

TREASURE ISLAND SAILING CENTER
Launching Point for New Horizons

March 7, 2017

Dear Avery Whitmarsh:

We are in receipt of your request for a TISC review of the new marina proposal presented by Treasure Island Enterprises at the last TIDA Infrastructure and Transportation Committee on February 15, 2017.

Based on that event, TISC has taken independent action to review the February 15, 2017 proposal to ensure compliance with the November TIE/TISC agreement. Below are the results of that review.

We compared the February 15, 2017, proposal to prior TIE proposals and in particular to the proposal accepted by TISC and presented to the TIDA board on November 16, 2016. The methodology, criteria and metrics used for this review were the same as employed by past TISC reviews which can be found here (<https://tisailing.org/resources/news-and-press-releases>).

Compared to the November 16, 2016, marina plan, the footprint of the Feb 15, 2017, proposal is virtually the same. The November 16, 2016, footprint covers 34% of Clipper Cove. The February 15, 2017, footprint covers 32% of the Cove.

The envelope of the marina footprint under the agreement is defined by the location and length of the attenuator wall. The specifications of that agreement can also be found at the following link above (<https://tisailing.org/resources/news-and-press-releases>).

The attenuator wall in the February 15, 2017, proposal shifts very slightly (89 ft) to the west compared to the location in the November 16, 2016, plan (Table 1). The attenuator wall is slightly longer (@29ft) in the new proposed layout. However, because of the shortening of the dog leg (@50ft) at the end of the attenuator wall in the new proposal, the envelope of the new layout recedes to the north by 14 feet. As such these changes do not violate the envelope agreement between TISC and TIE in November of 2016. The area of the proposed marina (February 2017) is 3% smaller than the November 2016 marina plan and covers 32% of the Cove (versus 34% of cove).

TISC's review also found that rows of docks in the Feb 15, 2017 proposal are slightly longer than the docks in the Nov 16, 2016 plan, particularly the western-most row of docks (E) along the beach which is now 78ft closer to the beach. Beach access will be noticeably reduced compared to the Nov. 16, 2017 plan. In the November 2016 plan, the closest dock to the usable beach area was 338 ft. The most westward row of docks (E) in the February 2017 plan is @ 260 ft from the beach, reducing the distance from the beach to the first row of boats by @24%.

PIER 12, CLIPPER COVE

3739 BALBOA STREET, PMB188
SAN FRANCISCO, CA 94121



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We are recommending that the proximity of the docks in the February 2017 proposal be looked at further in regards to safety (from electric shock drowning or poor water quality) for swimmers at the beach. Opinions from experts in this area should be solicited since the potential safety issues associated with the new proximity of the most westward docks (E) were not considered or discussed in our prior conversations with TIE.

Sincerely,

Carisa Harris Adamson
 TISC Board of Directors, Chair
Carisa.harris-adamson@tisailing.org

Dave Guinther
 TISC Board of Directors, Vice Chair
 Treasure Island Sailing Center
Dave.Guinther@yahoo.com
<http://www.tisailing.org>

Table 1.

Marina Plan	# Berths (Avg)	Att. Wall Location @ MLW at caus'way (ft)	Main Attenuating wall length from shore (ft)	Dog leg length (ft)	Entire Atten. wall length (ft)	Dog leg angle (°) from wave atten. line	End of Dogleg Location from TI shore (ft)	Navig. space (ft)	Area of Marina (sq ft)	% of Cove (area = 3,797,430 sq ft)
TIE-Nov 2, 2016	336 (53.51)	1,204	847	236	1,083	45	1,014	450	1,297,228	34%
TIE-Feb 1, 2017	313 (52.96)	1,115	868	186	1,054	45	1,000	500	1,195,275	32%

PIER 12, CLIPPER COVE

3739 BALBOA STREET, PMB188
 SAN FRANCISCO, CA 94121

Save Clipper Cove

1455 Alabama Street
San Francisco, CA 94110
www.saveclippercove.org

January 11, 2017

R. Zachary Wasserman, Chair
Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600
San Francisco, CA 94102-7019
via email: brad.mccrea@bcdca.gov

Dear Mr. Wasserman:

I write on behalf of Save Clipper Cove to encourage the Bay Conservation and Development Commission to reject the recent marina expansion proposal unveiled by Treasure Island Enterprises at the November 16, 2016, board meeting of the Treasure Island Development Authority (TIDA).

As proposed, the marina expansion would dramatically reshape the most valuable venue for small boating in the San Francisco Bay. Much would be lost in this redevelopment, yet comparatively little gained. The proposed expansion would have a dramatic net negative impact on public education and public recreation on the San Francisco Bay. Worse, the proposed expansion would fill-in the Bay far more than necessary to provide additional marina berthing in the Central Bay.

The proposed expansion has been met by widespread public opposition. Attached are letters from the Sierra Club, Friends of the Sailing Center, Treasure Isle Marina Tenants for Balanced Expansion, and Raft Up Community for Clipper Cove, each detailing dramatic negative impacts that would be imposed by current marina expansion proposal for each of their communities.

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 one third of the Cove. Anchorage in the Cove would be significantly reduced. Sailing area for dinghies and small boats would be dramatically reduced, a major sacrifice given that the Cove is widely considered one of the premier small boating venues on the West Coast. Marina berthing for boats under 40' would be eliminated entirely.

The proposal would significantly restrict and reduce the range and depth of the programs operated by the Treasure Island Sailing Center, particularly its youth sailing and education programs, affecting thousands of users each year. These impacts have been documented in detail by the Treasure Island Sailing Center and recently validated by Friends of the Sailing Center. This change would significantly reduce public recreation on the Bay as well as public education about the Bay.

The dramatic reduction in small boating on Clipper Cove would violate the development objective set out under the San Francisco Bay plan to expand small boating in Clipper Cove. Besides the loss of boating under TISC programs, high school and collegiate training and racing would also be diminished. In addition, the Laser and V15 adult sailing fleets that practice and race in Clipper Cove would be negatively impacted.

The proposed marina expansion would significantly reduce the area of the Cove available for recreational anchoring – an increasingly popular public recreation in the Cove. Recent anchor-out events in Clipper Cove have attracted scores of boats.

The TIE proposal would also significantly reduce the opportunity for public recreation on the San Francisco Bay by eliminating nearly 100 marina berths for small and medium sized boats in the Central Bay. The redeveloped marina would eliminate all marina berthing in Clipper Cove for boats smaller than 40 feet. As a result, the Central Bay would lose 97 slips run from 16 feet to 36 feet. The marina, which is currently dedicated almost entirely to boats under 40 feet, is currently fully occupied and maintains a very long wait list.

In exchange for this dramatic reduction in public education and public recreation on the San Francisco Bay, TIE proposes a marina expansion to provide berthing for an additional 229 boats as well as a long guest dock. While marina expansion in Clipper Cove is called for under the San Francisco Bay plan, this particular proposal produces a trade-off that results in a dramatic net reduction in public education and public recreation on the San Francisco Bay. Worse, TIE proposes an extremely inefficient marina design that fills in the Bay far more than is necessary to provide such berthing.

Overall the average slip length across all 336 slips in the new marina would be 54 feet, 18 feet longer than the average slip length at San Francisco's South Beach marina (36 feet) and 23 feet longer than the average slip length in the current Clipper Cove marina (31 feet). This dedication to extremely large boats not only increases the length and width of the slips but also necessitates extra wide fairways, significantly expanding the marina's footprint.

In addition, the new plan proposes providing two finger slip docks per boat, pushing the marina's footprint further southward, putting pressure on youth and beginning sailors trying to pass through a choke point entrance into the Cove and eliminating valuable anchor-out space. In comparison South Beach Marina provides only one finger slip dock per boat.

The Treasure Island 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 provides for boats that average 45 feet in length (still far larger than the 36 foot average at South Beach) and provides only one finger slip per boat (parallel to South Beach). This

alternative would be much better aligned with the objectives of the San Francisco Bay plan.

The Sailing Center has also identified the maximum marina expansion that could be implemented with minimal impact on public recreation and education on the Bay. It is this alternative that would provide the greatest net increase in public recreation and education on the San Francisco Bay. The Sailing Center's minimum impact option would permit doubling the number of slips in the marina while increasing the average slip size from 31' to 42'.

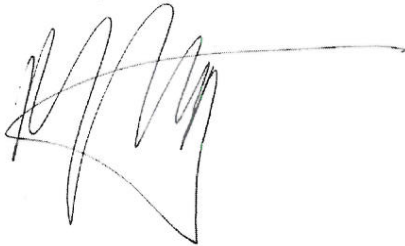
The Sailing Center has conducted a detailed financial analysis documenting the financial viability of more efficient marina designs such as the above.

[See: <https://tisailing.org/images/2015/TIDevelopment/tisc-marinafeasibilityanalysis-161019.pdf>]

The latest proposal forwarded by Treasure Island Enterprises would dramatically reduce public recreation and public education on the Bay, particular small boating in Clipper Cove. Worse, the proposed expansion would fill-in the Bay far more than necessary to provide additional marina berthing in the Central Bay.

This new proposal should be rejected.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hunter Cutting', with a long horizontal line extending to the right.

Hunter Cutting

Treasure Island Marina Expansion 4/5/2017 Agenda Item VIII

Larry Doyle [larrydoyle23@gmail.com]

Sent: Monday, April 03, 2017 10:25 PM

To: Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Dear Commission Chair Randy Short and DBW Deputy Director Lynn Sadler,

I write as a representative of the Treasure Island Marina Tenants for Balance Expansion, a group of current Treasure Island Marina tenants who've berthed boats as long as three decades at the TI Marina, in regard to Wednesday's (4/5/2017) meeting agenda item VIII, 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000'.

