQUIREMENTS OF PERMIT FOR THE PROPOSED WORK BY U. S. CORPS OF ENGINEERS.

Attachment: Exhibit "A"

## EXHIBIT "A"

W 9687

PARCEL 1:

A parcel of tide and submerged land in Corte Madera Creek and San Francisco Bay, Marin County, California, lying southwesterly of Punta De Quentin, more particularly described as follows:

BEGINNING at the easternmost property corner of the terminal site property (Block No. 172, Assessor's Map, Book 18, page 17, County of Marin, California) defined by California Coordinates System Coordinates  $X = 1,421,720.628$ ; and  $Y = 532,041.058$ ; thence  $S 14^{\circ} 51' 00'' E$ , 15.00 feet; thence  $S 72^{\circ} 17' 05'' E$ , 143.79 feet along a line crossing a portion of land owned by the State of California currently under lease to Von Der Werth, Inc., a corporation (Public Resources Code Series No. 2362.1); thence  $S 84^{\circ} 57' 35'' E$ , 414.31 feet within the aforesaid lease area; thence  $S 2^{\circ} 00' 00'' E$ , 67.34 feet within the same aforesaid lease area; thence  $S 53^{\circ} 52' 13'' E$ , 578.31 feet on a line crossing through the aforesaid lease area and through an area of State-owned land currently under lease to Sohner Tree Service, Inc., a corporation (Public Resources Code Series No. 2551.1); thence  $S 79^{\circ} 26' 16'' E$ , 258.24 feet to an angle point on the Corte Madera Canal Right-of-Way as defined on Drawing Sheet No. C-102; thence along said Canal line  $S 50^{\circ} 55' 31'' E$ , approximately 1940.20 feet; to a point on said Canal line designated as Point No. 520 on Drawing Sheet No. C-102 (corresponding to a point designated as TLS 715 on Map No. 2, Salt Marsh and Tide Lands situated in the County of Marin, State of California, prepared by the Board of Tideland Commissioners and approved on May 10, 1871); thence  $S 66^{\circ} 36' 31'' E$ , 2,650.93 feet to a point designated as No. 521 on the Corte Madera Canal Right-of-Way as defined on Drawing Sheet No. C-102; thence  $S 63^{\circ} 09' 03'' E$ , approximately 6,400 feet to the -14 MLLW contour; thence south along said contour line approximately 700.00 feet; thence  $N 63^{\circ} 09' 03'' W$  approximately 6,350 feet crossing through property known to be owned by Certosa, Inc., c/o D. Muzzi (Parcels 01, 02 and 03, Assessor's Map Book 23, page 06, County of Marin, California) to the common northern corner point of Parcel 03 of said Muzzi property and property known to be owned by Marin Title and Guarantee Co. (Parcel 02, Assessor's Map, Book 23, page 05, County of Marin, California) which point lies on the southern right-of-way of the Corte Madera Canal as shown on Drawing Sheet No. C-103; thence  $N 88^{\circ} 52' 31'' W$  along said Canal right-of-way line approximately 120.00 feet to an angle point in said Canal line designated as Point 501 on Drawing C-103; thence  $N 66^{\circ} 36' 31'' W$ , 2,868.36 feet along the Canal Right-of-Way line to an angle point designated as Point No. 500 on the Canal right-of-way line or shown on Drawing Sheet No. C-102; thence  $N 50^{\circ} 55' 31'' W$ , 2,205.72 feet to an angle point in said Canal line designated as Point 698 (corresponding to Point TLS 698 on the aforesaid Salt Marsh and Tidelands Map No. 2); thence  $N 32^{\circ} 41' 13'' W$ , 254.74 feet to Point 699 (corresponding to Point TLS 699 on the aforesaid Salt Marsh and Tideland Map); thence  $N 53^{\circ} 52' 13'' W$ , 47.90 feet; thence  $S 87^{\circ} 21' 35'' W$ ,

EXHIBIT "A" (CONTD)

858.60 feet; thence N 02° 38' 25" W, 310.58 feet; thence N 87° 21' 35" E, 145.35 feet; along a curve to the left of radius 40 feet, an arch distance of 86.31 feet; thence N 36° 16' 26" W, 346.42 feet to a point on the south property line of the Ferry Terminal Site property; thence along said property line on a bearing of N 76° 52' 03" E to the point of beginning; containing 194.49 acres more or less, excluding Parcel 2 below.

PARCEL 2:

Excepting therefrom the following described property designated as Parcel 2:

BEGINNING at a point on the southerly boundary of Corte Madera Canal as shown upon the above-mentioned Map No. 2 of Salt Marsh and Tide Lands which bears S 63° 09' 03" E, 1,548.45 feet from a point designated as No. 521 in Parcel 1; thence from said point of beginning S 63° 09' 03" E, 1,153.02 feet to an intersection with the Line of Nine Feet of Water as shown upon said Map No. 2 of Salt Marsh and Tide Lands; thence along said Line of Nine Feet of Water S 09° 37' 29" W, 636.13 feet to an intersection with the southerly line of the proposed channel easement described in Parcel 1; thence along said southerly easement line N 63° 09' 03" W, 2,602.51 feet to an intersection with the southerly line of Corte Madera Canal; thence S 88° 52' 31" E, 1,399.86 feet along said Corte Madera Canal to the point of beginning, containing 26 acres, more or less.

Bearings and distances in the above descriptions are based upon the California Coordinate Systems, Zone 3.

END OF DESCRIPTION