

Friends of the Sailing Center

3150 – 18th Street, #309
San Francisco, CA 94110

December 5, 2016

Mr. Brad McCrae
Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600
San Francisco, CA 94102-7019
bradm@bcdc.ca.gov

Dear Mr. McCrae:

We write as supporters of the Treasure Island Sailing Center at Clipper Cove. We are program participants, tenants, parents, former board members, and former sailing instructors at the Center. In this capacity we bring years of experience regarding the value of Clipper Cove and in particular deep knowledge regarding the public access programs of the Sailing Center.

Please know that the recent marina proposal unveiled by Treasure Island Enterprises at the November 16, 2016, board meeting of the Treasure Island Development Authority (TIDA) would significantly reduce the range and depth of the programs operated by the Sailing Center, particularly its youth programs.

While we applaud the spirit of Sailing Center in offering this sacrifice in order to preserve at least part of the Cove for public use, we believe this proposal does not meet the public interest.

Under this proposal, the marina would expand from covering 7% of the Cove to covering 31% of the Cove, an expansion of 342%, permanently eliminating public access to 1/3rd of the Cove. In addition, the configuration of the marina footprint would leave only a narrow and challenging entrance to the Cove. Public recreation and access to the San Francisco Bay will be significantly reduced, particular for small boaters and youth.

There would be a 24% reduction in the sailing area used each year by more than 2,000 4th graders from San Francisco public schools participating in the STEM (science, technology, engineering, and mathematics) curriculum classes operated by the Center on the San Francisco Bay.

The configuration of the proposed marina would entirely block some beginning and youth sailors at the Center from entering the Cove, preventing them from accessing the heart of the cove as well as the beach.

High school and collegiate racing will be pushed part way out of the Cove, mandating additional the expense of additional safety boats as well as prompting additional racing limitations and cancellations when conditions outside the Cove become dangerous.

These findings have been documented by the Sailing Center in a detailed assessment of the new marina proposal. The Sailing Center [documented](#) in considerable detail how this proposal would significantly decrease the range and depth of TISC programs, in particular the dramatic loss of access for youth sailors, at both the beginning and high school levels, as well as the loss of educational opportunity for SFUSD students engaged in STEM curriculum on the San Francisco Bay. See pages 7 and 8 of the Sailing Center [report](#) detailing these impacts.

In exchange for this reduction in public use, TIE proposes an extremely inefficient marina design that unnecessarily fills in the Bay such that 1/3rd of the Cove is lost. In exchange for this loss of open water on the Bay, TIE's proposed marina expansion would provide berthing for an additional 229 boats and a long guest dock. However, the length of the average slip for these additional 229 boats would be 57 feet – 21 feet longer than the average slip length at San Francisco's South Beach marina (36'). Overall the average slip length across the entire new marina would be 54 feet – compared to 31 feet currently. This dedication to extremely long boats not only increases the length and width of the slips but also necessitates extra wide fairways. Moreover the new plan proposes providing two finger slip docks per boat, causing the marina to expand further southward, putting additional pressure on youth and beginning sailors trying to pass through a choke point entrance into the Cove. In comparison South Beach Marina provides only one finger slip dock per boat.

As an example of a detailed plan better aligned with the public interest and BCDC's San Francisco Bay Plan, the Sailing Center recently proposed a much more efficient marina design that provides the same number of berths as the current proposal but does so with a significantly smaller footprint - 25% smaller. This alternate design provided for boats that averaged 45 feet in length (still far larger than the 36 foot average at South Beach) and provided only one finger slip per boat (parallel to South Beach).

The Sailing Center's study also identified the maximum marina expansion that could be implemented with minimal impact on current public use of the Bay. That expansion would more than double the number of slips in the marina and increase the average slip size from 31' to 42'. It is this alternative that would provided the greatest net increase in public recreation and education on the San Francisco Bay.

The Center also conducted a detailed financial analysis that [documents](#) the financial viability of more efficient marina designs such as the above.

In sum, the latest proposal forwarded by Treasure Island Enterprises would significantly reduce the opportunity for public recreation and public education on the Bay. Overall public access and activity on the Bay would be reduced, particular small boating in Clipper Cove. At the same time, the proposal would fill-

in the Bay far more than necessary to provide additional marina berthing in the Central Bay.

This new proposal could and should be improved upon.

Thank you for your attention here.

Sincerely,

Name

Affiliation (e.g. former instructor, tenant)