Our group was formed this winter after reviewing the TI Marina Expansion proposal and it became clear Treasure Island Enterprises (TIE) was not taking into account the needs of the current tenants in terms of slip sizes, berth fees, and stewardship of Clipper Cove.

We urge you to reject any loan request to support the TI Marina demolition and reconstruction until a more sensible and sensitive proposal is put forth.

Currently there are 107 slips at the Marina, 97 are between 16 and 36 feet. All these slips would be eliminated under the TIE proposal, which has no slips under 40, and only 7 at 40', and 96 at 45'. A representative of TIE stated at a February TIDA meeting that all current TI Marina slip owners could put their boats into a 40 or 45 foot slip and only pay based on the length of their boat, albeit at the per foot rates for 40' and 45' slips (which TIE previously reported to you as \$16.50/foot). In other words, TIE is proposing there will 40 and 45 foot slips with 16, 20, 25, 30, and 35 foot boats in them, all paying two to three times their current monthly rent. This is a de facto eviction of the majority of current tenants, a profligate waste of the space in Clipper Cove, and evidence of a broken planning process completely out of sync with current users of this priceless resource.

Below is a copy of the letter I sent to DBW last May when the TI Marina was on the agenda at the Emeryville DBW meeting. More than ever the points in this letter reflect the sentiments of the current Treasure Island Marina tenants. Now that we know the details of the TI Marina expansion it becomes apparent current marina tenants face a de facto eviction and the new marina as proposed is an unwelcome blight on Clipper Cove that flagrantly disregards the needs of all the diverse groups currently using and sharing Clipper Cove. A majority of tenants would likely rather no marina expansion in Clipper Cove than the currently planned one:

Dear Commissioner Sadler,

I writing to urge the DBW to postpone action on the Clipper Cove Marina project. Clipper Cove is a jewel which has evolved tremendously in the last ten years. Lets not be in a hurry to destroy it.

I'm a San Francisco resident and have rented a slip at the current Treasure Island Yacht Harbor since the 1990's, actively sailing my Catalina 27 most weekends. I raised two children on that boat and have taken countless family members and guests out on the Bay. My kids have joined other kids paddle boarding and driving our dinghy to the wonderful, protected sand beach at the west end of the cove. We've rafted with boats from around the Bay and beyond in Clipper Cove. We've watched the Dragon Boat races and we've participated in regattas.

My children learned to sail at the Treasure Island Sailing Center, and in the process, due to TISCs inclusive sailing classes and camps, were exposed to a diverse group of instructors and students which enriched their lives beyond the sailing skills taught on the water. My 16 yo son was a CIT at TISC last summer and will return as a paid instructor this summer. He also races 29er Skiffs and competes on a national level.

As much as I'd like to see the Treasure Island Yacht Harbor improved, the current proposed plan is out of sync with the direction sailboat use is moving. I question the number of berths and average slip size in the proposal.

The current proposal is much too large, ruining Clipper Cove's greatest asset, the undeveloped Cove itself. Sailing instruction will be severely limited, raft-ups eliminated, and overall water recreation curtailed. Clipper Cove will no longer be a destination.

The idea of creating space for large / super yachts is completely contrary to what I see out on the water. Unlike Florida or the Caribbean, San Francisco is not a Super Yacht or even large yacht destination, its too cold and not near any other ports. Just watch the Bay from the city front on any weekend. Large yachts also require deep water, the eastern entrance of Clipper Cove at low tide is 40 inches mid-channel. A tremendous amount of bay mud would needed to be moved to let large boats in, further degrading the Cove environment.

Large yachts are typically underutilized. Many of large yachts are only used a couple of weeks a year. Its not worth destroying Clipper Cove to build what could amount to a storage facility for the ultra-rich.

A better proposal would adjust the number of boats and make more efficient use of the northwest corner and north side of the cove to **radically limit the new Marina footprint while providing facilities for storing and launching dry-sailing boats and expanding community-based sailing organizations like TISC.**

There are many other problems with the Marina Proposal that I'm sure the DBW will become aware of at it performs its due diligence including no current EIR and rapidly mounting political opposition in San Francisco.

The entire marina proposal needs to be completely re-evaluated.

Thank you for your consideration.

Regards,
Larry Doyle
Naima B-11
415 596 6730

Letter from Friends of the Sailing Center

Avery Whitmarsh [averywhitmarsh@gmail.com]

Sent: Monday, April 03, 2017 9:58 PM

To: Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Attachments: FriendsLetterToDBW - 4-3-2~1.pdf (98 KB) ; FriendsOfTheSailingCenterL~1.pdf (298 KB) ; TISCRreportOnNovember2017Pr~1.pdf (2 MB) ; TISCRresponse - 3-7-2017.pdf (338 KB)

Dear Chair Short and Deputy Director Sadler,

I write on behalf of the Friends of the Sailing Center regarding DBW Commission meeting agenda item VIII for April 5, 2017: 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000.'

We are former board members, former executive directors, former instructors, volunteers, parents, and tenants of the Treasure Island Sailing Center (TISC). And in support of TISC we oppose the current marina expansion proposed by TIE.

The proposed marina expansion would sacrifice 1/3 of Clipper Cove, significantly reducing public access to San Francisco's most valuable protected sailing venue.

In addition, this proposal would significantly decrease the range and depth of the programs operated by TISC, particularly its youth programs. This plan represents a 24% (~900,000 sq ft) reduction in area compared to the space currently used by TISC programs in Clipper Cove, including the Set, Sail, Learn STEM program serving over 2,000 4th graders each year from San Francisco public schools.

Please find attached a report from TISC regarding the November 2017 proposal as well as letter from TISC regarding February 2017 proposal, documenting these findings.

Please also find attached a letter of opposition from the Friends of the Sailing Center submitted to the Bay Conservation and Development Commission signed by over 60 friends of TISC, including the US Sailing Association.

TISC accepted the November compromise in order to ensure that at least part of the Cove is saved. While we applaud TISC for taking that step, this proposed compromise does not represent the best balance of shared use in Clipper Cove.

The proposed compromise would violate the public interest in the San Francisco Bay, in particular the very explicit BCDC policies upholding public access and recreation. This plan could and should be improved upon.

In the meantime, DBW should reject or defer consideration of the TIE loan application for marina development in Clipper Cove.

We look forward to working with all stakeholders to improve the planning for Clipper Cove as the process moves forward.

Thank you for your consideration,

Avery Whitmarsh
Friends of the Sailing Center
415-378-3912

Sierra Club opposition to TIE proposal for Clipper Cove

Hunter Cutting [huntercutting@gmail.com]

Sent: Monday, April 03, 2017 9:33 PM

To: Sadler, Lynn@Parks

Cc: Dill, Keren@Parks; Becky Evans [rebecae@earthlink.net]

Attachments: SierraClubClipperCoveBCDCI~1.pdf (305 KB) ; ResponseFeb2017Map_v3.pdf (338 KB)

DBW Commission Chair Randy Short
DBW Deputy Director Lynn Sadler
California Division of Boating and Waterways
California Department of Parks and Recreation
(via email: Lynn.Sadler@parks.ca.gov)

Dear Chair Short and Deputy Director Sadler:

I write on behalf of the San Francisco Sierra Club, regarding Wednesday's DBW Commission meeting agenda item VIII, 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000,' to share with you the Sierra Club's opposition to the current marina expansion proposal for Clipper Cove, and to repeat the Club's request that Division of Boating and Waterways defer action on the loan application submitted by Treasure Island Enterprises (TIE). Action by DBW should be paused until TIE submits an expansion proposal that preserves public recreation on San Francisco Bay and protect the environmental integrity of Clipper Cove.

The Club has considered TIE's November 2017 proposal and found that the scale of the marina as currently proposed is much greater than can be accommodated without significant negative impacts on public recreation on the San Francisco Bay. The Club is also concerned about the potential impact on views of open water, potential restriction of space for anchor-outs and detrimental impact on the eelgrass beds near the shore of Yerba Buena Island. Please see attached a letter from the San Francisco Group of the Sierra Club to the Bay Conservation and Development Commission documenting this opposition.

As you may know TIE has since unveiled a modified proposal (February 2017) that is arguably worse than the November proposal. The Treasure Island Sailing Center conducted a formal review of the February proposal and found that the overall footprint/envelope of the February 2017 proposal is virtually the same as the footprint of the November 2017 proposal. However, the docks within the footprint/envelope are longer and beach access will be noticeably reduced compared to the November plan due to a much longer dock proposed for the west side of the marina. Please see attached a letter from the Treasure Island Sailing Center documenting these findings.

Public recreation and public access to the Bay will be significantly diminished under this plan. The plan also poses an unassessed risk to the environmental integrity of Clipper Cove.

Moving forward now on the TIE loan application would be premature, at best. At worst it would only further a proposal based on unsound planning and significantly reduce public recreation on the San Francisco Bay. DBW should require the developers to submit a

proposal that meets the public interest before moving forward on consideration of any loan application.

Attempting to reform a bad proposal by attaching conditions to a loan proposal runs the significant risk that those conditions will ultimately fail to protect the public interest, but by then the damage will be done. It is much more reasonable and straightforward for DBW Commissioners and DBW to understand upfront what the marina expansion will be pursued.

Thank you for your attention.

Sincerely,

Hunter Cutting
Member, San Francisco Sierra Club Conservation Committee

The Treasure Island Sailing Center



TISC creates opportunities for people to learn and grow through sailing. We provide access to boat and instruction because people who connect with the bay will take care of it. Our programs accommodate people of all ages, ability, gender, and socioeconomic backgrounds- we have an 80% youth scholarship rate. We

serve close to 4000 sailors per year (Figure 1) and expect (based on other sailing centers nationally) to serve more than 20,000 people per year. We believe that San Francisco will be a leader in providing equal access to sailing by developing a community sailing center in the only place possible in San Francisco—Clipper Cove.

Impact of Clipper Cove Marina Development

The biggest threat to providing public access to Clipper Cove is the reduction of safe, navigable space. This is particularly true for our youth programs that pride itself in offering a 5 level curriculum designed to introduce kids to the Bay at a young age, then provide them with pathways to hone their sailing and personal skills that lead to educational and job opportunities they never thought possible. By reducing space in the cove (page 2), self-piloted small boat sailing would be replaced with instructor-piloted keelboat sailing outside of the cove reducing the number of kids we can accommodate as well as what and how we teach them (Figure 2).

Due Diligence & Good Faith Compromise

In 2015, TISC learned about the expanded Marina footprint from a concerned TISC parent. Over the past 18 months, we have worked diligently (as volunteers) to communicate to all stakeholders the negative implications on our scope and type of programming. When prompted by TIDA to outline our current use of the Cove and acceptable marina designs, we teamed up with architects, engineers and other experts to research and design feasible solutions. In doing so, we determined that a 235 berth (42'avg) marina would preserve the majority of current use (p. 3), thus having “Minimal Impact” and being our top recommendation. We also developed a compromise solution (“Spring 2016 Compromise”), a 306 berth (46'avg) plan which was rejected (p. 4). In the Fall of 2016, we developed another compromise (“October 2016 Compromise”). This plan includes 334 berths (45'avg) (p. 6). We also developed financial models to ensure our solutions were economically feasible and sustainable (see “Clipper Cove Marina Expansion - Economic Feasibility Study”). Additionally, we outlined a “Maximal Impact” plan (p. 7) that represents the bare minimum space required to continue our programs, albeit with substantial limitations and modifications. Obviously, this is not our preferred our recommended plan, but it does communicate the maximal footprint that the marina can have while allowing TISC to continue. The goal of this document is to provide an overview of the plans we produced to negotiate a compromise that allows public service and access with a modernized expanded marina. The dimension specifics are offered in addition to each plans programmatic and financial impact. Based on the information included, TISC strongly recommends the October 2016 Compromise as a path forward (p.6).

Figure 1. 2015 TISC participation

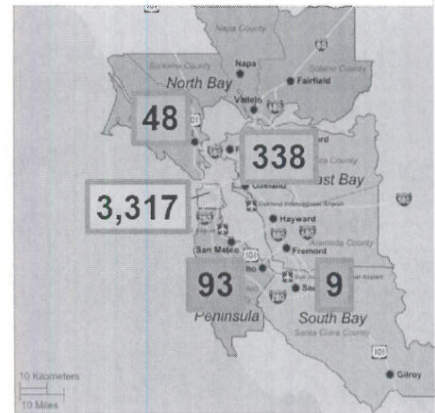
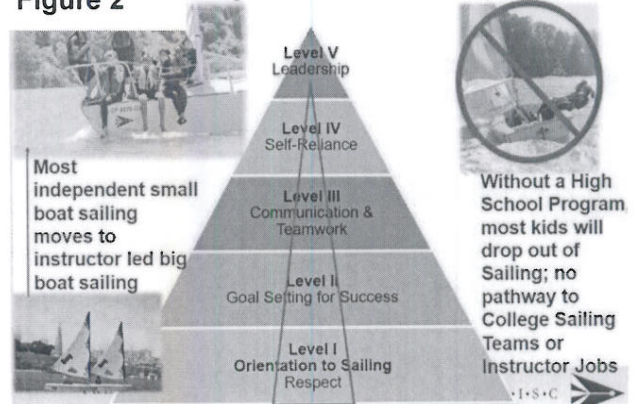
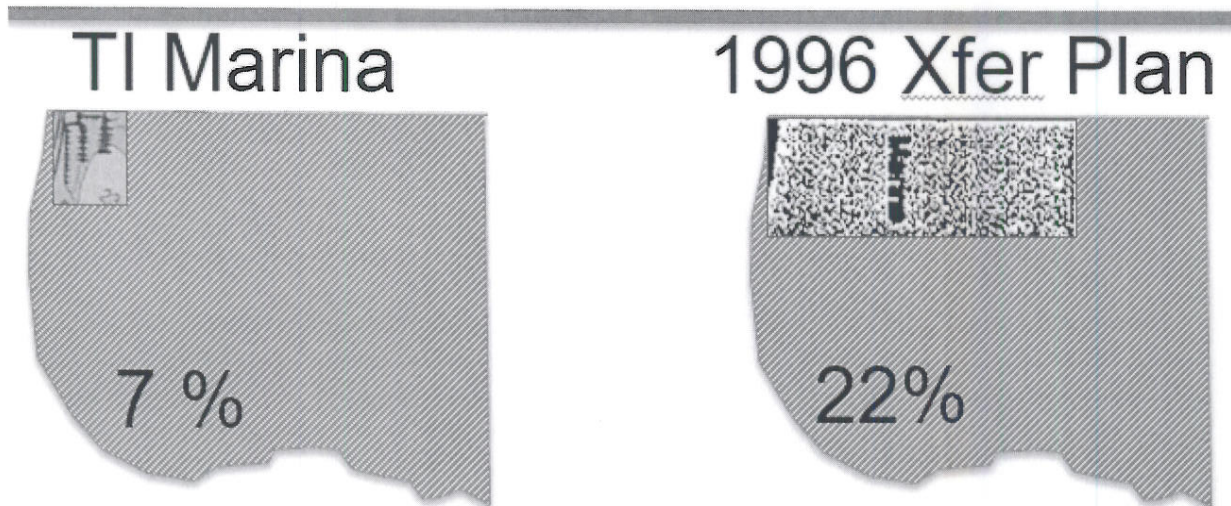


Figure 2 Impact on Youth



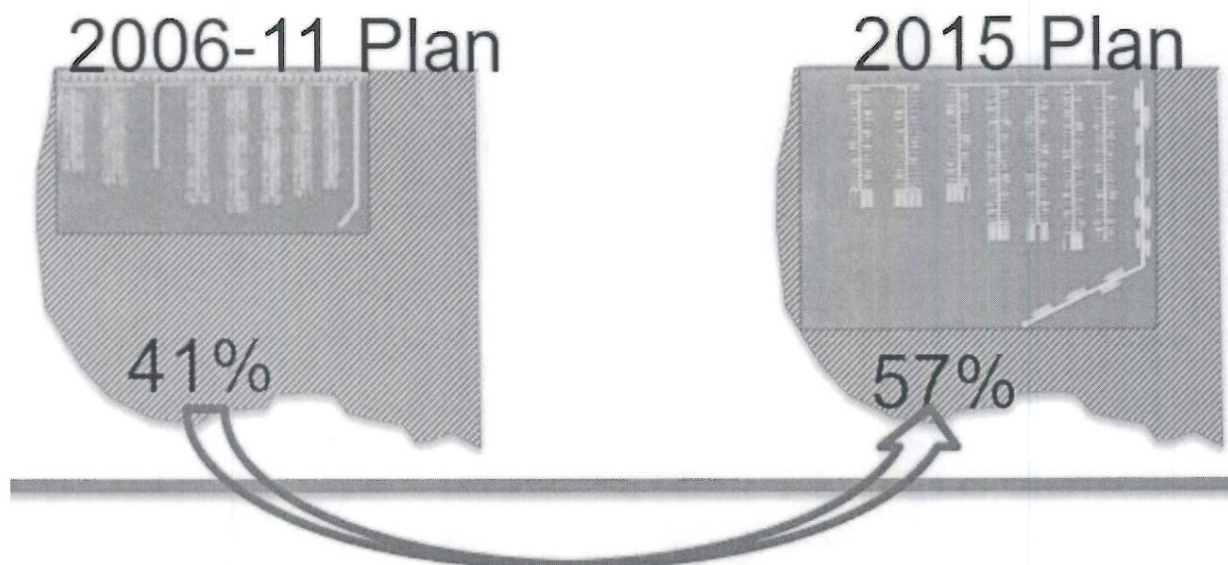
Current Marina & 1996 Transfer Plan

The current marina utilizes 7% of the cove and accommodates 107 boats that average 31' in length. The 1996 Transfer plan called for an expansion and modernization of the marina that utilizes 22% of the cove. However, even this plan did not maximize the sailable space in the cove (it's rectangular shape puts its most eastward dock 1685' from the mean low waters (MLW) edge at the causeway and its southward encroachment (470' south into the cove), likely because the cove was not being used at the time by the public. The Treasure Island Sailing Center was founded in 1999.



2002-2006 TIE Marina Proposal

In 2002, a plan was put forth by TIE that supported quadrupling of the marina. It utilized 41% of the cove. Despite our small programs at the time, we repeatedly asked for the marina to be moved as far to the west as possible. We also asked that the megayacht pier in the middle of the marina be removed so that the wave attenuator could be moved to the west. In 2015, after 10 years of dramatic expanded use of the Cove by the public, TIE submitted a substantially larger footprint, taking over 57% of the cove. All of the existing TISC programs held in the cove would be eliminated.



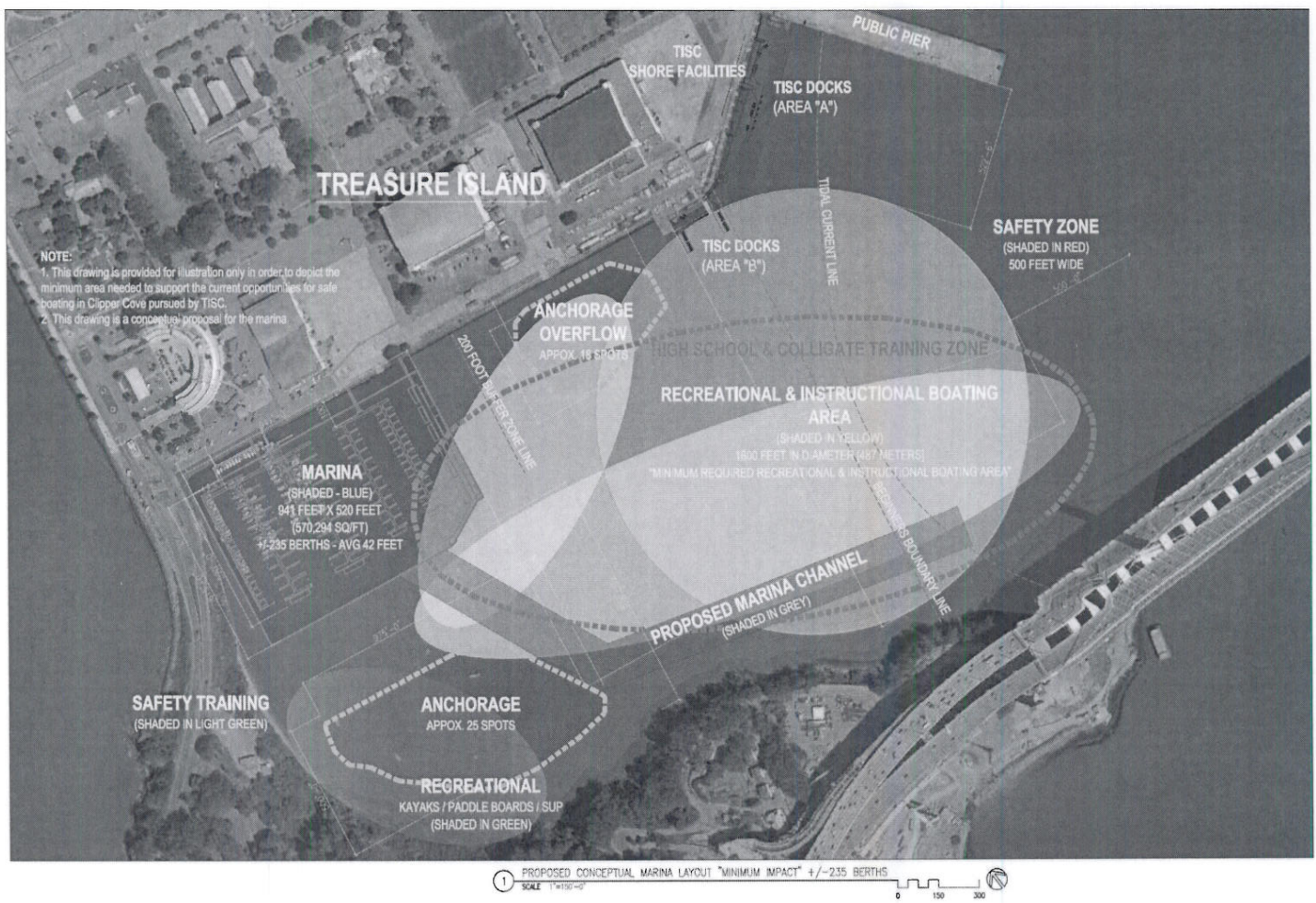
Proposed Solution for a Shared Approach to Clipper Cove- SPRING 2016

Benchmark: "Minimum Impact" Plan for Maximum Shared Use

More than doubling the size of the current marina (228% increase) would minimally impact the current use of the cove by anchorage folks as well as TISC Education and Recreation Programs. We believe that any marina design should start from this benchmark which establishes the maximum marina expansion that can be accommodated while minimally impacting current use.

Key Design Points:

- Marina Footprint with wave attenuator (570,294 SqFt)
 - Location of Wave Attenuator From Causeway to the East: 941'
 - Length of Wave Attenuator/Docks from shore to the South: 520' plus a 200' dog leg extension
- Accommodates 235 berths at ~42 ft slip average
- >500' of guest docks on each side of wave attenuator
- 25 mooring balls in the cove; Ample space for self-anchorage
- Current use is easily resumed close to normal



Spring 2016 Compromise

Tripling the footprint of the current marina (@313%) would result in a substantial number of slips being added to the modernized marina while preserving most of the area currently used for orientations and beginner sailing.

Key Design Points:

- Marina Footprint with wave attenuator (832,422 SqFt)
 - Location of Wave Attenuator From Causeway to the East: 990'
 - Length of Wave Attenuator/docks from shore to the South: 847'
 - Dog Leg length 252' at 45° angle from main attenuator line
- Accommodates ±306 berths (46ft slip average)
- >800' of guest docks on each side of wave attenuator
- 25 mooring balls in the cove; Ample space for self-anchorage
- The majority of the recreational and instructional boating area (yellow) is preserved. However, there is a **significant reduction in the area available for instructional and recreational youth sailing.**
- High School and College Sailing programs (blue dotted oval) can continue training and racing in Clipper Cove, albeit with moderate modifications in size and type of racing area, including expansion into the safety zone requiring increased safety precautions to be taken (i.e. # safety boats, wind cap, seasonal /tidal restrictions).
- Ample current free, safe space upwind of launch for beginners (Dotted red lines)



October 2016 Compromise

Clipper Cove Shared Space Objectives

In examining potential compromise options that surfaced in October, TISC identified several key metrics for evaluating whether the proposed plans would provide shared use of Clipper Cove:

- 1) A marina footprint that accommodates current use
- 2) A wave attenuator location (on the TI shoreline) that:
 - a. allows adequate space for the majority of current sailing educational and recreational uses to persist, and
 - b. minimizes the length required to protect the marina
- 3) Optimization of space shared by anchor outs, small boat instruction, and recreational small boaters.
- 4) Add value to the cove and the boating community by modernizing and expanding the current marina
- 5) A plan that accommodates recreational and educational use by as much of the public as possible (beach, kayaks, SUPs, small boat sailing, keelboat sailing, motorboats)

[REDACTED]

[REDACTED] TISC appreciates the improvements made in this plan over prior proposals, there are still some 2 major concerns that would have an enormous impact on how kids in our programs can use the cove.

- The location of the wave attenuator starts @1325' from the MLW line at the causeway (see yellow highlight area 1)
- There is no space provided for boats using the east side of the wave attenuator to tie up to. This should be accounted for so we are not in the position to police this while TIE owns the marina, or upon any sale of the marina
- Therefore there is inadequate space to run the full scope of our beginner classes and inadequate upwind distance for racing (High School, College Sailing & Dinghy Racing- all ages)
- The length of the wave attenuator dog leg (@642') makes it difficult to sail upwind to the beach, essentially blocking access to the west end of the cove for beginning sailors (see yellow highlight area 2 which shows @600' narrow upwind pass to get to the beach)

[REDACTED]

Intentionally redacted because it includes a TIE map that has not been presented yet in public

TISC Plan- October 2016 (Appendix 2:A21-EXP)

Given the challenges described, and to further identify compromise solutions, TISC returned to our Spring 2016 Compromise map, moved the attenuator wall further eastward and added a half row of slips to the inside wall of the wave attenuator. This design adds 36 slips to the plan without causing the elimination of any TISC programs. That said, compromises in where and when programs take place will have to be made. Although we still believe that a yet smaller plan that would accommodate ALL current public use is more appropriate, **we can support this plan** or one with an equivalent footprint that observes the location of the wave attenuator and provides navigable space to the beach.

Key Design Points:

- Marina Footprint with wave attenuator (857,836 SqFt; 23% of Cove)
 - Location of Wave Attenuator From Causeway to the East: @990'
 - Length of Wave Attenuator/docks from shore to the South: @847'
 - Dog Leg Length: not needed due to length and westward placement of attenuator. Up to @252', at 45° angle from main attenuator line is acceptable; tip is 962' from TI shore
 - Public use space reduction: 607, 836sq ft (16% of cove)
- Accommodates ±334 berths (45ft slip average). Berths are single finger slips which is environmentally friendly (reduces bay fill) and is cheaper to build.
- >800' of guest docks on east side of wave attenuator
- 25 mooring balls in the cove; Ample space for self-anchorage east of wave attenuator
- Additionally, the most eastward row of boats (Row E) includes 38 35' boat slips accommodating more of the public (35' yachts are substantially cheaper (\$100k) than 45'(\$400k) yachts). We highly encourage that this space utilize a shared boat model (think car share or Uber).
- Acceptable current free, safe space upwind of launch for beginners (Dotted red lines) and a navigable pass to the beach (500' between tip of dogleg and eel grass; 225' of upwind narrow passage space)
- High School/College Sailing programs (blue dotted oval) can train and race in Clipper Cove, albeit with moderate modifications in size and type of racing area and additional safety precautions (i.e. # safety boats, wind cap, seasonal /tidal restrictions).

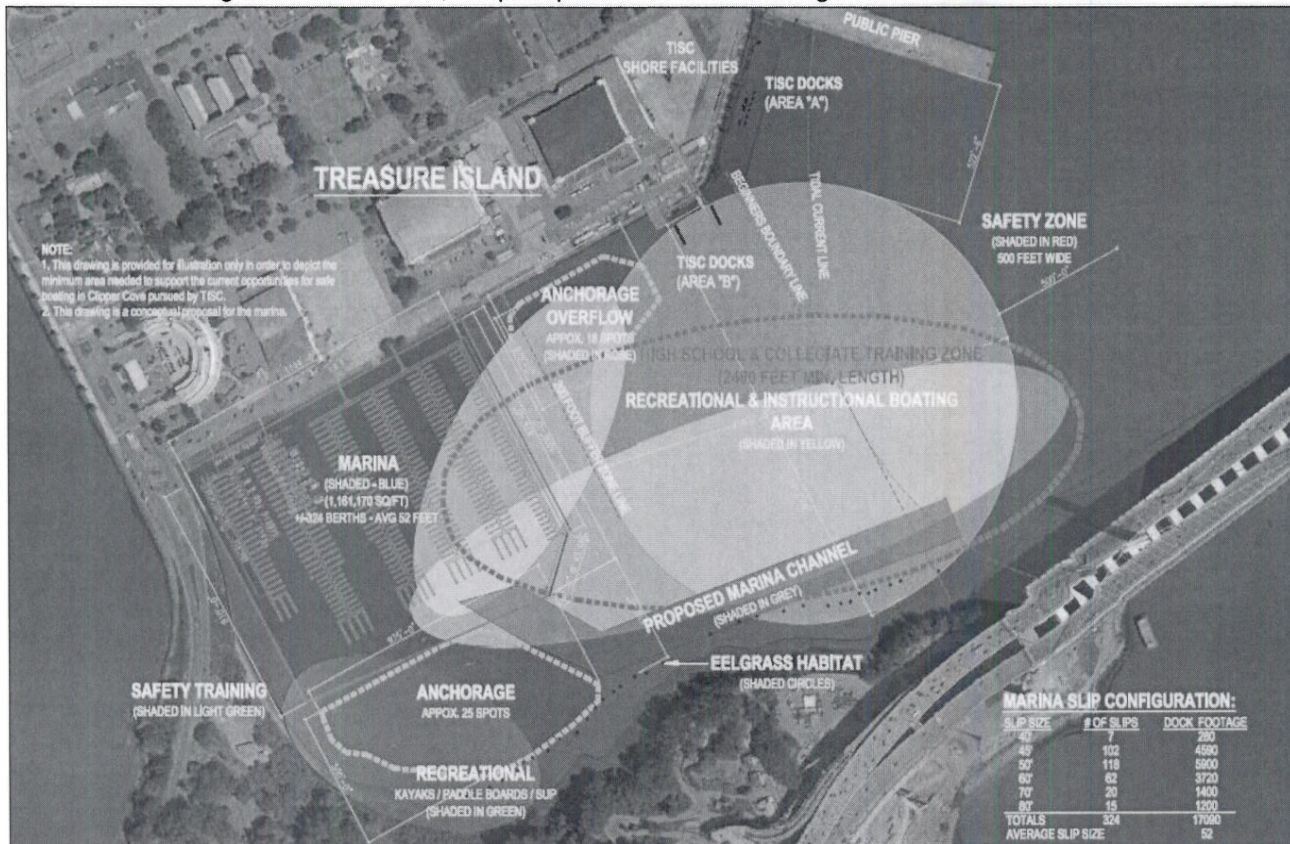


Maximum Impact – October 2016 (Appendix 2: A25C)

In an attempt to identify all possible compromises, TISC also designed a footprint based directly on the October 2016 TIE design which accommodates an average slip size of 52' and includes double finger berths (ie., docks on both sides of each boat). In contrast to the TIE October 2016 drawing, this modified proposal provides the minimum space required for our advanced sailing programs to continue AND the minimum navigable space to allow most beginner sailors to reach the beach. It must be stressed that with this proposal, under certain wind and current conditions, we will NOT be able to run certain programs and access to the west end of the Cove will be challenging for some beginning sailors. This plan leaves the bare minimum required to continue our programs, albeit on a more limited basis.

Key Design Points:

- Marina Footprint with wave attenuator (1,161,170 sq ft; 31% of Cove)
 - Location of Wave Attenuator from MLW at Causeway to the East: @1144' This means the location of the wave attenuator is 184' east from our Spring 2016 proposal and a 181' west compared to the October 2016 TIE proposal.
 - Length of Wave Attenuator/docks from shore to the South: @874'
 - Dog Leg Length: @236' @45° angle, tip is 1038' from TI shore. This is 158' longer than the 2005 EIR.
 - Public use space reduction: 911,170 sq ft (24% of cove)
- The navigable pass to the beach is 410' between tip of dogleg and eel grass yielding a @225' of upwind narrow passage space)
- Accommodates ±324berths (52ft slip average), double finger berths, doubling the necessary bay fill
- @800' of guest docks on east side of wave attenuator
- 25 mooring balls in the cove; Ample space for self-anchorage east of wave attenuator



Although this plan allows our current programs to survive, it will require substantial modifications and limitations on them. The number of boats on the cove at the same time will be reduced and the advanced/racing programs will have wind/current restrictions placed on them (see shift of blue dotted oval to the east). **This plan provides the bare minimum space required to continue providing our existing (though greatly modified) educational and recreational opportunities to the Bay Area community.** Therefore, if we have to, we will live with this plan; we will not support it but will not actively oppose it. We do not know how other groups will respond to this proposal (Anchorage, Bay Keepers, Sierra Club, Save Clipper Cove).

KEY POINTS

- 8% (134,596 sq feet) reduction in the sailing area used by SFUSD Set Sail Learn classes and all other youth programs as well as by high school and collegiate sailing and adult sailing compared to the alternative plan A21-EXP. This plan A25C represents a 24% (~900,000 sq ft) reduction in area compared to the space currently used by TISC programs in Clipper Cove.
- Set Sail Learn Classes will accommodate 3 classes/day, reduced from 4 planned
- High School/College training will be shortened by 300' so that boats stay within safety zone.
- High School/Collegiate racing will extend beyond the safety zone by 200-300', depending on wind and current conditions. This will require additional safety boats and high wind/high current limitations. Racing will be cancelled when conditions are unsafe to utilize space outside of the safety zone.
- TISC programs can continue to utilize the beach for safety training, and most beginners will still be able to access the west end of the cove and sail to the beach albeit requiring more advanced skills. Some beginning sailors will be not be access the each or sail to the west end of the Cove.
- High School and Collegiate Sailing displaced to the east outside the Cove



Plan Comparison of Dimensions

To compare plans that have been proposed by both TIE & TISC, we have made the following table that estimates key metrics. We identified the protected area of the cove to be 3,787,430 square feet, by using the tide line as the eastern most boundary.

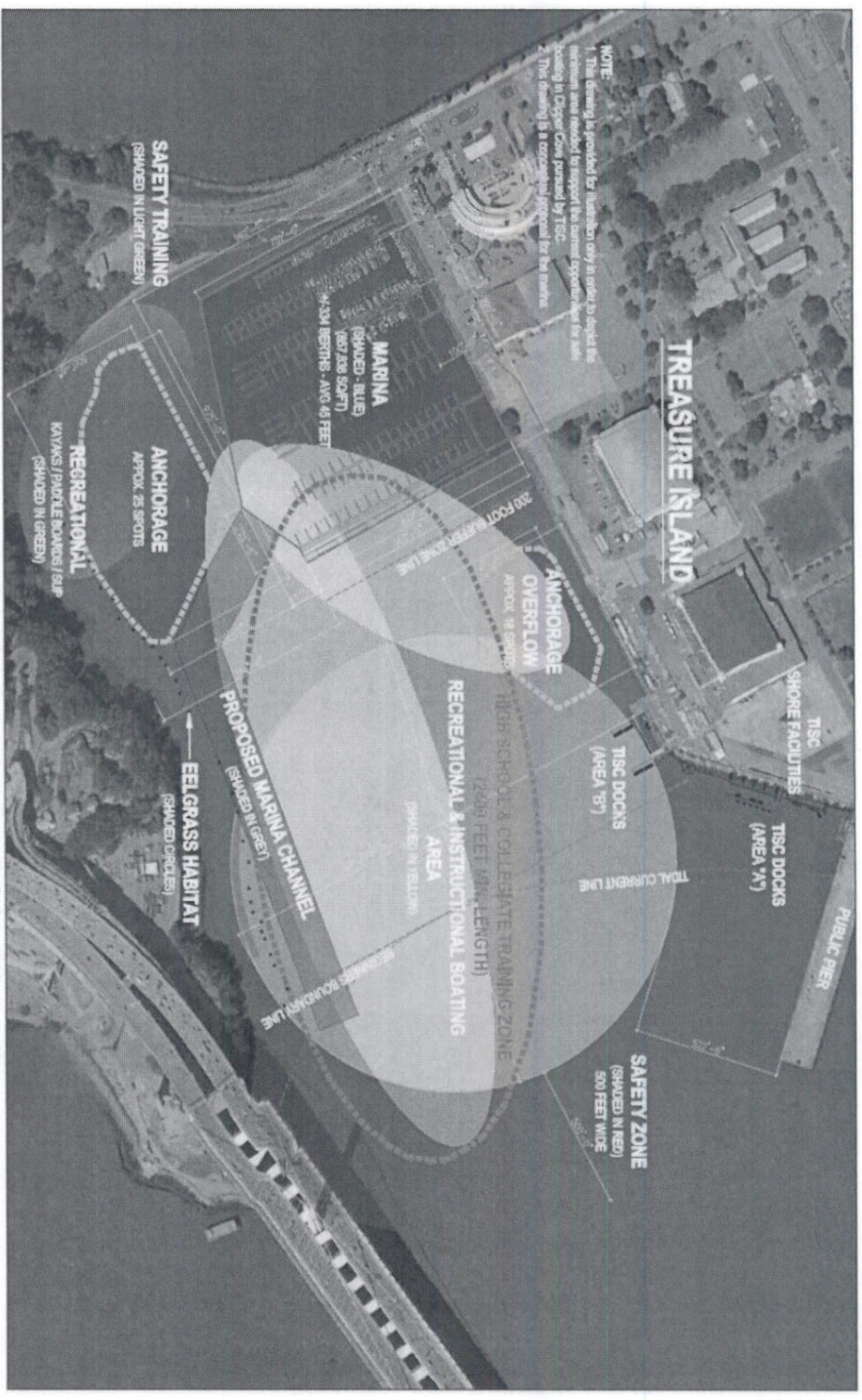
Marina Plan	# Berths (Avg)	Att. Wall Location from MLW at causeway (ft)	Main Attenuating wall length from shore (ft)	Dog leg length (ft)	Entire attenuating wall length (ft)	Dog leg angle (°) from wave atten. line	End of Dogleg Location from TI shore (ft)	Navigable space (ft)	Area of Marina (sq ft)	% of Cove
Current Marina	107 (30.9)	400	500	n/a	n/a	n/a	520	700	250,000	7%
1996 Transfer Plan	n/a	1,685	470	0	0	n/a	470	950	838,950	22%
TIE- 2006 EIR	372 (54.5)	1,780	720	150	870	38	821	680	1,543,480	41%
TIE- 2015 Plan	417 (50.3)	1,770	1,010	660	1,670	63	1,300	210	2,145,350	57%
Intentionally redacted because it includes a TIE map that has not been presented yet in public										
TISC Minimal Impact*	235 (42)	941	600	170	770	55	670	750	686,754	18%
TISC - Spring 2016**	306 (46)	960	847	252	840	45	962	500	832,422	22%
TISC- October 2016-(A)***	334 (45)	990	847	Up to 252	840	45	962	500	857,836	23%
TISC- Maximal Impact-(B)****	324 (52')	1144	874	236'	1216	45	1,038	410	1,161,170	31%

*Benchmark plan presented in spring of 2016 that accommodates all of current public use

** Spring 2016

*** October 2016 Compromise—preferred compromise

**** Maximum Impact plan presented in October of 2016 – this plan provides the bare minimum space needed to continue existing programs, with limitations/modifications



Friends of the Sailing Center

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

December 20, 2016

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

Dear Mr. McCrea:

We write as supporters of the Treasure Island Sailing Center (TISC) at Clipper Cove. We are former TISC board members, former executive directors, former program directors, former sailing instructors, former volunteer program chairs as well as program participants, tenants, and parents at TISC. 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 TISC.

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 TISC, particularly its youth programs.

While we applaud the spirit of TISC 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 1/3 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 TISC on the San Francisco Bay.

The configuration of the proposed marina would entirely block some beginning and youth sailors at TISC 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 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 TISC in a detailed assessment of the new marina proposal. TISC 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 TISC report detailing these impacts. [See:https://tisailing.org/images/2015/TIDevelopment/sharedapproachoverview_redacted.compressed.pdf]

In exchange for this reduction in public use, TIE proposes an extremely inefficient marina design that unnecessarily fills in the Bay such that 1/3 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 feet). 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, TISC 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).

TISC'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 feet to 42 feet. It is this alternative that would provide the greatest net increase in public recreation and education on the San Francisco Bay.

TISC also conducted a detailed financial analysis that documents the financial viability of more efficient marina designs such as the above. [See: <https://tisailing.org/images/2015/TIDevelopment/tisc-marinafeasibilityanalysis-161019.pdf>]

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,

Bob Tennant	Former TISC Board Member
Marcella Churchill	Former TISC Board Member
Jack McDonald	Former TISC Board Member
Jay Palace	Former TISC Board Member
Michelle Tennant	Former TISC Executive Director
Robbie Dean	Former TISC Executive Director
Avery Whitmarsh	Former Co-chair of TISC Adaptive Sailing Program/Former Vanguard 15 Fleet Captain
Kevin Berry	Former TISC Managing Director
Annie Butts	Former TISC Program Coordinator and Head Instructor
Chris Childers	Former TISC Program Director and Head Instructor
Anthony Poles	Former TISC Sailing Instructor
Laura Breen	Former TISC Sailing Instructor
Ruth Breen	Former TISC Sailing Instructor
Kevin Bilcoe	Former TISC Sailing Instructor
Cazzie Cutting	High School Sailing Coach - Golden Gate Yacht Club/Former TISC Student
Thomas Rohr	TISC parent
Hunter Cutting	TISC parent
Paul Heineken	Volunteer Cal Varsity Sailing Coach
Rich Jepsen	Board of Directors, U.S. Sailing
Dan Altreuter	TISC Tenant/Current Vanguard 15 Team Racing Co-Chair
David Byron	TISC Tenant
Sally Madsen	TISC Tenant/Former Vanguard 15 Fleet Captain and Volunteer Chair/Former Captain of the Stanford Sailing Team

Tim Murphy	TISC Tenant
Claire Pratt	TISC Tenant/Former Vanguard 15 Thursday Night Racing Chair and Volunteer Chair/Former Captain of the University of Washington Sailing Team
Kevin Richards	TISC Tenant
Adam Rothschild	TISC Tenant/Former Vanguard 15 Thursday Night Racing Chair
Krysia Pohl	Former TISC Tenant
Nick Adamson	Former TISC Tenant/1996 US Olympian Laser Class
Mark Adams	Former TISC Tenant
Brian Haines	Former TISC Tenant
Ryan Cox	Former TISC Tenant
Ted Conrads	Former TISC Tenant
Holt Condon	Former TISC Tenant
Harrison Turner	Former TISC Tenant
Mike Martin	505 World Champion
Andy Zinn	Former Captain of the Cal Sailing Team
Bruce Edwards	Former Executive Vice President of West Marine
Mike Holt	505 World Champion
Steve Bourdow	Former Stanford Sailing Team Head Coach/1992 US Olympian, Silver Medalist
Rob Woelfel	505 World Champion
Blaine Pedlow	Former Captain of the Cal Sailing Team
Mike Mahoney	
Eric Vanolst	
Courtney Clamp	
Douglas Dommermuth	
Jago Macleod	
Laura Macleod	
Ryan Nelson	
Eric Anderson	
Ian O'Leary	
Rich Mundell	
Segah Meer	
Rob Waterman	
Aaron Ross	
Pat Diola	
Jeff Miller	
Zhenya Kirueshkin-Stepanoff	
Ian Connors	
Geoff Gales	
Justin Shaffer	
Eben Russell	
Reeve Dunne	

Letter from Friends of the Sailing Center

Avery Whitmarsh [averywhitmarsh@gmail.com]

Sent: Monday, April 03, 2017 9:58 PM

To: Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Attachments: FriendsLetterToDBW - 4-3-2~1.pdf (98 KB) ; FriendsOfTheSailingCenterL~1.pdf (298 KB) ; TISCReportOnNovember2017Pr~1.pdf (2 MB) ; TISCResponse - 3-7-2017.pdf (338 KB)

Dear Chair Short and Deputy Director Sadler,

I write on behalf of the Friends of the Sailing Center regarding DBW Commission meeting agenda item VIII for April 5, 2017: 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000.'

We are former board members, former executive directors, former instructors, volunteers, parents, and tenants of the Treasure Island Sailing Center (TISC). And in support of TISC we oppose the current marina expansion proposed by TIE.

The proposed marina expansion would sacrifice 1/3 of Clipper Cove, significantly reducing public access to San Francisco's most valuable protected sailing venue.

In addition, this proposal would significantly decrease the range and depth of the programs operated by TISC, particularly its youth programs. This plan represents a 24% (~900,000 sq ft) reduction in area compared to the space currently used by TISC programs in Clipper Cove, including the Set, Sail, Learn STEM program serving over 2,000 4th graders each year from San Francisco public schools.

Please find attached a report from TISC regarding the November 2017 proposal as well as letter from TISC regarding February 2017 proposal, documenting these findings.

Please also find attached a letter of opposition from the Friends of the Sailing Center submitted to the Bay Conservation and Development Commission signed by over 60 friends of TISC, including the US Sailing Association.

TISC accepted the November compromise in order to ensure that at least part of the Cove is saved. While we applaud TISC for taking that step, this proposed compromise does not represent the best balance of shared use in Clipper Cove.

The proposed compromise would violate the public interest in the San Francisco Bay, in particular the very explicit BCDC policies upholding public access and recreation. This plan could and should be improved upon.

In the meantime, DBW should reject or defer consideration of the TIE loan application for marina development in Clipper Cove.

We look forward to working with all stakeholders to improve the planning for Clipper Cove as the process moves forward.

Thank you for your consideration,

Avery Whitmarsh
Friends of the Sailing Center
415-378-3912

Treasure Island Marina Tenants For Balanced Expansion

1530 Fulton Street, San Francisco, CA 94117

January 2, 2017

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

Dear Mr. McCrea:

We write as current tenants of the Treasure Island Marina in Clipper Cove.

Please know that the recent marina expansion proposal presented by Treasure Island Enterprises (TIE) to the Treasure Island Development Authority (TIDA) at TIDA's November meeting will effectively eliminate marina berthing for small and medium sized boats in Clipper Cove, dramatically reducing the opportunity for public recreation in the Central Bay.

- The marina proposal unveiled by TIE would eliminate all marina berthing in Clipper Cove for boats smaller than 40 feet. The current marina affords 107 slips overall. 97 of these slips run from 16 feet to 36 feet. The average slip length in current marina is 31 feet. The marina is currently fully occupied and maintains a very long wait list.
- Under TIE's proposal, no slip smaller than 40 feet will be available, and only seven 40-foot slips will be available. Overall, TIE's proposal would provide 336 slips ranging from 40 feet to 80 feet. The average slip length under the new proposal would be 54'.

Documents submitted by the marina developers to the State Division of Boating and Waterways explicitly declare that existing slip holders will be charged their current rates only as long as their current slips exist, and that all holders of new slips will be charged at new rates, i.e. there will be no grandfathering to protect recreation with small and medium boats. A May staff report by the State Division of Boating and Waterways specifies that the monthly rental rate for the 45 ft. slips will be \$16/ft. for a total monthly fee of \$720.

A detailed marina plan consistent with the public interest and the BCDC San Francisco Bay Plan was recently produced by the Treasure Sailing Center. The Center's plan proposes 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 provides for boats that average 45 feet in length, as opposed to the 54 ft. average in the current proposal. The Sailing Center also identified the maximum expansion that could be implemented with minimal impact on current public use of the Bay. This minimum expansion would still more than double the number of slips in the marina and increase the average slip size from 31' to 42'. The Sailing Center conducted a detailed financial analysis that documents the financial viability of more efficient marina designs such as the above.

The TIE proposal would significantly reduce the opportunity for public recreation on the San Francisco Bay by eliminating nearly 100 marina berths for small and medium sized boats in the Central Bay.

Please uphold recreation on San Francisco Bay for boaters with small and medium vessels, and reject the TIE proposal.

Sincerely,

Larry Doyle

TI Marina Berth B-11, Naima - Catalina 27, Slip holder since 1998

Lt. Dwayne Newton, SFFD, Ret.

TI Berth B-17, GAIA - 27' International Folkboat – Slip holder since 1993

Bruce Fauss

TI Berth C-5, Catalina 27

Aidan Doyle, former TISC instructor

TI Marina Berth B-11, Catalina 27 Naima

Raft Up Community for Clipper Cove regarding DBW Commission meeting agenda item VIII for April 5, 2017

Sunny Allen [sunnichka.pi@gmail.com]

Sent: Tuesday, April 04, 2017 5:03 PM

To: Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Attachments:BCDCRaftUpCommunityForCli~1.docx (9 KB)

April 3, 2017

Commission Chair Randy Short
Deputy Director Lynn Sadler
California Division of Boating and Waterways
California Department of Parks and Recreation
One Capitol Mall – Suite 500
Sacramento, CA 95814
(via email: Lynn.Sadler@parks.ca.gov)

Dear Chair Short and Deputy Director Sadler:

I write on behalf of the Raft Up Community for Clipper Cove regarding DBW Commission meeting agenda item VIII for April 5, 2017: 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000.'

Please find attached a recent letter to BCDC signed by 39 members of the Raft Up Community for Clipper Cove opposing the latest TIE marina proposal.

Clipper Cove is one the most valuable anchoring locations, if not the most valuable location, across the entire Central Bay, making it an irreplaceable resource for recreation on the Bay. The geography of the Cove is such that it is extremely well protected from wind, chop, swell, and current – all key elements for good anchorage. Moreover, Clipper Cove is centrally located and easily accessible by land and water, and provides stunning vistas.

However, the recent marina proposal unveiled by Treasure Island Enterprises (TIE) at the last November board meeting of the Treasure Island Development Authority (TIDA) will significantly reduce public recreation on the San Francisco Bay by dramatically reducing open water for anchoring out in Clipper Cove.

Any loan approval, conditional or otherwise, would be premature and put at risk one of the most valuable open-water locations in the San Francisco Bay. We ask that you reject this loan. No action should be taken until an appropriate marina proposal is put forward.

Thank you for your attention.

Sincerely,

Sunny Allen

Treasure Island Marina Expansion 4/5/2017 Agenda Item VIII

Larry Doyle [larrydoyle23@gmail.com]

Sent: Monday, April 03, 2017 10:25 PM

To: Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Dear Commission Chair Randy Short and DBW Deputy Director Lynn Sadler,

I write as a representative of the Treasure Island Marina Tenants for Balance Expansion, a group of current Treasure Island Marina tenants who've berthed boats as long as three decades at the TI Marina, in regard to Wednesday's (4/5/2017) meeting agenda item VIII, 'ADVISE AND COMMENT REGARDING PRIVATE LOAN Treasure Island Marina \$4,200,000'.

Our group was formed this winter after reviewing the TI Marina Expansion proposal and it became clear Treasure Island Enterprises (TIE) was not taking into account the needs of the current tenants in terms of slip sizes, berth fees, and stewardship of Clipper Cove.

We urge you to reject any loan request to support the TI Marina demolition and reconstruction until a more sensible and sensitive proposal is put forth.

Currently there are 107 slips at the Marina, 97 are between 16 and 36 feet. All these slips would be eliminated under the TIE proposal, which has no slips under 40, and only 7 at 40', and 96 at 45'. A representative of TIE stated at a February TIDA meeting that all current TI Marina slip owners could put their boats into a 40 or 45 foot slip and only pay based on the length of their boat, albeit at the per foot rates for 40' and 45' slips (which TIE previously reported to you as \$16.50/foot). In other words, TIE is proposing there will 40 and 45 foot slips with 16, 20, 25, 30, and 35 foot boats in them, all paying two to three times their current monthly rent. This is a de facto eviction of the majority of current tenants, a profligate waste of the space in Clipper Cove, and evidence of a broken planning process completely out of sync with current users of this priceless resource.

Below is a copy of the letter I sent to DBW last May when the TI Marina was on the agenda at the Emeryville DBW meeting. More than ever the points in this letter reflect the sentiments of the current Treasure Island Marina tenants. Now that we know the details of the TI Marina expansion it becomes apparent current marina tenants face a de facto eviction and the new marina as proposed is an unwelcome blight on Clipper Cove that flagrantly disregards the needs of all the diverse groups currently using and sharing Clipper Cove. A majority of tenants would likely rather no marina expansion in Clipper Cove than the currently planned one:

Dear Commissioner Sadler,

I writing to urge the DBW to postpone action on the Clipper Cove Marina project. Clipper Cove is a jewel which has evolved tremendously in the last ten years. Lets not be in a hurry to destroy it.

I'm a San Francisco resident and have rented a slip at the current Treasure Island Yacht Harbor since the 1990's, actively sailing my Catalina 27 most weekends. I raised two children on that boat and have taken countless family members and guests out on the Bay. My kids have joined other kids paddle boarding and driving our dinghy to the wonderful, protected sand beach at the west end of the cove. We've rafted with boats from around the Bay and beyond in Clipper Cove. We've watched the Dragon Boat races and we've participated in regattas.

My children learned to sail at the Treasure Island Sailing Center, and in the process, due to TISCs inclusive sailing classes and camps, were exposed to a diverse group of instructors and students which enriched their lives beyond the sailing skills taught on the water. My 16 yo son was a CIT at TISC last summer and will return as a paid instructor this summer. He also races 29er Skiffs and competes on a national level.

As much as I'd like to see the Treasure Island Yacht Harbor improved, the current proposed plan is out of sync with the direction sailboat use is moving. I question the number of berths and average slip size in the proposal.

The current proposal is much too large, ruining Clipper Cove's greatest asset, the undeveloped Cove itself. Sailing instruction will be severely limited, raft-ups eliminated, and overall water recreation curtailed. Clipper Cove will no longer be a destination.

The idea of creating space for large / super yachts is completely contrary to what I see out on the water. Unlike Florida or the Caribbean, San Francisco is not a Super Yacht or even large yacht destination, its too cold and not near any other ports. Just watch the Bay from the city front on any weekend. Large yachts also require deep water, the eastern entrance of Clipper Cove at low tide is 40 inches mid-channel. A tremendous amount of bay mud would needed to be moved to let large boats in, further degrading the Cove environment.

Large yachts are typically underutilized. Many of large yachts are only used a couple of weeks a year. Its not worth destroying Clipper Cove to build what could amount to a storage facility for the ultra-rich.

A better proposal would adjust the number of boats and make more efficient use of the northwest corner and north side of the cove to **radically limit the new Marina footprint while providing facilities for storing and launching dry-sailing boats and expanding community-based sailing organizations like TISC.**

There are many other problems with the Marina Proposal that I'm sure the DBW will become aware of at it performs its due diligence including no current EIR and rapidly mounting political opposition in San Francisco.

The entire marina proposal needs to be completely re-evaluated.

Thank you for your consideration.

Regards,
Larry Doyle
Naima B-11
415 596 6730

marina proposal for Clipper Cove

Hunter Cutting [huntercutting@gmail.com]

Sent: Tuesday, April 04, 2017 4:51 PM

To: Sadler, Lynn@Parks

Cc: Dill, Keren@Parks

Attachments: SierraClubClipperCoveBCDCI~1.pdf (305 KB) ; ResponseFeb2017Map_v3.pdf (338 KB) ; FriendsOfTheSailingCenterL~1.pdf (298 KB) ; RaftUpCommunityForClipperC~1.pdf (90 KB) ; Treasure_Island_Marina_Ten~1.pdf (61 KB) ; SaveClipperCoveLetterToBCD~1.pdf (186 KB) ; sharedapproachoverview_red~1.pdf (2 MB)

DBW Commission Chair Randy Short
DBW Deputy Director Lynn Sadler
California Division of Boating and Waterways
California Department of Parks and Recreation
(via email: Lynn.Sadler@parks.ca.gov)

Dear Chair Short and Deputy Director Sadler:

I write on behalf of Save Clipper Cove to share with you the widespread opposition to the marina expansion on the Commission's agenda for Wednesday and to ask for your support in opposing the loan application submitted by Treasure Island Enterprises.

The short story is that while the new plan is noticeably better than last year's plan (which would have essentially closed off the entire Cove), public recreation on the San Francisco Bay would be significantly reduced under this new plan which would expand the marina by 342% and take over about 1/3rd of the Cove that is by far the most protected and valuable open-water resources in San Francisco.

Low-income families and communities of color in particular will lose access to the Bay. The free-access Clipper Cove programs currently offered by the non-profit community sailing center in Clipper Cove are the only such programs offered in San Francisco.

- The San Francisco Bay sailing community, including the US Sailing Association, opposes this new plan. See attached letters to the Bay Conservation and Development Commission.

You may hear that the Treasure Island Sailing Center has reluctantly accepted this new plan. While the sailing community is applauding the Center for taking that move to ensure that at least some of the Cove is saved, the sailing community still opposes this new plan because it will dramatically reduce public access to the Bay, and **will significantly reduce the range and depth of the Center's programs, including a 24% reduction in the sailing area for the STEM program serving over 2,000 San Francisco public school 4th graders each year, primarily students from low-income communities of color.** [See pages 7 and 8 of the attached "SharedApproach" report by the Treasure Island Sailing Center which documents and details the impacts of the proposal adopted by TIE.]

A new group has come together to pick up the fight for the Center. Attached you will find a letter signed by former board members of the Center, former executive directors of the Center, former head instructors, many world champion sailors, and others speaking up against this new plan in order to support the public access provided by the Center's programs on Clipper Cove.

- **Tenants in the current marina oppose the new plan** which, incredibly, would eliminate all berths smaller than 40 feet (!) effectively kicking out about 97 of the current 107 tenants. Their rents would double under a verbal “compromise” offer made by the developers a few weeks ago to house their small and medium sized boats (16’ to 36”) in oversized slips (mostly 45’) but charge them at twice their current rate. See attached letter to BCDC.

- **The Sierra Club opposes the new plan.** See below. And attached letter to BCDC.

Moving forward now on the TIE loan application would be premature, at best. At worst it would further a proposal based on unsound planning and would significantly reduce public recreation on the San Francisco Bay. **Once that public access is lost, it will not be regained.** DBW should require the developers to submit a proposal that meets the public interest before moving forward on consideration of any loan application.

Thank you for your attention here.

Sincerely,

Hunter Cutting
Save Clipper Cove
415-420-7498

Comment on 4/5 Boating and Waterways Commission meeting

ciaran.wills2@gmail.com on behalf of Ciaran Wills [c.j.wills@acm.org]

Sent: Monday, April 03, 2017 9:15 PM

To: Sadler, Lynn@Parks

Cc: Dill, Keren@Parks

Hello,

This meeting came to my attention too late to submit a comment by post, so I hope you can accept it by email.

My comment concerns the proposed loan for Treasure Island Marina. I am a tenant of the current Treasure Island Marina, with a 22' boat moored there. I am concerned that the proposed plan includes no slips smaller than 40'. There are plenty of current tenants with boats less than 30' in length who will have to either relocate or take (and pay for) a slip much larger than they need.

As a resident of San Francisco who has been unable to secure a slip in the City itself (indeed South Beach Marina no longer accepts applications for its waiting list) Treasure Island provides a marina that is still accessible by transit from the City. If I am forced to relocate my boat to the east or south bay then it is going to be much more difficult for me to use it.

I ask the commission to consider whether the marina as proposed really supports the boating community of San Francisco Bay, which includes many boats well under 40' in length, or whether it is in danger of having a lot of empty slips since under the proposed pricing I have heard it's not even competitive with the Pier 39 marina.

Yours,

Ciaran Wills
764 Cole Street Apt 6
San Francisco, CA 94117
(415) 702-5398

Clipper cove

Jason Durie [jasondurie@moonjet.com]

Sent: Tuesday, April 04, 2017 6:54 PM

To: Sadler, Lynn@Parks

As a frequent sailing visitor of clipper cove for the past decade, my biggest concerns are:

1) ensuring an anchorage is always available for overnight and multi-day visits including adequate space for entry/exit.

2. Slip sizes under 30'

Please preserve these items in your voting decisions.

-Jason Durie

Fwd: Save Clipper Cove

Andy DeGiovanni [andydeg@gmail.com]

Sent: Tuesday, April 04, 2017 5:07 PM

To: Sadler, Lynn@Parks

Dear DBW Deputy Director Lynn Sadler:

I am a recreation boater that uses Clipper Cove on a regular basis for anchor outs, swimming and small boat day sails.

Please take into consideration the needs of the current recreational boating community that currently uses Clipper Cove when deciding whether to endorse the loan to the marina development group that would enable them to transform a resource available to all to a playgroup for the rich yacht owners.

Thank you for your consideration.

Sincerely,

Andy DeGiovanni

Save Clipper Cove

Joe Balderrama [jbalderr@gmail.com]

Sent: Tuesday, April 04, 2017 7:36 PM

To: Sadler, Lynn@Parks

Dear Ms. Lynn Sadler,

Over the past 5 years, I have seen boating opportunities shrink for the average Joe, Jane and juniors.

Unfortunately, it adds to the divide between the haves and have nots.

Please consider preserving our access to the Bay at Clipper Cove.

There's a beautiful feeling at that Marina and Sailing School that may gone forever.

Thank you,

Joe Balderrama

Fremont, CA

Active sailor in SF Bay since 1998

Save Clipper Cove

1455 Alabama Street
San Francisco, CA 94110
www.saveclippercove.org

January 11, 2017

R. Zachary Wasserman, Chair
Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600
San Francisco, CA 94102-7019
via email: brad.mccrea@bcdc.ca.gov

Dear Mr. Wasserman:

I write on behalf of Save Clipper Cove to encourage the Bay Conservation and Development Commission to reject the recent marina expansion proposal unveiled by Treasure Island Enterprises at the November 16, 2016, board meeting of the Treasure Island Development Authority (TIDA).

As proposed, the marina expansion would dramatically reshape the most valuable venue for small boating in the San Francisco Bay. Much would be lost in this redevelopment, yet comparatively little gained. The proposed expansion would have a dramatic net negative impact on public education and public recreation on the San Francisco Bay. Worse, the proposed expansion would fill-in the Bay far more than necessary to provide additional marina berthing in the Central Bay.

The proposed expansion has been met by widespread public opposition. Attached are letters from the Sierra Club, Friends of the Sailing Center, Treasure Isle Marina Tenants for Balanced Expansion, and Raft Up Community for Clipper Cove, each detailing dramatic negative impacts that would be imposed by current marina expansion proposal for each of their communities.

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 one third of the Cove. Anchorage in the Cove would be significantly reduced. Sailing area for dinghies and small boats would be dramatically reduced, a major sacrifice given that the Cove is widely considered one of the premier small boating venues on the West Coast. Marina berthing for boats under 40' would be eliminated entirely.

The proposal would significantly restrict and reduce the range and depth of the programs operated by the Treasure Island Sailing Center, particularly its youth sailing and education programs, affecting thousands of users each year. These impacts have been documented in detail by the Treasure Island Sailing Center and recently validated by Friends of the Sailing Center. This change would significantly reduce public recreation on the Bay as well as public education about the Bay.

CA DBW Meeting - Clipper Cove

andelle05@gmail.com on behalf of Danielle Ryan [drryan@ucla.edu]

Sent: Tuesday, April 04, 2017 4:02 PM

To: vmadueno@imagenpr.com; Sadler, Lynn@Parks; Dill, Keren@Parks; PubInfo (Public Access)@Parks

Hello,

First off--thanks for all that you do ensure the smooth running of our waterways in CA!

I am writing on behalf of the Save Clipper Cove organization, and would like to express my hopes that the DBW will consider deferring the loan consideration for the marina development until the developers put forward a plan that better preserves the current public waterspace. I am very excited at the idea of improving the areas surrounding Clipper Cove, as I understand how valuable the housing, retail area, public spaces, marina space, and various other proposed facilities are to Treasure Island, San Francisco, and the entire Bay Area. However, it would be unfortunate if these developments came at the expense of the community programs that take place inside Clipper Cove. I currently am a member of the Treasure Island Sailing Center and have seen firsthand how valuable the sailing and watersport organizations are to the young people (and adults!) who are lucky enough to use these facilities.

Thanks very much again for your time in reading this, and the time you devote to considering this and other projects!

Sincerely,

Danielle Ryan

<http://saveclippercove.nationbuilder.com/>

Save Clipper Cove

el lopez [ellopez63@yahoo.com]

Sent: Tuesday, April 04, 2017 8:53 PM

To: Sadler, Lynn@Parks

Lynn Sadler,

I am writing to the board to please defer your decision on the loan application of Mr. Anderson, until the developers put forward a reasonable marina proposal (their current proposal would take 1/3rd of the Cove, yet would eliminate all berthing for boats smaller than 40 feet!). As a public school educator and 30 year resident of San Francisco, I feel that development proposals such as this one are preventing me from enjoying the place I call home.

Thank You for your consideration

Edward Lopez

https://www.facebook.com/SaveClipperCove/?hc_ref=SEARCH&fref=nf